



## INSTALLATION INSTRUCTIONS

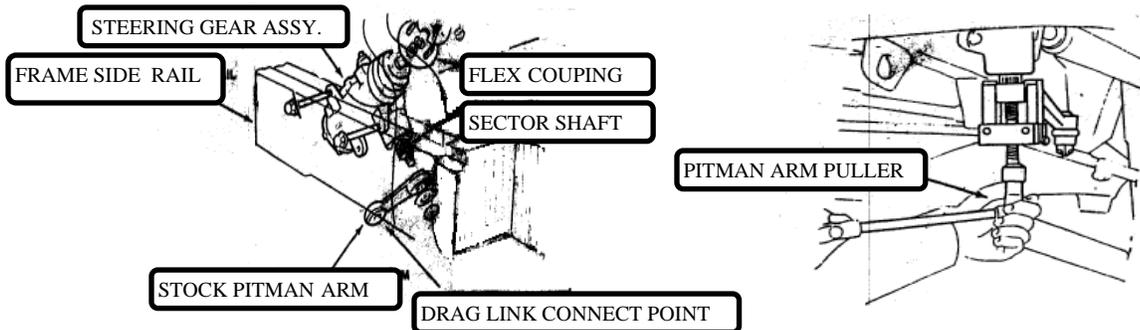
### # 800016 - PITMAN ARM

#### PRIOR TO BEGINNING INSTALLATION

1. With the tire on the ground the full vehicle weight on the suspension, move the steering left to right, check the following for looseness, slack and wear: steering sector-to-frame attaching points, steering sector main (output) shaft, drag link and tie rod ends, trac-bar mounting points and bushings, radius arm and C-bushings.
2. With the tires off the ground, check for improper wheel bearing pre-load and ball joint wear.
3. IT IS VERY IMPORTANT that all steering related parts are in proper working condition. If any problems exist, repair before proceeding.

#### INSTALLATION INSTRUCTIONS

1. Put the transmission in neutral. Position a floor jack under front axle and raise vehicle. Place jack stands under the frame rails, a few inches behind the radius arm brackets (on Jeeps, place the jack behind spring hangers). Ease the jack down until frame is resting on the stands. Keep a slight load on the jack. Put vehicle in gear or park, set emergency brake, and chock rear wheels to prevent any possibility of movement.
2. Remove the cotter pin and nut from the drag link end where it attaches to the pitman arm. Dislodge link with a tie rod end remover tool or a pickle-fork. NOTE - replace the link if any stud looseness is detected or if you can twist the stud in its socket with your fingers.
3. Remove the pitman arm from the steering sector output shaft using a puller tool. Inspect the shaft splines for excessive wear and repair as needed.



4. The arm and shaft splines should be clean and free of grit. Install new arm, lock washer and nut; torque to 170-230 Ft. Lbs.
5. Attach the cleaned drag link stud to the pitman arm. Torque slotted nut to factory specifications and install cotter pin. NOTE - If the drag link end stud is tightened in a position other than the straight ahead position or allowed to twist in the adjustment collar, vehicle drift to the left or right could occur.
6. Check for over extension (stud bind) as follows: To achieve the greatest possible linkage angle, have the truck frame resting on jack stands with the front axle hanging at full extension travel. Check drag link ends, with the steering wheel turned full lock in both directions, to be sure studs still have the some pivot capability.
7. Reposition floor jack under front axle. Put a slight load on jack; truck is to remain on jack stands.
8. Raise truck, remove jack stands, lower truck to ground. Check for adequate linkage clearances while turning steering wheel lock to lock. Re-torque everything that has been adjusted and double check cotter pins.
9. Have toe-in adjustment set to factory specs.

Warrior Technical Assistance – 888-220-6861

#### PARTS LIST

<b>TRANSFER CASE SPACER</b>
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