



4/1/03

DROPPED PITMAN ARM INSTALLATION

- Prior to installation, carefully inspect the vehicle's steering and drive train system. Pay close attention to the Tie Rod ends, Pitman arm, Ball Joints and wheel bearing preload. Also check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace worn parts.
 - Use of a factory service manual is highly recommended.
 - Read the instructions carefully and study the illustrations before attempting installation. *RCD Suspension* is not responsible for damage, failure or injury resulting from improper installation or parts substitution of this kit.
- 1) Secure and properly block rear wheels of vehicle before beginning installation and set emergency brake. Jack up front of vehicle and place jack stands under frame. Ease the vehicle down until the frame is resting on the jack stands.
 - 2) Remove the cotterpin and nut from the drag link end where it attaches to the pitman arm. Dislodge link with a tie rod end removal tool. Clean tapered surface of tie rod end.
- NOTE:** Replace the link if any stud looseness is detected or if you can twist the stud in it's socket with your fingers.
- 3) Remove the pitman arm from the steering sector output shaft using a puller tool. Inspect the shaft splines for excessive wear, repair if needed.
 - 4) The arm and shaft splines should be clean and free of grit. Install new arm using original hardware removed. Using a factory service manual, torque to factory specifications and install new cotter pin.

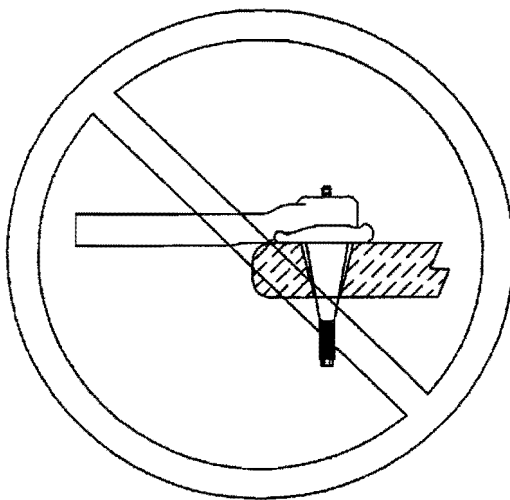
- 5) Install drag link into new pitman arm. Check to make sure taper of tie rod end matches taper on new pitman arm. Refer to drawing on below for clarification. Torque slotted nut to factory specifications and install cotter pin.

NOTE: If the drag link end stud is tightened in a position other than the straight ahead position or allowed to twist in the adjustment collar the vehicle could pull to the left or right as a result.

- 6) Check for over extension of joints or steering bind. To do this allow suspension to extend completely with vehicle frame resting on jack stand. Cycle steering lock to lock checking that ball joints still have pivot capabilities.

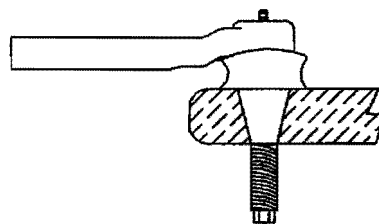
Incorrect Installation:

- Tie Rod/Ball Joint seats too deep into tapered hole, crushing the Boot.
- Tie Rod/Control Arm does not move freely, "Binds" as suspension is cycled.
- Tie Rod/Ball Joint tapers do not match the machined replacement component creating a "Gap" or uneven seating area.



Correct Installation:

- Tie Rod/Ball Joint tapers match the machined replacement component and "seats" correctly.
- Tie Rod/Control Arms move freely as suspension is cycled (no "binding").



- 7) Raise vehicle, remove jack stands and lower vehicle to ground. Cycle steering and check for adequate clearances all around. Double check that everything is torqued and that all cotter pins have been replaced. Toe-In may need adjusted.