

INSTALLATION INSTRUCTIONS

FORM NUMBER
4571

⚠ 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 nut from Pitman arm stud and disconnect linkage using appropriate taper breaking tool.
2. Remove Pitman arm nut and lock washer as supplied by original equipment.
3. Disconnect Pitman arm from sector shaft.

⚠ CAUTION: Use Pitman arm puller tool to avoid damage to sector shaft when removing Pitman arm.

4. Install supplied grease fitting and seal on new Pitman arm socket.
5. Align master serration on sector shaft with block teeth in Pitman arm. Install Pitman arm with lock washer and nut supplied by original equipment and torque to 184 ft.-lbs.

6. Connect steering linkage to Pitman arm stud using supplied slotted nut. Torque nut to 48 ft.-lbs. to align slot and cotter pin hole. Lock with cotter pin.

NOTE: If stud cotter pin hole and nut window do not align at specified torque, 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.

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.