



“DROPPED” PITMAN ARM INSTALLATION INSTRUCTIONS

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, anti-sway bars and bushings, tie rod ends, pitman arm, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- This part is intended to decrease drag link angle, in relation to the tie rod.
- A special tool is required to remove the pitman arm from the sector shaft. This tool can be rented from most auto-parts stores.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- A factory service manual should be on hand for reference.
- Use the check-off box “” found at each step to help you keep your place. Two “” denotes that one check-off box is for the driver side and one is for the passenger side. Unless otherwise noted, always start with the driver side.

3) REMOVE FACTORY PITMAN ARM...

- Remove the cotter pin and nut from the drag link end where it attaches to the pitman arm. Dislodge link with a tie rod end remover tool or a pickle-fork.

NOTE: Replace the link if any stud looseness is detected or if you can twist the stud in its socket with your fingers.

- 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) DROPPED PITMAN ARM INSTALLATION...

- The arm and shaft splines should be clean and free of grit. Install new arm, lock washer and nut. Torque (170-230) using the value specified in the factory service manual.

- Attach the cleaned drag link stud to the pitman arm. Torque castle nut to factory specifications and install cotter pin.

- 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, a vehicle drift to the left or right could result.

5) DRAG LINK INSPECTION...

- Check for over extension (stud bind) as follows: To achieve the greatest possible linkage angle, have the truck frame resting on jack stands with the front axle hanging at full extension travel. Check drag link ends, with the steering wheel turned full lock in both directions, to be sure the studs still have some pivot capability.

6) TURNING RADIUS STOP ADJUSTMENTS...

- Reposition floor jack under front axle. Put a slight load on jack; the truck is to remain on jack stands.

- Locate the stop bolts. The stop bolts (found only on some models) are generally found at approximately the center of the front axle knuckles and can be either on the front or back side of the knuckles.

- Perform this step one side at a time. Loosen the jam nut and screw the stop bolt all the way in. Have someone turn the steering wheel all the way in that direction. Either the end of the sectors turning capability or tire-to-radius arm / leaf spring contact will limit turning. Adjust the stop bolt out until it limits turning at least 1/2" before contact or the end of sector radius does. Use the same procedure to adjust the other side.

NOTE: The amount of adjustment may differ slightly. Longer grade 8 bolts may be needed.

IMPORTANT: If a tire makes contact with a radius arm or leaf spring, tire damage may occur. This can also increase the possibility of vehicle roll-over. If the steering sector is at full lock and receives a blow (rut, curb, etc.), steering linkage and/or steering sector main shaft failure may occur.

8) FINAL PROCEDURES...

- Raise truck, remove jack stands, lower truck to ground. Check for adequate linkage clearances while turning steering wheel lock-to-lock. Re-torque everything that has been touched and double check for cotter pins.

- Have toe-in adjustment set to factory specs.