

STEERSMARTS™

2018+ (JL/JLU/JLR/JLUR) Jeep Wrangler Yeti XD Tie Rod and Draglink Installation Instructions

!IMPORTANT INFORMATION!

IT IS THE OWNER'S RESPONSIBILITY TO HAVE ALL NUTS AND BOLTS CHECKED FOR TIGHTNESS AFTER THE FIRST 100 MILES AND THEN EVERY 3,000 MILES. WHEEL ALIGNMENT, STEERING SYSTEM AND SUSPENSION SYSTEMS MUST BE INSPECTED AND ALL COMPONENTS GREASED BY A QUALIFIED PROFESSIONAL MECHANIC EVERY 3,000 MILES OR AFTER OFF-ROAD USE.

Tie Rod Part Numbers:

Standard Length – 78076001

Rubicon Length – 78088001

Drag Link Part Numbers:

Bottom Mount – 78075001 No

Drill Top Mount – 78078001

High Steer - 78102001

Tool List:

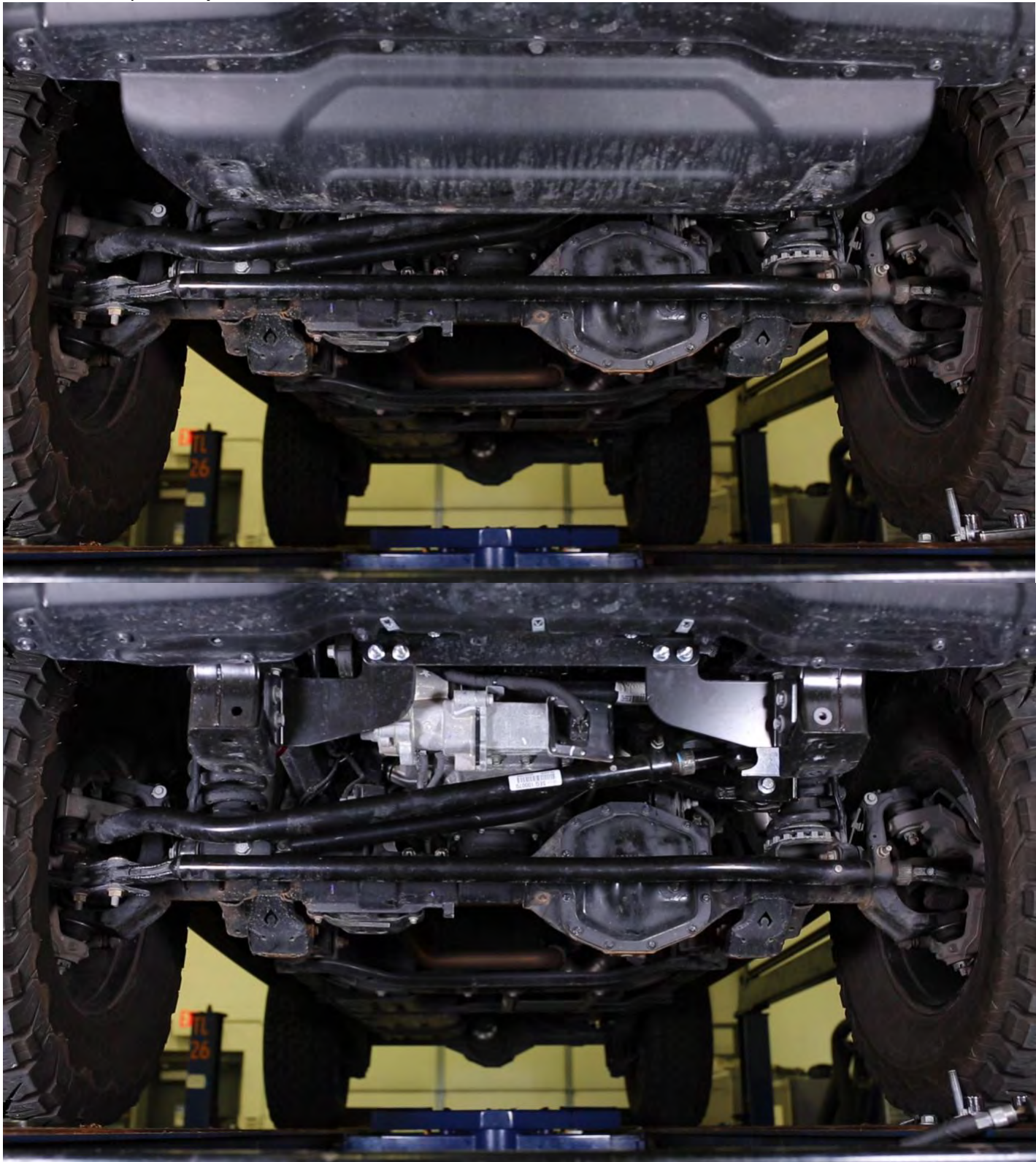
1. 13mm open end wrench / socket (*stabilizer mount*)
 2. 15mm open end wrench
 3. 18mm open end wrench / socket (*Steer Stabilizer*)
 4. 22mm socket (*wheel lugs*)
 5. 21mm open end wrench / socket (*Tie rod and Draglink nuts*)
 6. Pickle Fork / *optional & recommended: air-hammer w/ pickle fork (*Pitman Joint*)
 7. Big Hammer / Small hand Sledge
 8. Torque Wrench
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Installation Steps

