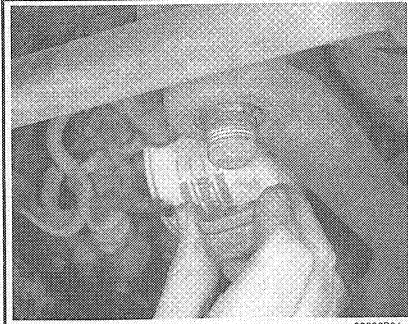


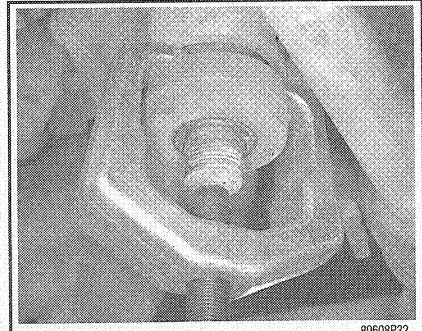
89608P30

Fig. 112 A large deepwell socket, typically 1 9/16 in., is needed to remove the pitman arm retaining nut



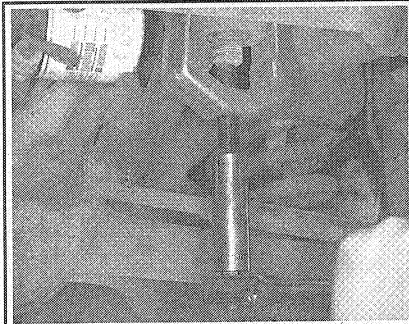
89608P31

Fig. 113 Remove the pitman arm retaining nut and lockwasher



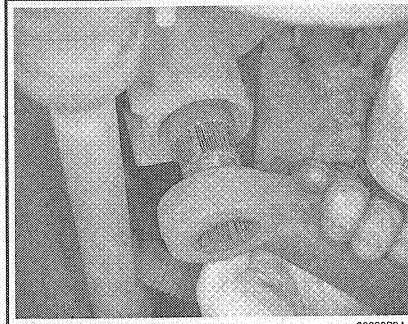
89608P32

Fig. 114 Install a suitable pitman arm puller onto the pitman arm



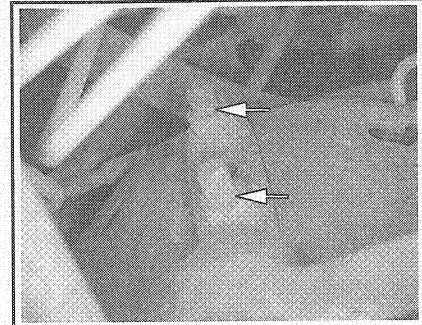
89608P33

Fig. 115 Carefully tighten the puller's forcing screw until the pitman arm breaks loose



89608P34

Fig. 116 Remove the pitman arm from the steering gear sector shaft



89608P26

Fig. 117 Remove the bolts and nuts holding the idler arm to the frame

To install:

7. With the front wheels in the straight-ahead position, place the pitman arm, pointing it rearward, on the sector shaft. Align the blind tooth on the pitman arm with the blind tooth on the steering gear sector shaft.

8. Install the nut and lockwasher and tighten to 233–250 ft. lbs. (316–338 Nm).

9. Install the center link on the pitman arm and install the castellated nut. Tighten the nut to 43–47 ft. lbs. (59–63 Nm) and install a new cotter pin.

⇒If, after the nut has been torqued, the nut castellations and stud hole do not align for cotter pin installation, tighten the nut further until the cotter pin can be installed. Never back off the nut.

10. Lower the vehicle.

Idler Arm

▶ See Figure 117

1. Raise and safely support the vehicle.
2. Remove the cotter pin, nut, and washer retaining the center link to the idler arm. Discard the cotter pin.
3. Remove the center link from the idler arm.
4. Remove the bolts and nuts holding the idler arm to the frame and remove the idler arm.

To install:

5. Install the idler arm to the frame with the bolts and nuts. Tighten to 85–97 ft. lbs. (115–132 Nm).

6. Place the idler arm and front wheels in the straight-ahead position to maintain steering wheel alignment and prevent bushing damage.

7. Install the center link nut and washer and tighten to 43–47 ft. lbs. (59–63 Nm). Install a new cotter pin.

⇒If, after the nut has been torqued, the nut castellations and stud hole do not align for cotter pin installation, tighten the nut further until the cotter pin can be installed. Never back off the nut.

8. Lower the vehicle.

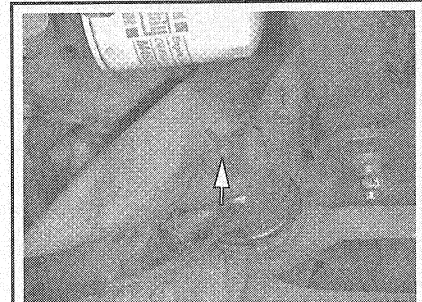
Center Link

▶ See Figure 118

1. Raise and safely support the vehicle.
2. Remove the cotter pins and nuts that attach the inner tie rod ends to the center link. Discard the cotter pins.
3. Disconnect the inner tie rod ends from the center link using removal tool 3290-D or equivalent.
4. Remove the cotter pin and nut that retains the pitman arm to the center link. Disconnect the pitman arm from the center link using removal tool 3290-D or equivalent.
5. Remove the cotter pin and nut retaining the idler arm to the center link and remove the center link. Discard the cotter pin.

To install:

6. Position the center link to the pitman arm and idler arm and loosely install the nuts. Place the



89608P41

Fig. 118 Remove the cotter pins and nuts that attach the inner tie rod ends to the center link

idler arm and front wheels in the straight-ahead position to maintain steering wheel alignment and prevent bushing damage. Tighten the nuts to 43–47 ft. lbs. (59–63 Nm) and install new cotter pins.

⇒If, after the nut has been torqued, the nut castellations and stud hole do not align for cotter pin installation, tighten the nut further until the cotter pin can be installed. Never back off the nut.

7. Install the tie rod ends on the center link and tighten the nuts to 43–47 ft. lbs. (59–63 Nm). Install new cotter pins.

8. Lower the vehicle.

9. Check the toe and adjust, if necessary.