



INSTALLATION INSTRUCTIONS

CAUTION: Proper service and repair procedures are essential for safe and reliable installation of chassis parts, and require experience and tools specially designed for the purpose. Installation of these parts by persons other than qualified mechanics could result in an unsafe vehicle and/or personal injury.

THESE INSTRUCTIONS MAY BE USED IN MORE THAN ONE KIT - PLEASE READ CAREFULLY.

1. Remove Pitman arm nut and lock washer as supplied by original equipment.
2. Disconnect Pitman arm from sector shaft.
CAUTION: Use Pitman arm puller tool to avoid damage to sector shaft when removing Pitman arm.
3. Install supplied grease fitting and seal on new Pitman arm socket.
4. a. Align master serration on sector shaft with block teeth in pitman arm. Install pitman arm with new lock washer and nut if supplied or lock washer and nut supplied by original equipment.
4. b. Torque nut to 175 ft. lbs. on G.M., Chrysler, and Ford Corporation vehicles.
4. c. Torque nut to 115 ft. lbs. and stake nut to shaft threads in one place on A.M.C. vehicles.
5. Connect steering linkage to pitman arm stud using supplied slotted nut. Torque nut to specifications listed below and tighten to align slot and cotter pin hole. Lock with cotter pin.

Torque specifications: $1/2"$ threads - 25-35ft. lbs.

$9/16"$ and $5/8"$ threads - 60 ft. lbs.

NOTE: When the low end of the torque range has been reached, locate cotter pin hole in stud and then continue to tighten until first available slot lines up with hole in stud. Never back off nut to align cotter pin hole. Always continue tightening to next available slot. Install cotter pin and spread to lock slotted nut.

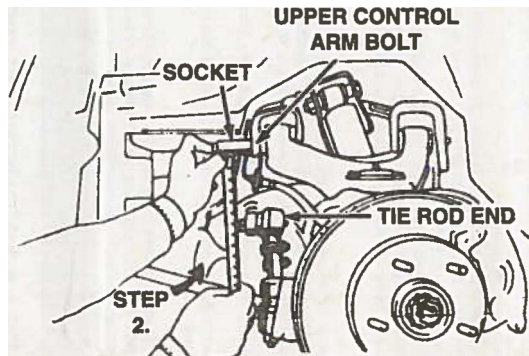
6. Lubricate pitman arm. On A.M.C. vehicles, remove grease fitting and install grease plug if insufficient frame clearance is observed.
7. Advise car owner that the steering linkage should be lubricated every 2000 to 4000 miles.
8. A front-end alignment check is recommended.

NOTE: The parts in this kit are designed to replace the worn or non-functioning original equipment parts in the vehicle as produced by the car manufacturers. These parts are not designed for installation on vehicles where the suspension and/or steering systems have been modified for racing, competition, or any other purpose.

NOTE: THIS KIT MAY CONTAIN SELF TAPPING GREASE FITTING(S) FOR THREADED OR NON-THREADED HOLES.

STEERING LINKAGE PARALLELISM ADJUSTMENT

G.M. FRONT WHEEL DRIVE VEHICLES



1. With vehicle on a level surface, turn wheel $3/4$ turn right from center so that the steering linkage left tie rod end stud is directly under the upper control arm as shown in figure.
2. Put an (18 mm) socket on end of upper control arm nut and measure from socket to center of inner tie rod end stud. See figure. Socket must be held flush against upper control arm surface.
3. Turn steering wheel $3/4$ turn left from center so that right tie rod end stud is positioned as shown and measured as described in Step 2.
4. If the difference between the left and the right dimensions is now within $1/16"$ (2 mm) from side-to-side, adjust idler arm by loosening idler arm mounting bolts and moving arm up or down to get equal measurement.
5. Torque idler arm mounting bolts to 60 ft. lbs. (80 N-m).