

INSTALLATION INSTRUCTIONS FOR STEERING BOX BRACE



Remove original pitman shaft nut from steering box, and retain the lock washer.

Install new pitman shaft nut using original washer and torque to 185 ft/lbs.



Position large hole in bracket over steering box shaft extension nut and lift bracket and stabilizer bar into place.

There will be very limited clearance between bracket and stabilizer bar until everything is in place and bolts are tightened.



Use 4 new M10 x 35 bolts, lock and flat washers, to attach bracket and stabilizer bar to original stabilizer bar mounting holes. Do not tighten yet. Keep in mind that stabilizer bar will need to be pushed rearward to line up mounting holes as it has a tendency to move forward when unbolted.

Snug mounting bolts up, but allow for final positioning of bracket.

Align bracket by centering the steering shaft nut in large hole in mounting plate. This does not need to be perfect as there is some allowance in bearing holder.



Tighten 4 mounting bolts to 40 ft/lbs and check to make sure bracket position is maintained with respect to steering shaft nut.

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We recommend the use of an anti-seize compound in the bearing bore and lock ring. Grease is also suitable to allow for future disassembly.

Install bearing holder and bearing (comes assembled) onto steering shaft nut. Orient the grease nipple in the desired position.

Do not worry if the bearing housing does not sit flat against the mounting plate as it is a self-aligning unit and will align as bolts are tightened.



Attach the bearing with two ½ x 1 ½ " bolts, lock washers and nuts. Torque to 50 ft/lbs.

*****IMPORTANT***** Tightening these two bolts after the four frame mount bolts are torqued will ensure that no unwanted preload is applied to the steering box.

Install the bearing lock ring by sliding it onto the shaft and rotating the ring to allow it to engage eccentrically on the bearing race. Rotate the lock ring tight by tapping with a punch and hammer in a hole in the lock ring.

Do not pound on the set screw hole. The lock ring will lock in either direction. Tighten the set screw with ½ Allen wrench.



Grease bearing at normal chassis lube intervals.

Notes:

Do not use this bracket as an attachment point for towing or winching!
In the event that the bearing needs to be replaced and refuses to slide off after removing the lock ring and mounting bolts, you may remove the steering shaft nut by inserting a flat wrench between the bracket and steering box and unscrewing the shaft and bearing as a unit. This will allow you to press the bearing off of the shaft. Remove the bearing from the holder by twisting the bearing 90 degrees to the holder in alignment with two slots on the backside of the holder.

The bearing is an SA 205-16 (or 205-100) one-inch bore self-aligning unit. Be sure to specify metal shields and a grease hole. The holder is a standard two-bolt flange FL 205.