

INSTALLATION INSTRUCTIONS

CAUTION: Proper service and repair procedures are essential for the safe and reliable installation of chassis parts, and require experience and tools especially designed for the purpose. These parts *MUST* be installed by a qualified mechanic, otherwise an unsafe vehicle and/or personal injury could result.

1. Raise vehicle and remove existing idler arm from "idler arm support bracket assembly" and centerlink.

NOTE: Use factory recommended tools for proper removal. Use suitable taper breaker tool (never strike idler arm with hammer or use wedge tool).

2. Install new grease fitting and seal on new idler arm as supplied.

3. Attach idler arm to idler arm support bracket assembly with (Kent Moore Tool) tool J39731 and torque to seal arm taper to stud taper. Remove tool J39731 from bracket assembly stud and install Range lock nut as supplied. Torque nut to 90 ft.-lbs. (122 N-m).

4. Attach idler arm stud to centerlink using slotted nut supplied. Make certain the seal is on the stud. Torque nut to 50 ft.-lbs. (68 N-m) and tighten to align slot and cotter pin hole. Lock with cotter pin.

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

5. Lubricate idler arm. Advise vehicle owner that arm has lubrication fittings and should be lubricated every 2000 to 4000 miles.

6. A front end alignment check is recommended.

NOTE: There may be some visual difference between this idler arm and the old idler arm. This difference will in no way affect the operation of the vehicle or the life of this kit.

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 factory. 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.

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