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OBS FORD D60 HEAVY DUTY STEERING KIT INSTALLATION INSTRUCTIONS

*****Thoroughly read all of the instructions and/or watch video BEFORE beginning installation*****

Assembling the steering linkage:

Your new steering linkage comes with (3) 4136-L tie rod ends, (1) 4133-L tie rod end and (2) low misalignment dust boots. The 4136-L tie rod ends go on both sides of the tie rod and on the pitman arm end of the drag link. Start with assembling the tie rod.

Lubricate the threads of the tie rod ends and double adjusters with Anti-Seize or something similar.

The passenger side tie rod end is the only tie rod end that will use a jam nut. Take a 4136-L TRE, thread the jam nut all the way onto the TRE, and thread the TRE into the passenger side of the tie rod until the threads of the tie rod end go just past the end of the slot that you can see on the top side of the tie rod. Then thread the jam nut down until it is tight up against the tie rod.

Now it is time to install the double adjusters (the part that is threaded on the inside and outside). Thread the double adjusters all the way in on the drivers side of the tie rod and on both ends of the drag link.

Install a 4136-L TRE, without the jam nut, into the drivers side of the tie rod and thread it all the way in. Then install a 4136-L TRE in one end of the drag link and the 4133-L TRE in the other end of the drag link, both without jam nuts. Thread both of these in all the way.

Before installing the tie rod, remove the dust boots from both tie rod ends. Take the low misalignment dust boots, remove the rubber bushing from the metal cap, install the rubber bushing in place of the original dust boot and then install the metal cap onto the rubber bushing.

Now it is time to install the steering linkage on the truck. The tie rod ends that go to the knuckles and pitman arm (4136-L) get two washers each underneath the castle nuts.

Installing the steering linkage on the truck:

1. Place the front of the vehicle on jack stands, chalk rear tires, remove front wheels and disconnect battery.



2. Remove original steering linkage.
3. Clean the bottom sides of your knuckles with a Scotch Brite pad, or something similar, so that there are no burrs or deformities.
4. Grease the underside and topside (between the metal cap and knuckle) of the metal cap on the low misalignment dust boots on the tie rod ends that go to the knuckles.
5. Install your new steering. There are washers that will go on the topside of the knuckles and pitman arm, between the knuckle/pitman arm and the tie rod end castle nut.



6. Torque the castle nuts of all tie rod ends to 75ft/lbs. On the tie rod ends that go to the knuckles, loosen the castle nuts so that there is a gap between the castle nut and the knuckle. Then take a dead blow hammer and tap on the tie rod, close to each knuckle, a few times with moderate force. If the tie rod ends come out of the knuckles, then you **MUST** trim down your low misalignment dust boots. This is covered below. If the cotter pin hole does not align, tighten the castle nut until it does align and install the cotter pin. NEVER loosen the castle nut to align the cotter pin holes.

7. Install zerck fittings.

8. With the steering installed, reinstall the tires and put the truck on flat ground on it's own weight. Check to make sure that the drag link does not contact the leaf springs when turned all the way to the right. If it does contact the leaf springs at full lock, un-thread the passenger side tie rod end a few turns to add clearance. Just be careful not to unthread the tie rod end too far.

9. Once you have confirmed that the drag link does not contact the leaf springs when turned all the way to the right, tighten the pinch bolt and then tighten the jam nut.

10. Align the front end. Alignment adjustments will be made using the double adjusters on the driver's side of the tie rod and both sides of the drag link. Once everything is adjusted to spec, tighten the pinch bolts and make sure the jam nut at the passenger side of the tie rod is tight.

- Note: There are no jam nuts on the double adjuster ends of the steering linkage.

11. Check TRE castle nut torque and jam nut torque 50 miles after installation.

12. If your castle nuts on the knuckles loosened in the first 50 miles, you will need to remove the low misalignment dust boots and caps and shave some material down. The reasons that this may be the case are either wallowed out holes in the knuckles or a slight casting difference.

• You will need to shave $\sim\frac{1}{8}$ " off of the top of the rubber bushing:

• And you will need to shave $\sim\frac{1}{8}$ " off of the bottom lip of the metal cap:



• ****Shaving these down will allow the stud of the tie rod end to seat deeper into the tapered hole in the knuckle.**

13. Re-torque your castle nuts to 75ft/lbs and install the cotter pins. If the hole for the cotter pin does not line up, tighten until it does. NEVER loosen the castle nut to align the cotter pin hole.
14. Check TRE castle nut torque after 50 miles.

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