

## Manual Steering Rack Tierods

Posted by AgRacer - 23 Sep 2015 11:06

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Just documenting this information here for future reference.

The early manual steering racks that many of us use for racing have tie rods that are becoming increasingly hard to find and expensive if you do find them.

The Early rack tierods have a female inner and outer end so the ball joint and steering rack thread into the tierod. The outer manual ball joint end is a male connector, and are also very expensive.

The Power rack tierods have male inner and outer ends so the ball joint and steering rack thread over the connector on the tie rod. The outer power end is a female connector, and is much cheaper than the male manual rack outer end.

A solution has been found which uses a 1990 VW Jetta, or similar VW, with a manual steering rack. You take the VW tie rod assembly, which has a female inner tie rod end, add the cheap 944 power steering rack outer tie rod ends, since the VW outer tie rod end is male, to make a new version tie rod assembly which works on a manual rack.

I found that the folks at Rennbay buy these VW tie rods in bulk, and include the power outer joint to make a new complete assembly for \$125. You can source the parts elsewhere but if you buy the VW tie rod by itself, it will come with an outer end which is curved, and not as suitable as the 944 power rack version (weaker, possible increase in bump steer).

Hope this helps. I was confused for a while until I did a little research. I may provide some pictures as able.

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## Re: Manual Steering Rack Tierods

Posted by cbuzzetti - 25 Sep 2015 10:28

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I may have some NOS manual rack components. Will have to verify part numbers and report back. I am out of town today so at earliest it will be tomorrow.

And as RD said the power rack is a faster ratio.

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