

INSTALLATION INSTRUCTIONS

FORM NUMBER
4608

⚠ 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 tie rod stud at Pitman arm and disconnect 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. 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 185 ft.-lbs. (251 N-m).
5. Connect tie rod stud to Pitman arm using original equipment fasteners and torque nut to 75 ft.-lbs. (101 N-m). If a cotter pin is used

to retain the nut, use a new cotter pin.

6. 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.