

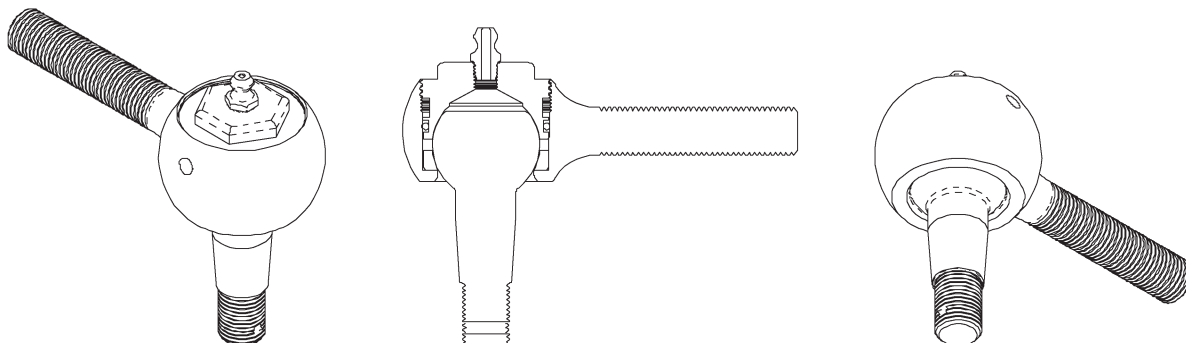


PHONE: (989) 435-7080

3195 LYLE ROAD • BEAVERTON, MI 48612
www.howeracing.com

FAX TOLL FREE: (888) 484-3946

HOWE PRECISION TIE ROD END MAINTENANCE INSTRUCTIONS



Unit	Moog / TRW	Style	Stock Application	Racing Application	Housing	Stud
23220	ES150R	3/4"x16 RH Thread	61-66 Chevy 1/2 & 3/4 ton 4x4, 48-76 Ford 1/2 ton 4x4 w/ DANA	Grand National chassis w/ large taper	23244	23200
23230	ES150L	3/4"x16 LH Thread	61-66 Chevy 1/2 & 3/4 ton 4x4, 48-76 Ford 1/2 ton 4x4 w/ DANA	Grand National chassis w/ large taper	23245	23200
23240	ES2847R	3/4"x16 RH Thread	86-96 Dodge 1/2, 3/4, 1 ton 4x4 w/ 3500lb. axle (DANA 44)	Most GrandNational chassis	23244	23290
23250	ES2847L	3/4"x16 LH Thread	86-96 Dodge 1/2, 3/4, 1 ton 4x4 w/ 3500lb. axle (DANA 44)	Most GrandNational chassis	23245	23290
23260	ES361R	11/16"x18 RH Thread	66-78 Eldorado & Toronado	Camaro based racing front ends (outer)	23246	23290
23270	ES370R	5/8"x18 LH Thread	65-68 Bel Air, Biscayne, Caprice, Impala	Interchanges with 5/8" rod end	23247	23210
23280	ES370R	5/8"x18 RH Thread	65-68 Bel Air, Biscayne, Caprice, Impala	Interchanges with 5/8" rod end	23248	23210

Common Parts: Grease Zerk **22328**, Set Screw **23225**, Cap **23241**, O-ring **23242**, Race **23243**

Installation

- 1) Assembled tie rod ends are shipped from Howe Racing Enterprises internally lubricated, adjusted and ready to install.
- 2) Apply Anti-Seize to the threads of the tie rod housing.
- 3) Run a jam nut onto the threaded end of the tie rod housing.
- 4) Install the tie rod end into the sleeve adjusting it to the desired position and then lock it in place with the jam nut.

Disconnecting from the Spindle

- 1) Place a jack stand under the lower A Frame for support.
- 2) Make sure the A Frame is near level and the taper of the tie rod stud is centered in the housing.
- 3) Use a pickle fork to push evenly on both sides of the housing until the taper is free from the spindle.
- 4) The taper of a Howe tie rod is more precise than other tie rod tapers, which can cause it to be more difficult to remove. Difficult tapers may be separated from the spindle by wedging a pickle fork between the tie rod housing and the spindle to hold pressure, and then apply heat to the tapered area of the spindle until they separate.

Maintenance

Grease after every 300 to 400 laps with low friction grease. We use Citgo MP Lithoplex 3 or Red Line CV2. Unlike conventional tie rods, a Howe tie rod will only accept grease until it is full (typically, one pump or less is required). Once the grease passages are full they will not vent, the pressure from the grease gun can make it difficult to remove it from the zerk. To relieve the pressure work the tie rod stud around to vent grease onto the ball, if the tie rod end is on the vehicle, turn the steering back and forth for the same result. Disassemble annually or every 2000 laps to adjust the lash.

Adjusting the Lash

Lash can be set with the tie rod attached to the car if the taper is free from the spindle. If you choose to remove the tie rod from the car, gently clamp a piece of threaded sleeve in a vise and thread your tie rod end into it to disassemble.

Disassembly

- 1) Use a 3/32" allen wrench to remove the setscrews from the tie rod housing.
- 2) With a 7/8" socket turn the cap counterclockwise to remove.
- 3) Clean moving parts to inspect for excessive wear. Replace any parts that are worn or damaged. The tie rod stud is concentric and should be checked for straightness. Install the tie rod stud upside down in the housing and spin the stud against the side of the housing with your fingers. If the tie rod stud is bent, you will see it wobble.

Assembly

- 1) Install the tie rod end into a threaded sleeve and gently clamp the sleeve in a vise.
- 2) Install the race into the housing ungreased and push it down completely.
- 3) Install the tie rod stud into the housing without grease.
- 4) Install the o-ring on to the cap by pushing it down to the first groove on the cap.
- 5) Dip the bottom lip of the cap in grease and apply a small amount to the threads of the cap and around the o-ring, install and tighten the cap until it snugs down.
- 6) Set the lash on the ball by loosening the cap 1/8 turn.
- 7) Install the setscrews into the housing and tighten them evenly.
- 8) Using a grease gun, grease and rotate the tie rod stud by hand until the grease is visible on the bottom of the ball.