



HARD CORE STEERING ★ SUSPENSION PRODUCTS

GM 2011-present 8-Lug truck Pitman/Idler Arm Support Kit

Introduction

- This application is for stock and lifted applications that use either the factory or Kryptonite steering center link in the factory location. Aftermarket steering stabilizers may interfere with this system.
- Installation requires a qualified mechanic.
- Read instructions carefully and study the pictures (if included) before attempting installation.
- Check the parts and any hardware packages against the parts list to assure that your kit is complete.
- Tools needed: 46mm end wrench or 18" adjustable wrench, 21mm open end wrench, 24mm open end wrench, 30mm open end wrench qty. 2 of 15/16" box end wrench, 15mm and 21mm socket, 24mm deep socket, 1" socket or box end wrench
- If using a factory or aftermarket steering stabilizer be sure to cycle the steering before driving to ensure clearance at the steering stabilizer shock area.

Parts List

- 8257 Pitman arm bracket for traditional GM or Kryptonite Centerlink.
- 8272 Pitman arm bracket for new GM centerlink with rubber isolator bushing.
- 8258 Idler arm bracket
- (2) 16mm lock washer
- (2) 7/8"-5/8"-18 rod ends
- (4) 5/8" jam nuts
- (2) Coarse thread shank nuts 16mmX2.0 (normally gold)
- Thread locker



Installation Instructions

1. Remove the shroud and skid plate shown in Figure 1 with a 15mm socket to access the pitman and idler arms and set aside for re-installation later.



Figure 1: shroud and skid plate

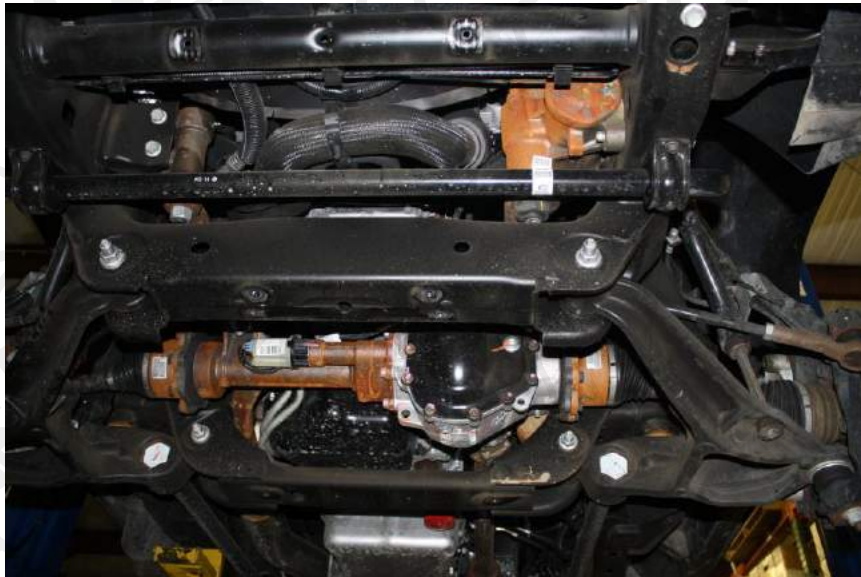


Figure 2: shroud and skid plate removed

2. unbolt the sway bar mounting clamps from the frame with 10mm socket and let the sway bar hang from the end links. see figures 3 and 4
3. Unscrew the factory lock nuts that hold the drag link to the pitman and idler arms, using a 24mm deep socket, and discard them.



Figure 3: unbolt sway bar from frame



Figure 4: sway bar hanging

4. Unscrew the large nut holding the pitman arm to the steering box using a 46mm open end wrench, or an 18" adjustable wrench. Figure 5
5. unbolt the steering box from the frame by removing the 3 bolts using a 21mm socket as shown in figure 6
6. use a screw jack to prop the steering box up away from the cross member as shown in figure 7
7. Loosen the nut holding the idler arm to the idler arm pivot with a 30mm end wrench. Then unbolt the idler pivot from the frame and pry it out of the mounting pocket as shown in figure 8.