1. Remove Stabilizer



2. Remove Skid plate **optional**



3. Jack up / lift the front end of the vehicle
4. Remove front wheels (*driver side removal optional; can be done with open end wrench*)

5. Loosen Tie Rod passenger side nut (*do not remove*)



6. Loosen Draglink passenger side nut (*do not remove*)
7. Loosen driver side Tie Rod nut



8. Remove Tie Rod



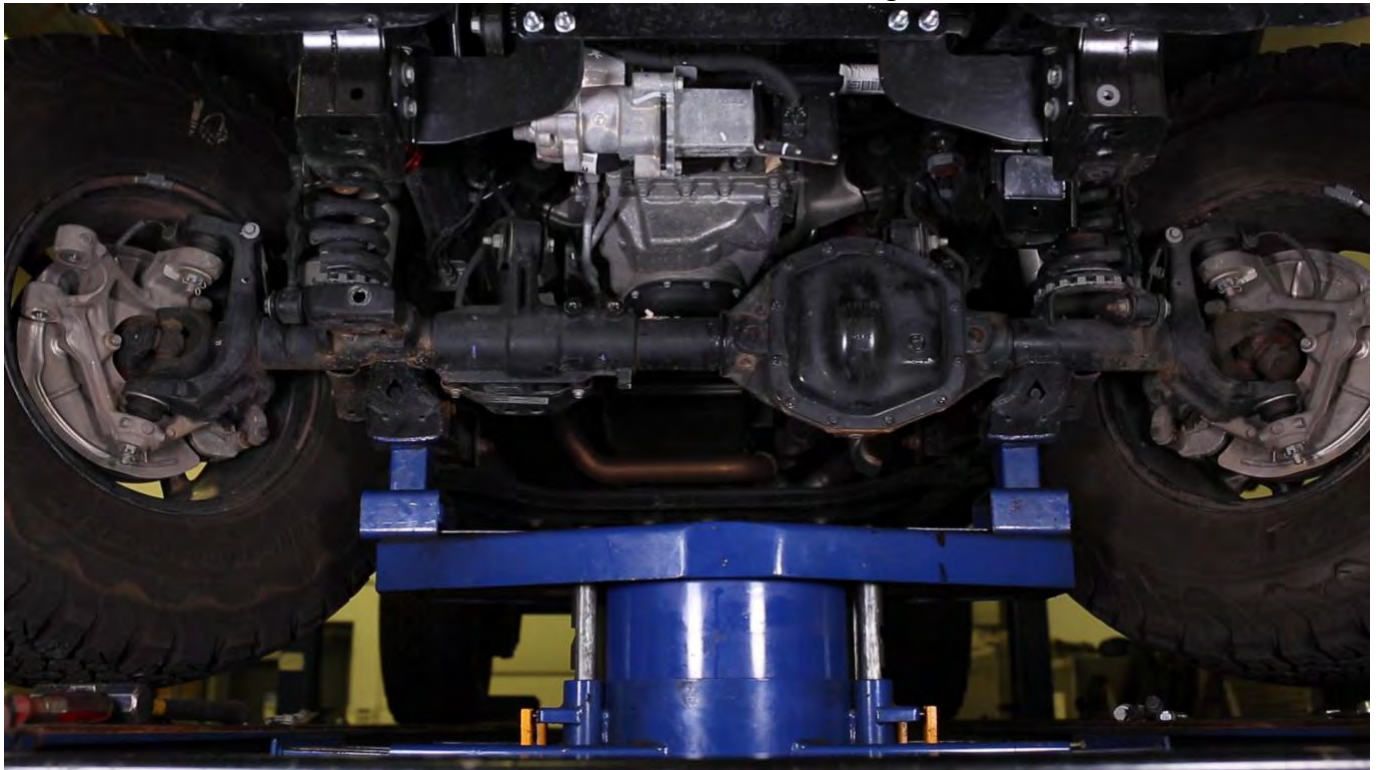
9. Loosen Pitman Arm Draglink nut (*do not remove*)

