



# Mountain Goat Series™

Spohn Performance, Inc.  
494 E Lincoln Ave | Myerstown, PA 17067  
1-888-365-6064 | [www.mtgoatseries.com](http://www.mtgoatseries.com)

**Part# TRE1T-875-18L Full Metal Jacket 1 Ton Tie Rod End with 7/8"-18 LH Threads**

The Mountain Goat Series™ "Full Metal Jacket" 1 ton tie rod end is a direct fit to the taper of both the tie rod and the drag link connections on the Jeep® JK Wrangler.

These are the tie rod ends that we use on both ends of our SKU JK-TR-1375 Extreme Duty Tie Rod and our SKU JK-HSDL-1375 Extreme Duty High Steer Drag Link for the Jeep® JK Wrangler.

**Universal Applications:** These Full Metal Jacket™ 1 ton tie rod ends can be used on MANY applications for those who are building custom tie rods, drag links, etc. The specifications you need to know are - Taper Length: 0.808", Taper Major Diameter: 0.773", Taper Minor Diameter: 0.664", Taper Included Angle: 7.15° (1.5"/ft.), Thread Pitch: 0.875"-18 Left Hand, Thread Length: 2.75", Center of Ball Stud to end of Threads: 4.25", Overall Length: 5.25".

For a properly matched spindle mounting hole you can use a 7.15° (1.5"/ft.) tapered reamer such as our SKU TR715-15, or you can drill a 53/64" hole using our SKU DB5364 53/64" x 1/2" shank drill bit and then insert our SKU JK-HSSA1 304 stainless steel spindle adapter sleeve.



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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.