Figure 5: remove large nut and washer holding pitman arm onto steering box



Figure 6: unbolt steering box from frame



Figure 7: prop the steering box up away from the cross member

8. there are 2 pitman arm support brackets included in this kit, as of June 20th, 2011. On some of the 2011 and newer GM trucks, there is a new design center link that has a large rubber bushing in the center link where the pitman arm attaches to it. If this vehicle has the new center link, you

must use pitman support bracket #8272. If this vehicle has the traditionally designed center link, use the pitman arm support bracket #8257.



Figure 8: idler arm and idler pivot

9. to aid in moving the idler arm and idler pivot up, the passenger side tie rod can be removed from the spindle to allow more flexibility. To do this, remove the nut holding the outer tie rod end to the spindle, then while prying the tie rod away from the spindle, hit the spindle with a hammer in the position as shown in figure 9.



Figure 9: remove passenger tie rod from spindle

10. Apply a small amount of thread locker on all of the threads on both of the 5/8"x 7/8" rod ends, then thread one 5/8" jam nut all the way on to both of the rod ends. Then insert the rod end through the 5/8" diameter hole on both the pitman and idler arm brackets as shown in the layout

picture on page 1. Now thread a second jam nut on to both rod ends, but do not tighten at this time.

11. 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, at the same time place the rod end which is connected to the Kryptonite Products brackets over the drag link studs so that the lock washer is in between the Kryptonite rod end and the drag link as shown in figure 10. 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 as shown in Figure 10. future torque on the shank nuts is 70 ft/lb.



Figure 10: assembly

12. Re-install the factory lock nut on the pivot stud of the idler arm but do not tighten yet, replace the idler pivot into the mounting pocket and refasten and tighten the 2 bolts to 90 ft/lbs. seen in figure 11. Re-install the factory lock washer and nut on the pivot shaft of the steering box, Do not tighten yet. see figure 12
13. Refasten the steering box to the frame rails with the 3 factory bolts, torque to 70 ft/lbs.
14. If the passenger side tie rod was previously removed from the spindle, reinstall now and torque nut to 50 ft/lb.

