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## ASR-4 ADJUSTABLE STRUT ROD KIT

Installing the ASR-4 kit is fairly straightforward; both strut rods are assembled before shipping. **Note: The strut rods are not preset to any special length and the jam nuts are loose. An alignment will be required after installation.** In the kit we also supply 4 (7/16 bolts). These bolts replace your factory bolts that attach the strut rod to the lower control arm.

Installation will require removal of the factory strut rods. A factory service manual will assist you if you are unsure of the procedure.

1. Once the factory rods are removed. Make sure the hole in the frame locating the rubber bushings are clear of any dirt or old bushing material.
2. Install the assembled strut rod clevis up into the frame hole. The clevis will only install one way. The curved portion goes down allowing the face of the clevis to go flush against the frame. There is a gold ring around the bolt that is used to index the clevis in the frame. It must stay on the bolt. Once you have slipped the assembly through the frame hole, install the large flat washer, lock washer, and nut on the clevis. Tighten the clevis nut down to 120 foot-pounds.
3. Off your original strut rod remove the steering stop, which is the bracket, located on top of the factory strut rod. Place the bracket on top of the new strut rod using the 7/16 bolts supplied. The flat area of the rod has a slight angle to it. The angle generally points up from the control arm.
4. Install the steering stop bracket with the new hardware supplied and loosely tighten down the bolts. You do not want to tighten then completely down till you are finishing up the alignment. The strut rod must pivot slightly during the adjustment process. Please take note: The first hole in the strut rod that attaches the lower arm is oval. The furthest back hole is round. By leaving the bolts slightly loose when adjustments are made, the forward oval hole allows for the angle change between the strut rod and lower arm mounting holes. This is so that when adjustments are being made, either camber or caster, the rod is allowed to pivot keeping the loads centered on the rod end. This will stop the spherical rod end from prematurely wearing out. **DO NOT DRIVE AROUND WITH THE BOLTS NOT TORQUED.**
5. Installation is now complete. Align the vehicle. After the alignment torque the strut rod to lower arm bolts to 65 foot-pounds. **Note: Anytime the strut rods are adjusted, the 7/16 bolts must be loosened and then retightened after the adjustment.**



**Important: You should never have 5/8 of an inch or more of threads showing on the rod end side of the adjuster for two reasons: First it is unsafe, not enough threads holding the assembly together. 2<sup>nd</sup> You should never be in that position anyway because you would be setting negative caster. Negative caster creates wander and has no self-centering action.**