10. Use pickle fork and a big hammer to loosen/remove Pitman side knuckle



a. *We recommended the use of an air hammer with pickle fork attachment for fastest and easiest removal. The joint will be taper locked into the pitman arm and will require a good deal of effort to remove.*

11. Once stock end is loose from Pitman Arm, remove nut and then Draglink



12. Remove factory stabilizer mount (*only if you are using the Steer Smarts Yeti XD Tie Rod*)

13. Measure factory Tie Rod / Draglink lengths



14. Assemble **Tie Rod / Draglink / both** to match the stock linkage lengths as close as possible (*snug clamps, do not fully tighten*)

- i. *Note – adjuster tubes are right- and left-hand threads. Each end will only screw into one end of the adjuster.*

15. Install Draglink onto vehicle



- i. *Note – clamps still only snugged - you will need to adjust this once everything is back together and the vehicle is on the ground (See Images for correct washer orientation)*

ii. **Bottom Mount:**



As of February 2023, both the bottom mount drag link and the Tie Rod ends for the JL and JT linkages have been transitioned from straight shank studs with taper sleeves the magnicoated tapered studs. The above image is an example of what the new coated tapered stud looks like, and the image on the right is what the original style bottom mount and tie rod ends look like (taper sleeve on those is red or gray). **The new coated tapered stud is only 70 ft-lbs** instead of the 120-130ft lbs that the original style uses. We still use this straight shank stud and taper insert for our no-drill top mount drag links.

**2018+ Jeep JL YETI XD
Bottom Mount Drag Link**



iii. No-Drill Top Mount:

2018+ Jeep JL YETI XD No Drill Top Mount Drag Link



Red Washer goes on
top of the Knuckle
between the Draglink
end and Knuckle boss

Red Taper Sleeve goes into the bottom
side of the passenger steering knuckle

16. Torque Draglink nuts to spec on torque cards:



- a. Driver Side: **65-70 ft. lbs.**
- b. Passenger Side:
 - i. Bottom Mount: **70 ft lbs** (coated tapered stud version)
 - ii. No-Drill Top Mount: **120-130 ft lbs**
 - iii. High-Steer Top Mount: **70 ft lbs.**
 - iv. Original Bottom Mount (Straight Shank w/ Taper Sleeve: **120-130 ft. lbs.** (*make sure there is no gap between taper sleeve and knuckle*))
- d. **Recheck torque** after **100 miles** and then every **3,000 miles**
 - i. *USE 6MM ALLEN WRENCH INSIDE THE STUD TO ACHIEVE REQUIRED TORQUE IF STUD SPINS. USE OPEN WRENCH + 6MM TO TIGHTEN THE NUT INCREMENTALLY AND RECHECK WITH TORQUE WRENCH UNTIL TORQUE SPEC IS ACHIEVED.*

17. Install Stabilizer Relocation Mount:

- a. When using **Yeti XD Tie Rod** (Part#: **78076001 / 78088001**) use the stabilizer relocation bracket installation instructions (Part#: **79029001**) – see part for install instructions. You will need our (a) 1-5/8” damper bracket to mount stabilizer to the tie rod (part#: 41035001) – see part for install instructions.

