



Parts Included

Number	Quantity	Item Description	Part#
1	1	Driver Lower Control Arm	DK-636904-A1300
2	1	Passenger Lower Control Arm	DK-636904-A1400
3	2	Moog Ball Joint	K6541
4	2	Ball Joint Tapper Adapter	DK-636916
5	2	Low Profile 1/4"-28 45* Grease Fitting	1095K74
6	2	16mm-1.5 Custom Castle Nut	G5-MN4500-ZC
7	8	3/8"-16x1.5" Socket Head Cap Screw	SH-B110150-ZC
8	8	3/8"-16 Grade 8 Nyloc Nut	G8-NN1100-ZY
9	2	1/2"-20x1.25" Button Head Allen Bolt	SB-B160125-ZY
10	2	1/2"-20x2.5" Bypass Hardware	N/A
11	2	1/2"-20x1.25" Limit Strap Hardware	N/A
12	2	Dirt King Stainless Logo Plate	DK-ULP90550SS

Scan QR code for installation video and more information on this product.

https://dirtking.com/pages/dk-636904_instructions



Carefully read all instructions prior to installation. This product must be installed by a qualified mechanic.

Step 1 – Remove Factory Knuckle and Sway Bar Link

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.



Step 2 – Remove Factory Lower Control Arm

Remove the bolts that attach the shock to the lower arm. Mark the alignment cam settings so you can get the alignment close when installing the Dirt King arm. Then unbolt the lower arm from the vehicle.

Step 3 – Install Bushings into Dirt King Lower Control Arm

Cut the factory lower control arm to remove the factory bushings. Be cautious not to cut into the bushing. The front and rear bushings on the control arm are side specific so do not interchange them. Apply anti-seize to the exterior of the factory bushings and press them into the Dirt King control arm. Torque the 3/8" socket head pinch bolts to 35 ft lbs.



Step 4 – Install Dirt King Lower Control Arm to Vehicle

Insert the Dirt King lower control arms into the mounting pockets and insert the alignment cam bolts. Leave the factory lower alignment cams snug for the time being, they will be torqued once the vehicle is on the ground. Apply red thread locker to the shock bolts and torque to manufacturer's specifications (commonly 50 ft lbs.) Dirt King sway bar end links can be purchased separately to retain the factory sway bar. The factory sway bar also could be removed to install bypass shocks and/or bump stops.



Step 5 – Reinstall Factory Knuckle

Install the knuckle to the Dirt King lower control arm ball joint. Ensure the ball joint taper adapter (shown below) is pressed onto the ball stud. Next install the upper arm and tie rod. Torque lower ball joint nut to 90 ft lbs. and install the cotter pin. Torque tie rod nut to factory specifications (First pass: 26 ft lbs. Second pass: 85-100 degrees) Torque upper control arm to manufacturer's specifications. Torque the axle nut to factory specifications (First pass: 133 ft lbs. Second pass: reverse 45 degrees. Final pass: 199 ft lbs.) Next reinstall the brake caliper. Apply red thread locker to the caliper bolts and torque to factory specifications (First pass: 37 ft lbs. Final pass: 30-45 ft lbs.) Now reinstall the line clamps to the knuckle.



Repeat these steps to the other side of the vehicle. Place the vehicle down on its own weight and adjust the lower arm alignment cams to the marks you made during step 2. Torque the alignment cam nut to factory specifications (First pass: 133 ft lbs. Second pass: 90-105 degrees) Inspect your work and then have the final alignment set by a qualified shop.

Maintenance

To grease the lower arm ball joints on 4WD models use the supplied grease fitting adapter. The 4WD models have little clearance between the outer CV and the grease fitting. The bushings require no maintenance.



Driver Side

- Torque 3/8" socket head pinch bolts for the bushings to 35 ft lbs.
- Apply red thread locker to the shock bolts and torque to manufacture's specifications.
- Torque lower ball joint nut to 90 ft lbs. and install the cotter pin.
- Torque tie rod nut to factory specifications. (First pass: 26 ft lbs. Second pass: 85-100 degrees)
- Torque upper control arm to manufacturer's specifications.
- Torque the axle nut to factory specifications. (First pass: 133 ft lbs. Second pass: reverse 45 degrees. Final pass: 199 ft lbs.)
- Apply red thread locker to the caliper bolts and torque to factory specifications (First pass: 37 ft lbs. Final pass: 30-45 ft lbs.)

Passenger Side

- Torque 3/8" socket head pinch bolts for the bushings to 35 ft lbs.
- Apply red thread locker to the shock bolts and torque to manufacture's specifications.
- Torque lower ball joint nut to 90 ft lbs. and install the cotter pin.
- Torque tie rod nut to factory specifications. (First pass: 26 ft lbs. Second pass: 85-100 degrees)
- Torque upper control arm to manufacturer's specifications.
- Torque the axle nut to factory specifications. (First pass: 133 ft lbs. Second pass: reverse 45 degrees. Final pass: 199 ft lbs.)
- Apply red thread locker to the caliper bolts and torque to factory specifications (First pass: 37 ft lbs. Final pass: 30-45 ft lbs.)

Both Sides

- Torque the alignment cam nut to factory specifications (First pass: 133 ft lbs. Second pass: 90-105 degrees)
- Inspect your work and then have the final alignment set by a qualified shop.