

Parts Included

Quantity	Item Description	Part#
1	Driver Control Arm	DK-631904-A1300
1	Passenger Control Arm	DK-631904-A1400
2	M16-1.5 Castle Nut	G5-MN4500-ZC
2	M16-1.5 Flange Nut	G5-FN4500-ZC
2	1/2"-20x1.25" Grade 8 Bolt	G8-B160125-ZY
2	1/2"-20x3.0" Grade 8 Bolt	G8-B160300-ZY
8	1/2" SAE Washer	G8-W67SAE-ZY
4	1/2"-20 Grade 8 Nyloc Nut	G8-NN1600-ZY
2	5/8"-11x4.5" Grade 8 Bolt	G8-B190450-ZY
4	5/8"-11 Stover Nut	G8-SN1900-ZC
8	5/8" SAE Washer	G8-W69SAE-ZY
2	5/8"-11x5.5" Grade 8 Bolt	G8-B190550-ZY
1	LCA weld washers	DK-631944
1	Grease Fitting Kit	DK-GFK001

Please check that all items are present before installation. If for any reason, there is an item or items missing send an email to sales@dirtking.com with proof of purchase and a picture of parts received.

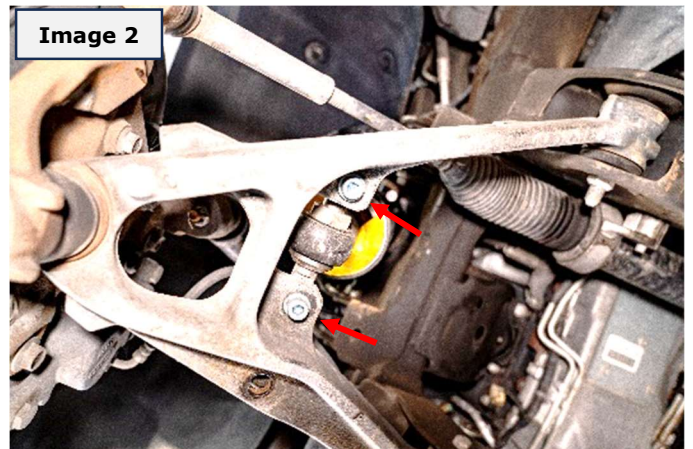
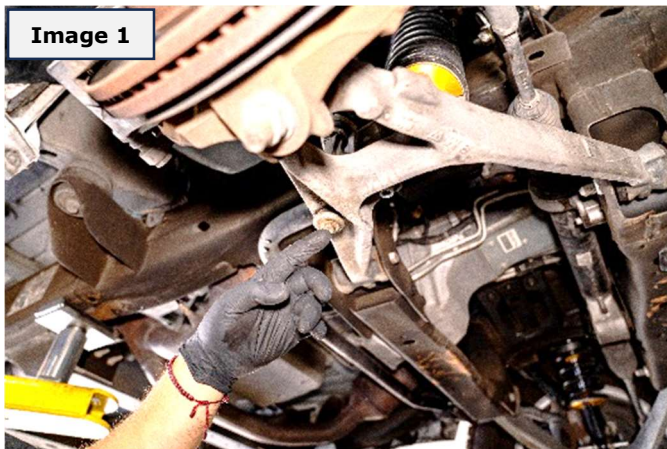


Before installing, read all instructions. Only certified mechanics should install Dirt King products. Mandatory wheel alignment and ADAS calibration at certified facilities are required after suspension modifications. Failure to do so can lead to handling problems and safety risks. Dirt King is not responsible for damages from improper installation or misuse. Adhere to your vehicle manufacturer's recommendations. For more information, visit <https://dirtking.com/pages/disclaimer>

Step 1: Remove Factory Components.

4WD vehicles only: Unbolt the line clamps from the knuckle. Then unbolt the caliper and support it to prevent any strain on the connected lines. Next remove the axle nut. Now separate the knuckle from the upper arm, lower arm, and tie rod.

2WD and 4WD vehicles: Remove factory sway bar link (Image 1). Then remove the bolts that attach the shock to the lower arm (Image 2). Secure knuckle to prevent any strain on the connected lines and unbolt the lower arm from the vehicle.



Step 2: Install Lower Control Arm Weld Washers

It is strongly recommended to use lower control arm weld washers at this stage of the installation. Not using weld washers can result in the deformation of the mounting pockets for the lower arms on the frame. This deformation can cause the Dirt King lower control arms to experience unwanted side-to-side movement.

