

Team Z Motorsports

K-Member installation instructions

Parts Included:

1-Tubular K-Member

 Needed Items-Solid Steering Shaft

 Offset Steering Rack Bushings

 Optional-Heavy Duty Bolt Kit

 Tubular Front Lower Control Arms

 Solid Motor Mounts

 Coil Over Kit

1. On a level surface, take measurements to get the ride height. This is so you can get it back to the same after installation by adjusting coil overs.
2. Disconnect the battery terminals.
3. Jack up front of vehicle and place firmly on jack stands. Try to get the car as close to level as possible.
4. Remove front wheels



5. Remove 2 nuts (1 each side) from the bottom of the motor mounts.



6. Use an engine support beam or cherry picker to support the engine while replacing the k-member. Engine support beam will work better since it will not be in the way underneath the car. Raise the engine until the motor mount studs come out of the k-member.

The next steps will apply to the passenger and driver sides of the car



7. Unbolt the sway bar links from the control arms.
8. Remove brake calipers and hang so there is not pressure on the brake lines. Remove the rotors.
9. Remove the tie rod nut and cotter key. Using penetrating oil and a hammer to the side of the spindle closest to the tie rod to remove it from the spindle. You can leave the nut on loosely to keep the tie rod under control.



10. Place the floor jack under the control arm to hold the pressure of the spring and remove the ball joint castle nut and cotter key. Using penetrating oil and a hammer to the side of the spindle closest to the ball joint stud will help remove the ball joint stud from the spindle. It is also helpful if you can use a pry bar while you hit the spindle.
11. Compress the springs (unless you have coil overs already) with spring compressors.
12. Lower the jack until all the tension is off the spring and remove.



REAR CONTROL ARM BOLT



FRONT CONTROL ARM BOLT

13. Remove the front and rear bolts from the control arm and set the arm to the side.



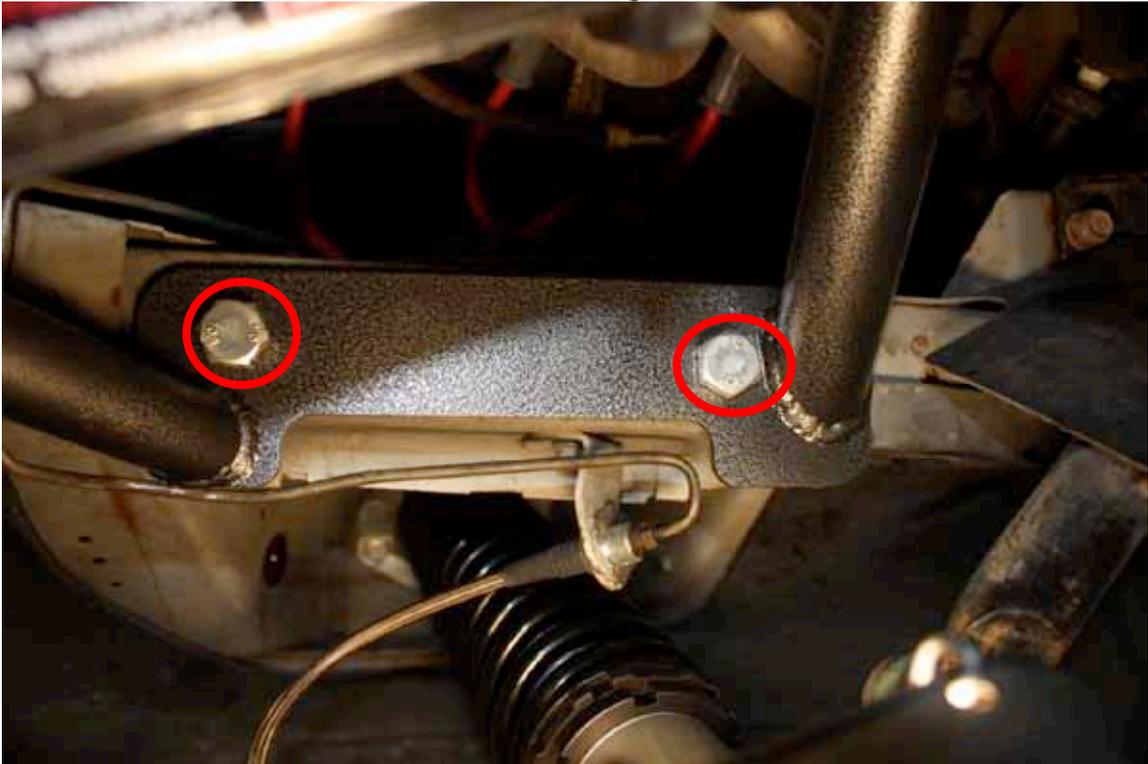
14. Loosen the pinch bolt that attaches the steering shaft to the rack and pinion. There may be an access hole in the k-member.



15. Remove the 2 bolts that hold the rack and pinion to the k-member.
16. Slide or gently pry the rack and pinion forward. Use a couple of zip ties to hold it to the sway bar to keep it out of the way.
17. Check to make sure there are no lines, wires or other bolts attached to the k-member.



18. Remove the 2 bolts on the left and right at the rear of the k-member.



View is looking up at the frame rail. New K-member is already installed in this photo

19. Support the k-member then remove the 2 bolts behind the strut on the left and right side of the car.
20. The k-member should be out of the car and installation of the Team Z k-member can begin.
21. Remove the steering shaft and replace with a solid steering shaft unit. One bolt up by the firewall should be all that's left.
22. Check the lines on the passenger side where the flange of the k-member meets the frame rail. If the lines are there they will need to be moved. You should be able to push them forward enough to make them slide around the k-member flange. You may need to remove a mounting screw to get them to move enough.



23. Check the clearance at the rear of the flanges there it lays on the frame rail. You may need to clearance the angle brackets at the rear.



24. Once everything has been moved and cleared, start all of the bolts. As you tighten them verify the k-member is going in square and is not hitting anything.
25. The engine can be lowered down slowly. Get the motor mount studs lined up in the proper holes.



26. Install lower control arms. Make sure the front bolt does not stick out to the front and rub on the steering rack.



27. Install the ball joint into the spindle and put on the nut and cotter key. Install tie rod into the steering arm of the spindle also.
28. Install sway bar link into the control arms.



29. Install the new bushings into the steering rack and slide it onto the knuckle. A little grease and a couple of c-clamps may be needed to get

- the rack into place. Once into place install the 2 bolts with washers and nuts. You can also zip tie any loose wires to the k-member here.
30. Slowly lower the engine down. Paying close attention to lining up the holes in the k-member and the holes in the motor mounts.
 31. Get the bolts through the k-member started before engine is resting on the k-member.
 32. Once bolts are started lower the engine completely.



33. Verify engine is sitting in the correct location and level before tightening the bolts.
34. Reinstall the rotors and the calipers.
35. Reinstall wheels and torque lug nuts.
36. Adjust ride height as needed.
37. Have a front end alignment professionally done.