



Mountain Goat Series™

Spohn Performance, Inc.
494 E Lincoln Ave | Myerstown, PA 17067
1-888-365-6064 | www.mtgoatseries.com

Part# HSSA1 Tapered Tie Rod End to Spindle Adapter Sleeve

The Mountain Goat Series™ Part# HSDL-1375 extreme duty high steer drag link for the Jeep® JK Wrangler allows the drag link to be flipped to the top of the spindle to correct the steering geometry on a lifted Jeep® JK Wrangler. This tapered spindle adapter sleeve is designed to allow you to flip the taper on the spindle without the need to do any reaming to correct the taper.

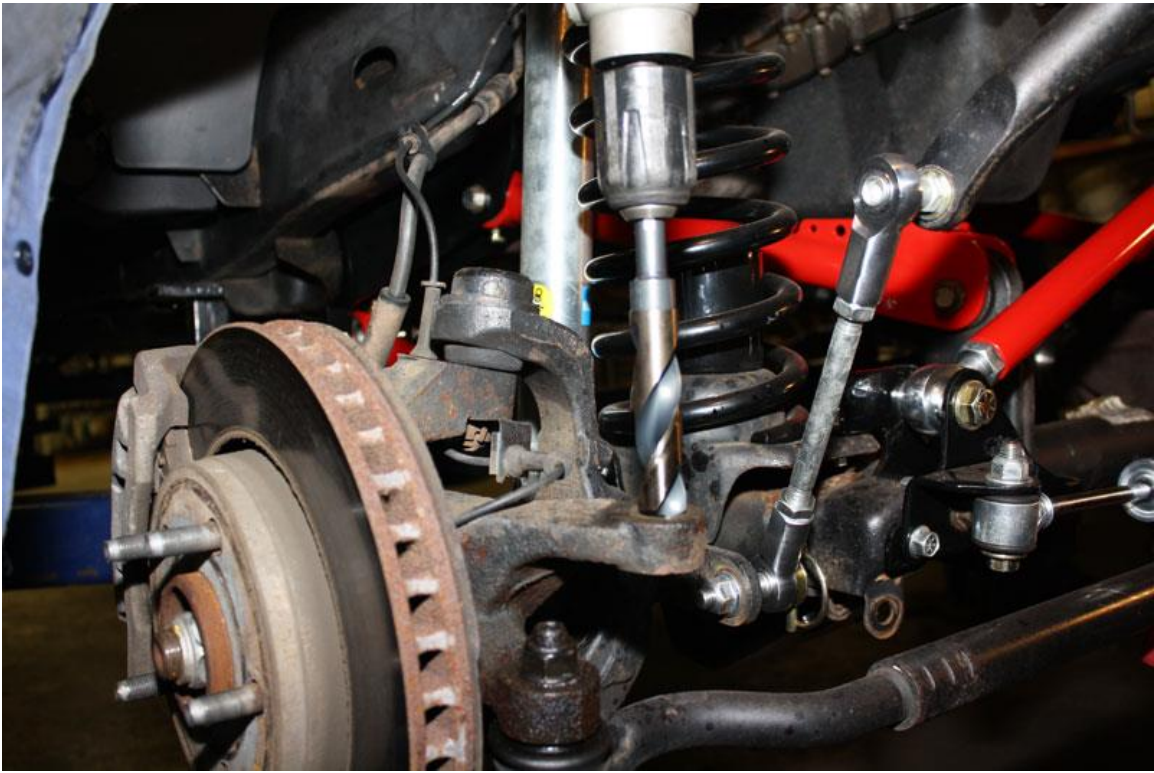
You simply drill out the existing tapered hole in the spindle with a **53/64" drill bit** and then insert this tapered adapter sleeve through the top of the spindle hole. Our tapered spindle adapter sleeve is CNC machined from 304 stainless steel to insure a long and corrosion free service life.

Universal Applications: This tapered spindle adapter sleeve can be used on MANY applications for those who are building custom flipped drag links equipped with GM 1 ton style tie rod ends, etc. The specifications you need to know are - Spindle Hole Drill Size: 53/64", Taper Included Angle: 7.15° (1.5"/ft.), Overall Length: 0.85", Length Under Top Shoulder: 0.75", I.D. Major Diameter: 0.76", I.D. Minor Diameter: 0.66".

INSTALLATION INSTRUCTIONS

1. Begin by jacking up the front of the vehicle until the front tires are off of the ground and then place jack stands under the frame to safely support the vehicle.
2. Remove the front wheel on the side you will be drilling.
3. Drill the factory drag link tie rod end mounting hole in the spindle from the top **using a 53/64" drill bit**. Be careful when drilling that you do not egg out or over enlarge the hole. See **Picture 1** below.
4. After drilling, mic the hole to check the diameter. Ideally, we want a hole that is between 0.830"-0.850" diameter. Under no circumstances can the hole be larger than 0.875" diameter or the spindle adapter sleeve will not seat correctly. If additional clearance is needed use a small die grinder to clearance the hole.
5. Once the hole is drilled to size, install the spindle adapter sleeve from the top into the hole you just drilled. Do not hammer it in, squeeze the gap in the spindle adapter sleeve closed to make it easier to get it started. Gently tap it in with a soft hammer if required. See **Picture 2** below.
6. Install your drag link on to the pitman arm and the spindle.
7. Center the steering wheel. Once the steering wheel has been centered, tighten everything.
8. Re-install the front wheel and install and tighten all of the lug nuts. Safely lower the vehicle to the ground.
9. Installation is complete.

Picture 1



Picture 2





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Product Information

MAINTENANCE INFORMATION: It is the buyer's responsibility to have all suspension, drivetrain, steering and other aftermarket components checked for proper tightness and torque after the first 100 miles and every 3,000 miles thereafter.

DISCLAIMER: Neither the seller nor the manufacturer will be liable for any loss, damage or injury directly or indirectly arising from the use of or inability to determine the use of these products. Before using, the user shall determine the suitability of the products for its intended use, and the user shall assume all responsibility and risk in connection therewith.

WARNING TO DRIVER: This vehicle has been modified to enhance off-road performance and has unique handling characteristics. Use in harsh environments can cause extreme stress on the components. The vehicle should be inspected after being off-road to make sure that all of the components are in working order and safe to travel on the highway. All fasteners should be checked so that they are at the correct torque specifications as the vibration and stresses from off-road use may cause critical fasteners to work loose. Extra care should be taken to inspect the critical components, suspension, steering and brake systems. During each oil change components such as control arms, track bars, tie rod ends, etc. should be greased and checked for excessive wear. Any worn components should be replaced. When returning to the pavement always set or restore tire air pressure to the factory recommendation and connect or engage any disabled sway bar mechanisms. Because of the higher center of gravity and larger tires, this vehicle handles and reacts differently than many passenger cars, both on and off-road. You must drive it safely! Extreme care should be taken to prevent vehicle rollover or loss of control, which can result in serious injury or death. Avoid sudden sharp turns or abrupt maneuvers. Generally, braking performance and capabilities are decreased when significantly larger/heavier tires are used, especially when used in combination with transfer case low-range reduction kits. Take this into consideration while driving. Do not add, alter or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the product purchased. Mixing component brands is not recommended. Spohn Performance, Inc. (Mountain Goat Series™) will not be responsible for any altered product or any improper installation or use of our products. We will be happy to answer any questions concerning the design, function and correct use of our products. It is ultimately the buyer's responsibility to have all bolts and nuts checked for tightness after the first 100 miles and then every 3,000 miles. Wheel alignment, steering system, suspension and drive line systems must be inspected by a qualified professional mechanic at least every 3,000 miles.