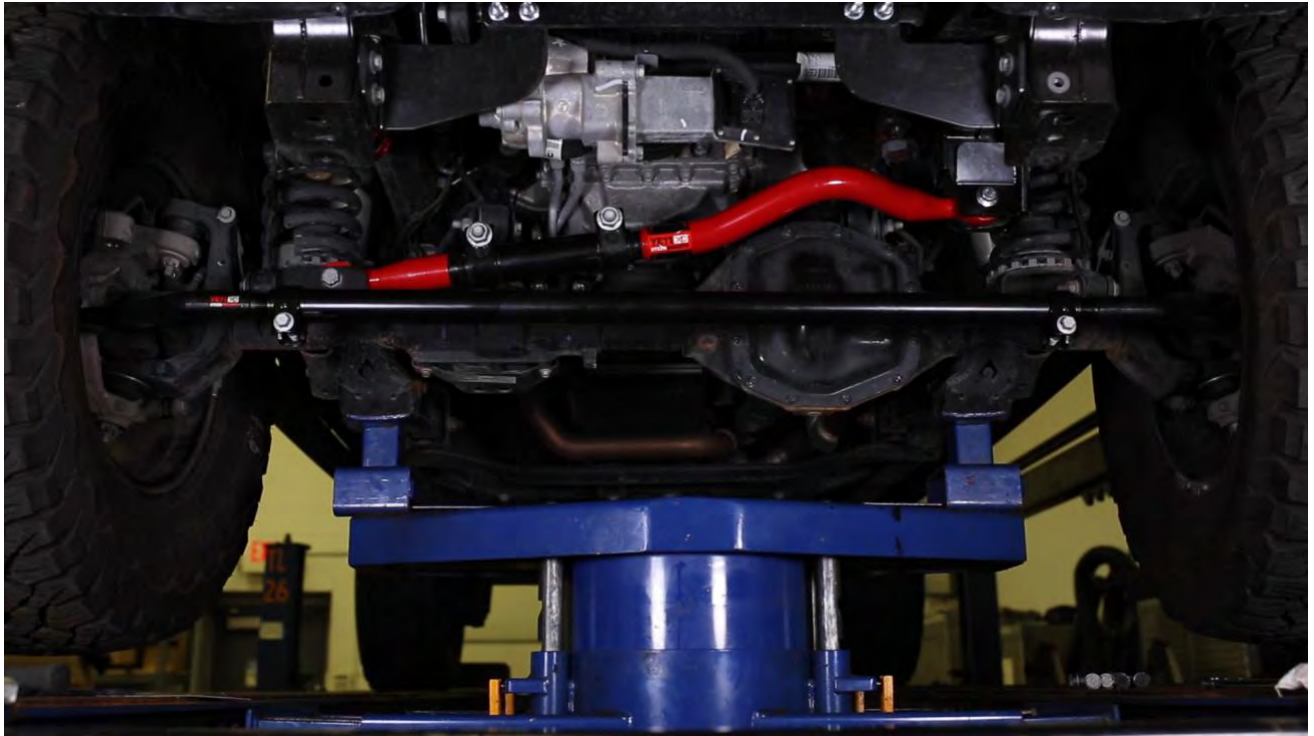
18. Install Tie Rod onto vehicle.



As of February 2023, both the bottom mount drag link and the Tie Rod ends for the JL and JT linkages have been transitioned from straight shank studs with taper sleeves the magnicoated tapered studs. The above image is an example of what the new coated tapered stud looks like, and the image on the right is what the original style bottom mount and tie rod ends look like (taper sleeve on those is red or gray). **The new coated tapered stud is only 70 ft-lbs** instead of the 120-130ft lbs that the original style uses. We still use this straight shank stud and taper insert for our no-drill top mount drag links.

2018+ Jeep JL YETI XD
Tie Rod End(s)





- i. *Note – an alignment is necessary once installation is complete*
- ii. **Tie Rod(s):**

19. Torque Tie Rod nuts to spec on torque cards:



- a. **Driver Side: 70 ft lbs** (coated tapered stud version)
 - a. *Original style: 120-130 ft. lbs. (make sure there is no gap between taper sleeve and knuckle)*
- b. **Passenger Side: 70 ft lbs** (coated tapered stud version)
 - a. *Original style: 120-130 ft. lbs. (make sure there is no gap between taper sleeve and knuckle)*
- c. **Recheck torque after 100 miles and then every 3,000 miles**
 - i. **USE 6MM ALLEN WRENCH INSIDE THE STUD TO ACHIEVE REQUIRED TORQUE IF STUD SPINS. USE OPEN WRENCH + 6MM TO TIGHTEN THE NUT INCREMENTALLY AND RECHECK WITH TORQUE WRENCH UNTIL TORQUE SPEC IS ACHIEVED.**

20. Reinstall stabilizer.

21. Torque Tie Rod adjuster tube clamps. Make sure that the driver side Tie Rod is parallel with the knuckle boss when tightening clamps. Tighten the passenger side clamp first and then tighten the driver's side, again insuring sure the driver's side knuckle and tie rod end remain parallel. **See Image**



- a. *Torque to card spec*
b. Clamp: 40-45 ft. lbs. (*clamps should face forward or forward and up based on clearance*)
22. Center steering wheel by turning Draglink adjuster tube. It is helpful to have someone in the driver's seat to tell you when you're centered, but you will spin the tube until you center the steering wheel. Once centered, tighten down adjuster tube clamps. Make sure the Pitman Arm and Pitman side Draglink knuckle are parallel when tightening down the clamps. Tighten the passenger side clamp first and then tighten the driver's side, again insuring sure the DL knuckle and pitman remain parallel. **See image**



23.
a. *Torque to card spec*
b. Clamp: 40-45 ft. lbs. (*clamps should face forward or forward and up based on clearance*)
24. Take your Jeep to your local alignment shop and have everything professionally aligned and adjusted.