

PA675



GM 2001-2010 8-Lug Truck and SUV Pitman/Idler Arm Support Kit

UTILITY PATENT US 7,475,891 B2

Parts List

- 1) Pitman arm bracket
- 1) Idler arm bracket
- 2) 9/16" lock washer
- 2) 3/4"-5/8" rod ends
- 4) 5/8" jam nuts
- 2) Fine thread shank nuts 14mmX1.5 (silver)
- 2) Coarse thread shank nuts 14mmX2.0 (normally gold)
- Thread locker



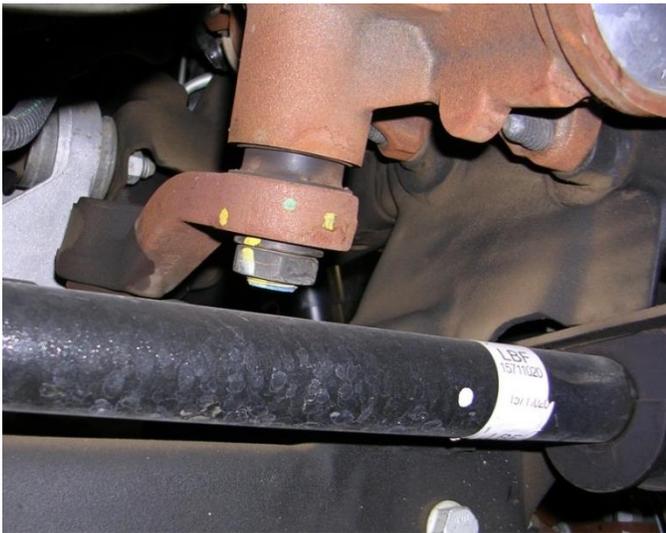
Introduction

- This application is for stock and lifted applications that use the factory steering center link in the factory location. Aftermarket steering stabilizers that do not mount in the factory location may interfere with this system.
- Installation requires a qualified mechanic.
- Read instructions carefully and study the pictures before attempting installation.
- Check the parts and any hardware packages against the parts list to assure that your kit is complete.
- Tools needed: 1 5/16" box end wrench, 24mm open end wrench, qty. 2 of 15/16" box end wrench, 15mm socket, 21mm deep socket, 21mm end wrench, 7/8" socket or box end wrench.

1) If there is an existing skid plate and shroud at the front cross member of the vehicle, underneath the front of the engine, they should be removed with a 15mm socket to access the pitman and idler arms and set aside for re-installation later.

2) Unscrew the factory lock nuts that hold the drag link to the pitman and idler arms, using a 21mm deep socket, and discard them.

3) Unscrew the large nut holding the pitman arm to the steering box using a 1 5/16" boxed end wrench. Remove it and the large lock washer.



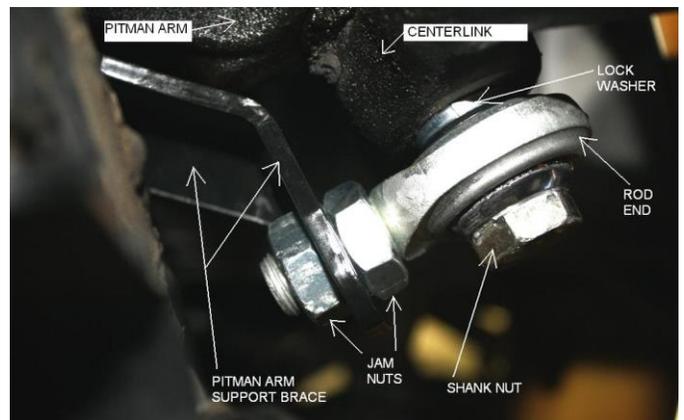
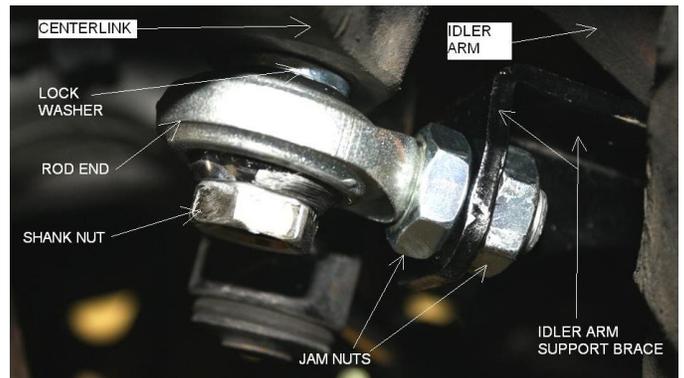
4) Remove the nut holding the idler arm to the idler arm pivot with a 24mm boxed end wrench. On some vehicles, you may have to remove the two bolts (21mm) holding the pivot to the frame brackets in order to get the nut off the stud because of interference with the frame.