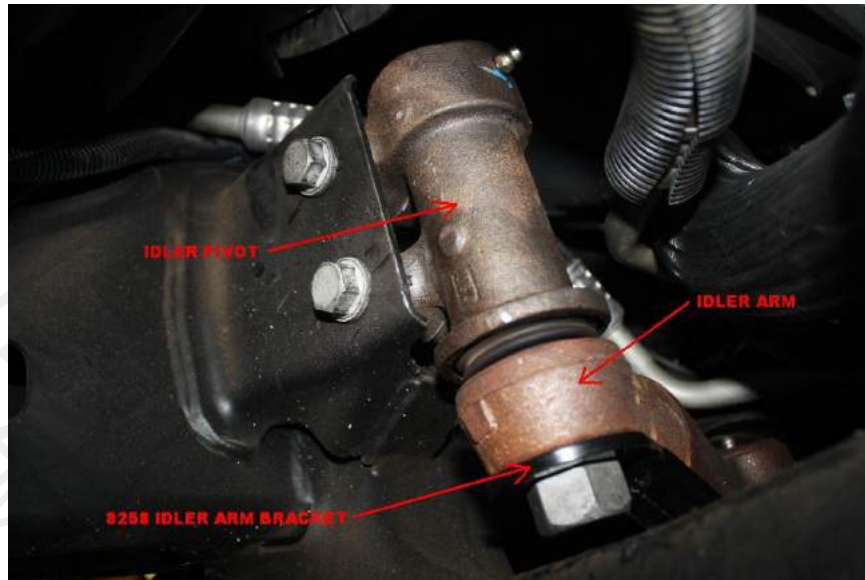


Figure 11: assembly

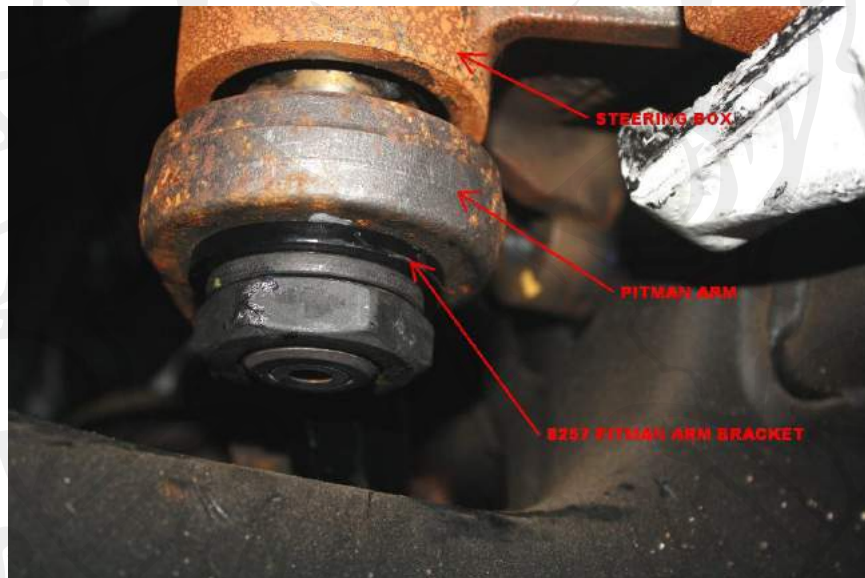


Figure 12: assembly

15. Tighten shank nuts with 1" socket to 70 ft/lbs. Now jam each support bracket in between the jam nuts with both 15/16" boxed end wrenches, to 60 ft-lb. now tighten the factory nuts shown in figures 11 and 12 on the idler arm pivot to 70 ft/lb and the pitman arm to 120 ft/lb, these 2 will only permit an open end wrench due to space constraints, so get them really tight by hand with the wrenches.
16. If using a factory or aftermarket steering stabilizer be sure to cycle the steering before driving to insure clearance at the steering stabilizer shock area.
17. Reinstall the skid plate and fan shroud, tightening fasteners to 40 ft/lbs. a toe setting alignment may be needed.

Warranty Coverage Details

*Your product(s) must be purchased either directly, or through one of our authorized dealers.

**Your product(s) must be registered within 90 days of purchase. Registration will take place at kryptoniteproduct.com Click the warranty tab on the home page and follow to Warranty Registration link. Proof of purchase will be required. Without this information and warranty claims will be void. Without proper registration of you part(s) you will NOT be covered.

***Warranty covers product replacement only. Warranty will never be a parts cost refund. warranty will never cover any collateral damage costs.

If you believe you have a part that failed and may be covered under warranty, you must first make a warranty claim. Once you have submitted your claim information you will be contacted within 2 business days with further instructions.

****All parts to be considered for warranty replacement must first be physically inspected by a representative of KRYPTONITE PRODUCTS. If the part(s) in question are deemed to have failed in a way other than installation/user error. The customer will be provided with a replacement part(s) of equal or improved quality.

No replacement parts will ever be provided to a customer before a physical inspection of the failed part(s) by a KRYPTONITE PRODUCTS representative.

(Kryptonite No Fine Print Lifetime warranty)-Kryptonite steering and suspension components are warrantied for life to their original purchaser. This warranty is against any manufacturer defects, premature wear or breakage. Race it, jump it, off road it, wreck it, lift it, lower it, sled pull it, I think you get it? We don't care. If you can break it we will replace it.

*****Warranty Excludes Heim style joints, Tie Rod Boots and Bushings of any kind as these are regular maintenance type items.