

# **Pitman / Idler Arm Support Kit - GM**

(158020000)

## ***Installation Guide***

\*Protected under patent: US 7475891 B2





## **DISCLAIMER OF LIABILITY**

Performance products can increase horsepower above and beyond factory specifications. Additional horsepower creates more stress on the drive-train components, which could result in drive-train failure.

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**STEP 1**

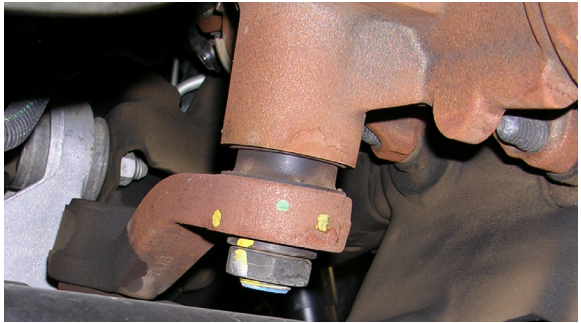
Remove skid plate and shroud to access the pitman and idler arms.

**STEP 2**

Unscrew the factory lock nuts that holding the drag link to the pitman and idler arms, using a 21mm deep socket, and discard them.

**STEP 3**

Remove the large nut and lock washer holding the pitman arm to the steering box using a 1 5/16" boxed-end wrench.



**Pitman Arm**

**STEP 4**

Remove the nut holding the idler arm to the idler arm pivot with a 24mm boxed end wrench. On some vehicles, you may have to remove the two bolts (21mm) holding the pivot to the frame brackets in order to get the nut off the stud because of interference with the frame.



**Idler Arm**

**STEP 5**

Apply a small amount of thread locker on all of the threads on both of the 5/8"x 3/4" rod ends. Then thread one 5/8" jam nut all the way onto both of the rod ends. Then insert the rod end through the 5/8" diameter hole on both the pitman and idler arm brackets as shown below. Now thread a second jam nut on to both rod ends, but do not tighten at this time.



**Idler Arm bracket (Left) Pitman Arm bracket (Right)**

**STEP 6**

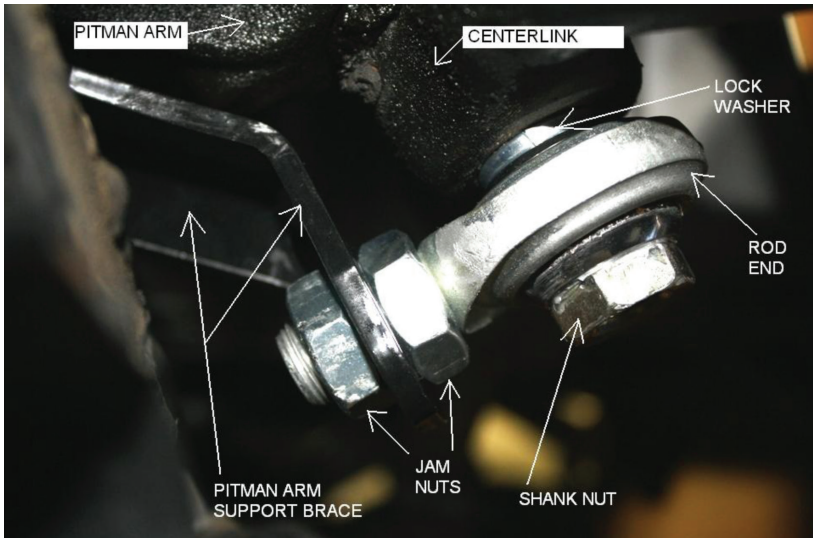
Insert one lock washer over each of the drag link studs, and then install the pitman and idler arm brackets on to the pivot ends where hardware was previously removed in steps 3 and 4. At the same time place the rod end which is connected to the PPE brackets, over the drag link studs so that the lock washer is in between the PPE rod end and the drag link.

**STEP 7**

Re-install the factory lock nut on the pivot stud of the idler arm (removed in step 4) and tighten the 2 bolts holding the pivot to the frame (previously removed). Re-install the factory lock washer and nut on the pivot shaft of the steering box that was removed in step 3. Do not tighten yet.

**STEP 8**

The gold shank nuts are for factory or coarse thread arms, and the silver shank nuts are for aftermarket or fine thread arms. Apply a small amount of thread locker on the threads of the shank nuts and insert a shank nut onto each of the drag link studs; passing through the rod ends and locking against the lock washer and drag link. Jam each support bracket in between the jam nuts. Tighten shank nuts with 7/8" socket and jam nuts with both 15/16" boxed end wrenches, to 85 ft.lb.

**Idler arm bracket installed****Pitman arm bracket installed****STEP 9**

Tighten the factory hardware mentioned in Steps 3, 4 and 7 at this time. Hardware in step 4 should be tightened to 85 ft-lb. Hardware in Step 7 will not accommodate clearance to use a torque wrench, but need to be tightened as tight as possible with the box end of an end wrench, roughly 85 ft-lb on the idler arm side, and 150 ft-lb on the large pitman arm nut.

**STEP 10**

Re-install any other hardware/skid plate/shroud previously removed and tighten to factory specification.





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