5) Apply a small amount of thread locker on all of the threads on both of the 5/8"x 3/4" rod ends, then thread one 5/8" jam nut all the way on to both of the rod ends as shown in Figure 1. Then insert the rod end through the 5/8" diameter hole on both the pitman and idler arm brackets as shown below. Now thread a second jam nut on to both rod ends, but do not tighten at this time.



6) Insert one lock washer over each of the drag link studs, and then install the pitman and idler arm brackets on to the pivot ends where hardware was previously removed in steps 3 and 4, at the same time place the rod end which is connected to the Full Throttle Suspension brackets over the drag link studs so that the lock washer is in between the Full Throttle rod end and the drag link.



7) Re-install the factory lock nut on the pivot stud of the idler arm that was removed in step 4 and tighten the 2 bolts holding the pivot to the frame if previously removed. Re-install the factory lock washer and nut on the pivot shaft of the steering box that was removed in step 3. Do not tighten yet.

8) The gold shank nuts are for factory or coarse thread arms, and the silver shank nuts are for aftermarket or fine thread arms. Apply a small amount of thread locker on the threads of the shank nuts and insert a shank nut on to each of the drag link studs, passing through the rod ends and locking against the lock washer and drag link. Jam each support bracket in between the jam nuts.

Tighten shank nuts with 7/8" socket and jam nuts with both 15/16" boxed end wrenches, to 60 ft-lb.

9) Tighten the factory hardware mentioned in Steps 3, 4 and 7 at this time. Hardware in step 4 should be tightened to 85 ft-lb. Hardware in Step 7 will not accommodate clearance to use a torque wrench, but need to be tightened as tight as possible with the box end of an end wrench, roughly 85 ft-lb on the idler arm side, and 120 ft-lb on the large pitman arm nut.

10) Re-install any other hardware or skid plate/shroud previously removed and tighten to factory specification.

Full Throttle Suspension: Limited Lifetime Warranty

Full Throttle Suspension warrants, to the original retail purchaser, that its suspension products are free from defects in workmanship and material for as long as the purchaser owns the vehicle on which the product was originally installed. Full Throttle Suspension does not warrant the product for finish, alterations, modifications, and/or original installation contrary to specifications of Full Throttle Suspension. Full Throttle Suspension products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities involving abnormal abuse other than the vehicle was originally designed to handle or endure. (A "RACE" is defined as any contest between two or more vehicles, and/or contest of one or more vehicle against the clock, whether or not such contest is for a prize.)

This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warrant are sales outside of the United States of America. Alterations to the finish of the parts including but not limited to painting, powder coating, plating, and/or welding will void all warranties. Full Throttle Suspension obligation under this warranty is limited to the repair or replacement, at Full Throttle Suspension option of the defective product. Any and all costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty.

This warranty excludes the following items: bushings, bump stops, tie-rod ends, limiting straps, rod ends and heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days of purchase for defects in workmanship. Full Throttle Suspension components must be installed as a complete system. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty. This warranty shall not apply to any product that had been subject to accident, negligence, alteration, abuse, or misuse. Full Throttle Suspension does not warrant products not manufactured by Full Throttle Suspension. Full Throttle Suspension reserves the right to supersede, discontinue, or change the design, finish, part number and/or application of parts when deemed necessary by Full Throttle Suspension without written notice.

Return Policy

Full Throttle Suspension has a no refund return policy. Under special circumstances, returns might be accepted with prior written approval. All returned product will be shipped freight prepaid. Product returned is subject to a 40% restocking fee. No returns will be accepted after 30 days upon receipt of product.

Product Consumer Safety and Warning

The installation of this kit will modify the suspension of your vehicle and may cause it to handle significantly different than a factory equipped vehicle. Installing larger tires with modified suspension and increased ground clearance will significantly alter the handling characteristics of the vehicle, and may result in increased braking distances as well as changes in vehicle maneuverability and handling compared to the factory equipped vehicle. As with any vehicle, extreme caution and care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts and drive safely, recognizing the reduced speeds and specialized driving techniques is required.

This suspension system will not strengthen nor reinforce the stock frame of the vehicle, nor will it increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for tightness of fit or any damage. Installation of these parts will modify the height of the vehicle and will raise the center of gravity. Altered height modifications and off-road operation may increase your vehicle's susceptibility to roll over conditions and may cause serious injury or death. Many states regulate the height modification to each vehicle. Check the laws in your state for exact specifications. Height modifications may affect the reaction, ride, handling, and wear factor of your vehicle's components.

Failure to drive this vehicle safely may result in injury or death! Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications and combinations of modifications are not recommended, unsafe, and may not be permitted in your state. Consult your vehicle owner's manual, the instructions accompanying this product, and your state laws before undertaking these modifications. The owner of the modified vehicle and the qualified mechanic required to install this product are responsible for the legality and safety of the vehicle being modified.