Step 3: Install Dirt King Lower Control Arm to Vehicle

Install the grease fittings into the lower control arm bushing sleeves. Fittings should be facing towards the ball joint (Image 3). Insert the lower arm into chassis pockets. Insert the 5/8" grade 8 bolts to attach the arm to the chassis and torque the 5/8" nyloc nuts to 159ft lbs.

Image 3



BEFORE PROCEEDING NOTE: There are three different OEM lower control arm variations. The variations have different lower ball joint taper sizes. Models with cast steel OEM lower arms will use a traditional castle nut and will not use the taper adapter and flange nut shown in image 4. Models with cast aluminum or stamped steel OEM lower arms will use the taper adapter and flange nut shown in image 4 and will not use a traditional castle nut. Refer to image 5 to identify your OEM lower control arm type.

Image 4



CAST STEEL

CAST ALUMINUM

STAMPED STEEL



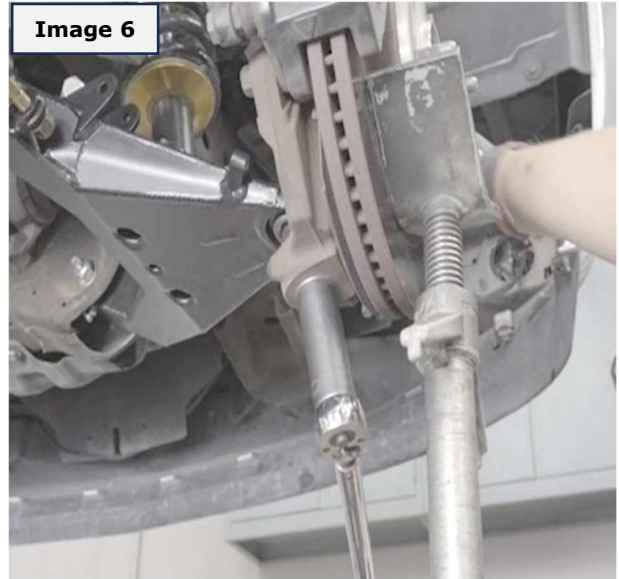
Image 5

Step 4: Install Knuckle

Install the knuckle to the Dirt King lower control arm ball joint (Image 6). Torque the lower ball joint nut to 94ft lbs. and install the cotter pin. Apply red Loctite to the shock bolts and attach the lower arm to the shock. Torque the shock bolts to the manufacturer specifications. *Dirt King shocks specify 60ft lbs. for the lower shock bolts.

4WD vehicles only: Next install the upper arm and tie rod. Torque tie rod nut to factory specifications (44ft lbs.). Torque upper control arm to manufacturer's specifications. *Dirt King ball joint upper control arms specify 81ft lbs. for the upper castle nut torque. Torque the axle nut to factory specifications (188 ft lbs.) Next reinstall the brake caliper. Apply red thread locker to the caliper bolts and torque to factory specifications (221ft lbs.) Now

Image 6



Repeat these steps to the other side of the vehicle. After completing the installation, inspect your work to ensure everything is installed correctly. It is essential to have the vehicle's alignment set and ADAS calibration performed by qualified professionals.

Driver Side

- Torque lower arm inner pivots to 159ft lbs.
- Torque lower ball joint nut to 94 ft lbs. and install the cotter pin.
- Apply red thread locker to the shock bolts and torque to manufacture's specifications. *Dirt King shock's specify 60ft lbs.
- Torque tie rod nut to factory specifications. (44ft lbs.)
- Torque upper control arm to manufacturer's specifications. *Dirt King ball joint upper control arms specify 81ft lbs.
- Torque the axle nut to factory specifications. (188ft lbs.)
- Apply red Loctite to the caliper bolts and torque to factory specifications (221ft lbs.)

Passenger Side

- Torque lower arm inner pivots to 150ft lbs.
- Torque lower ball joint nut to 94 ft lbs. and install the cotter pin.
- Apply red thread locker to the shock bolts and torque to manufacture's specifications. *Dirt King shock's specify 60ft lbs.
- Torque tie rod nut to factory specifications. (44ft lbs.)
- Torque upper control arm to manufacturer's specifications. *Dirt King ball joint upper control arms specify 81ft lbs.
- Torque the axle nut to factory specifications. (188ft lbs.)
- Apply red Loctite to the caliper bolts and torque to factory specifications (221ft lbs.)

Final Check

- Inspect your work and then have the final alignment set by a qualified shop.
- Have ADAS calibration performed by a certified shop

For warnings and disclaimers visit <https://dirtking.com/pages/disclaimer>.