

**TF251: TERRAFIRMA H/D STEERING RODS****DISCOVERY 1 – EARLY TYPE WITH 3 TRACK ROD ENDS****FITTING INSTRUCTIONS**

1. Put the car into gear or park and apply the hand brake.
2. Ensure the steering is in the straight ahead position and the steering wheel is straight.
3. Starting with the Drag link from the steering box to the hub, take a measurement of the length to help you set up the new one quicker.
4. Undo the clamp at the “swan neck” end, undo the nut on the ball joint at the hub end and release it from the hole in the arm on the hub.
5. Unscrew the old drag link from the “swan neck” and remove the old drag link.
6. Fit the new lock nut onto the “swan neck” and then screw the new heavy duty drag link on, the ball joint on the other end should be screwed into the drag link tube to a depth of at least $\frac{3}{4}$ of the thread, drop the ball joint down into the hole in the arm on the hub.
7. Adjust the length of the new drag link to the same as the measurement you initially took, when you are happy with the length and happy the wheels are still in the straight ahead position and the steering wheel is still straight fully tighten both locking nuts and fully tighten the nut on the bottom of the ball joint.
8. Take a measurement of the track rod to help with setting up the new one.
9. Undo both nuts that hold the ball joint into the arms on the back of the hubs, undo the steering damper from the bracket on the track rod, and with both nuts off remove the track rod complete.
10. Adjust the track rod ends on the new heavy duty track rod so it is as close to the length of the old one as possible; make sure the track rod ends are in the correct position and that they are both screwed into the track rod equally.
11. Drop the new track rod ends into the holes in the arms on the hubs, when you are happy with the length and happy the wheels are still in the straight ahead position and the steering wheel is still straight fully tighten both locking nuts and fully tighten both nuts on the bottom of the ball joints.
12. Fit the clamp supplied in the kit to the track rod and reconnect the steering damper in the correct place and then tighten the clamps and the damper.
13. Drive the car backwards and forwards a few meters on a flat surface to ensure the wheels are still in the straight ahead position and the steering wheel is straight, adjust if required to achieve this.

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14. Double check everything is tight.
15. TF steering rods use left & right hand threaded standard Land Rover track rod ends for ease of replacement: RTC5869 (x 2, RH thread) & RTC5870 (x 1, LH thread)
16. Replacement left and right threaded lock nuts are available using part numbers TFSRNUTLH & TFSRNUTRH.

NOTE* as steering is a safety critical aspect of your car we would recommend you only carry out this job if you are confident you can do it safely and we would suggest the tracking is checked by a professional as soon as possible afterwards to eliminate tyre wear, preferably a four wheel alignment.

NOTE* when replacing the track rod ends, you can use any version of RTC5869 and RTC5870. However, please note that some versions use a different thread pitch where it attaches to the vehicle. Additionally, some track rod ends are supplied with Nyloc nuts, others come with a castle nut and split pin. Either is fine to use. Some versions also have a grease nipple to the back.



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