



Superlift Steering Arm or Steering Block 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:

- An arrow on diagrams indicates which direction is toward the front of the vehicle.
- 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.

INSTALLATION PROCEDURE

1) PREPARE VEHICLE...

- ☐ Put transmission in neutral. Position a floor jack under front axle and raise vehicle. Place jack stands under the frame rails, a few inches behind the front springs' rear shackles. Ease down the jack until frame is resting on stands. Keep a slight load on the jack. Put vehicle in gear or park, set emergency brake and chock rear wheels to prevent accidental of movement. Remove driver side tire.

2) DRAG LINK REMOVAL...

- ☐ Detach drag link from steering arm by using a tie-rod puller tool or "pickle fork". If neither tool is available, dislodge link by striking arm at the link-to-arm attaching point - do not strike the link end.
- ☐ Inspect the end's tapered stud. Replace end if any deformation / looseness is detected or if you can twist the stud in its socket with your fingers. If steering arm is being retained, inspect tapered hole for elongation and replace if necessary.

3) STEERING BLOCK / ARM INSTALLATION...

- ☐ Remove 3 nuts attaching steering arm-to-knuckle. The tapered split-locks are dislodged by striking the arm - do not strike studs. The stock mounting studs are replaced only when installing a steering block. Remove studs with a stud puller or use the jam nut method.
- ☐ Be sure all mating surfaces are free of nicks / burrs. For steering block installation, apply a liberal amount of the furnished thread locking compound to the stud-to-knuckle threads. Install and torque studs (110).
- ☐ Position Superlift steering block and / or arm and install split-locks. Apply thread locking compound to threads, install furnished 9/16" locking nuts, and torque(110).

4) DRAG LINK INSTALLATION...

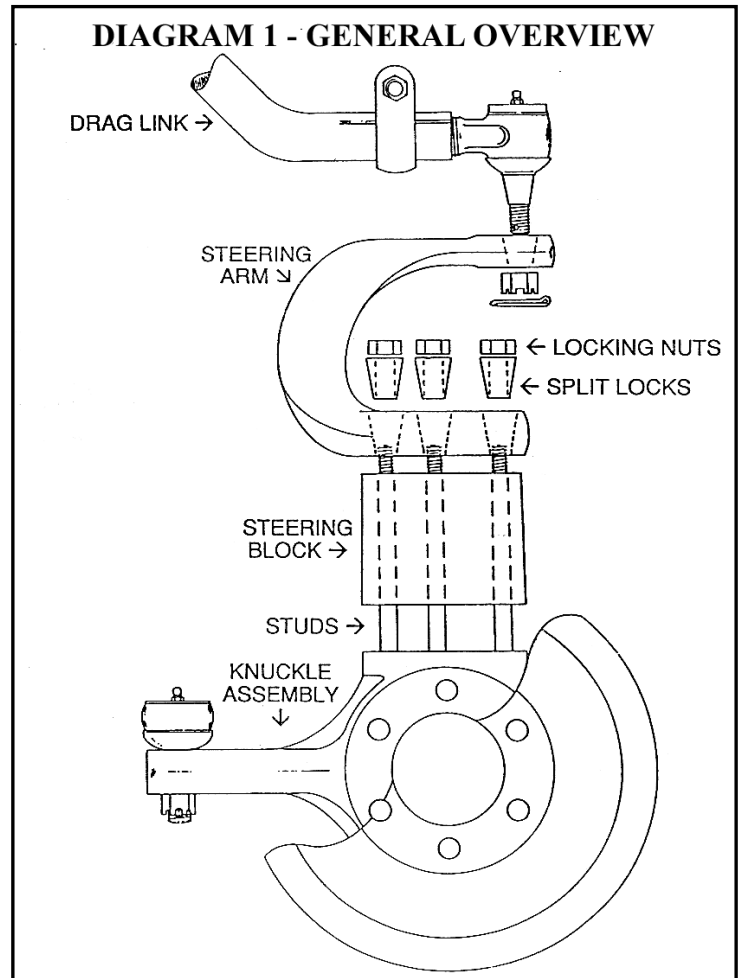
- ☐ Attached draglink end to steering arm and tighten nut (85-110). If necessary, further tighten nut until castellation aligns with the cotter pinhole and install pin.

5) CENTERING THE STEERING WHEEL...

- ☐ Install the driver side tire using the torque values and procedure found in the factory service manual.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

- ☐ The turning radius stop bolts are located on the front of the axle knuckles. Adjust both stop bolts all of the way in.
- ☐ Turn the steering wheel all the way to the right, then turn the wheel all the way to the left while counting the number of wheel revolutions. Now turn the wheel back to the right half the number of turns counted previously. This will put you within adjustment range of the correct setting. The steering wheel should now be "centered" with the wheel's crossbars positioned properly.
- ☐ Loosen the clamps on the drag link and adjust drag link length by rotating the adjustment / coupler sleeve so that the tires are pointing straight ahead. A "fine tuning" adjustment may be necessary after vehicle is driven.



- ☐ Tighten the drag link clamps to factory specifications.

6) TURNING RADIUS STOP ADJUSTMENT...

- ☐ With bolts adjusted all the way in, either the end of the sector's actual ability to turn or tire-to-leaf spring contact will limit turning. Adjust each stock bolt out until it limits turning at least 1/2" before tire contact or end of sector radius.

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, tire damage may occur. This can also increase the possibility of vehicle rollover. If the steering sector is at full lock and receives a blow (rut, curve, etc.), steering linkage and / or steering sector main shaft failure may occur.

- ☐ Tighten the jamb nut on the turning radius stop bolts.

7) FINAL PROCEDURES...

- ☐ With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.
- ☐ Lower vehicle to the floor.
- ☐ With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.