

1967-1987 GM K10\K15 Pickup 4WD
 1967-1987 GM K20\K25 Pickup 4WD
 1977-1987 GM K30\K35 Pickup 4WD
 1988-1991 GM K3500 Pickup 4WD
 1969-1991 GM K10\K15 Suburban 4WD
 1969-1991 Chevy K5 Blazer 4WD
 1970-1991 GMC Jimmy 4WD

Models with 3-Bolt Steering Knuckle
& Power Steering

Pitman Arm Part # CA50 Steering Arm Part # CA100 Installation Instructions

Required Tools List:

- SAE Sockets \ Wrenches (7/8", 13/16" & 15/16")
- Tie Rod Removal \ Separator Tool
- Pitman Arm Puller Tool
- Hammer
- Jack Stands
- Floor Jack
- Torque Wrench
- Safety Glasses
- Wheel Chock
- Paint Marker

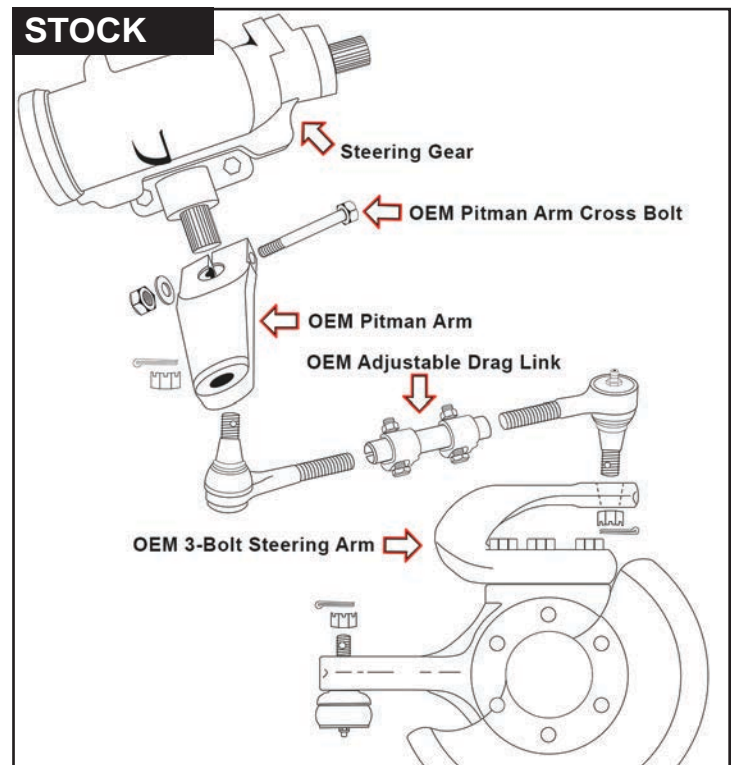
Before beginning installation, read these instructions & enclosed driver's WARNING NOTICE thoroughly & completely. Also affix WARNING decal in passenger compartment in clear view of all occupants. Please refer to Parts List to insure that all parts & hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact SKYJACKER® Customer Service at 318-388-0816 to obtain needed items. If you have any questions or reservations about installing this product, contact SKYJACKER® Technical Assistance at 318-388-0816.

Pitman Arm: Part # CA50 (Installing with Skyjacker Lift, Proceed to Step 3).

1. Chock rear tires \ wheels. Ensure that vehicle transmission is in PARK and engage emergency brake. **Note:** Be sure steering wheel \ wheels are pointing straight forward.
2. Raise front of vehicle, support front axle at end using a jack stands.
3. Remove driver side front tire \ wheel.
4. Place a floor jack underneath front axle for support. Put a slight load on axle \ jack to prevent axle from moving. Allow ample room to lower front axle.
5. Disconnect OEM drag link ball joint from OEM pitman arm. Remove cotter pin. Remove castle nut using 15/16" socket \ wrench. Use a tie rod remover \ separator tool to detach drag link from pitman arm. Take caution not to tear the drag link grease boot.

Tech Note: Inspect each end of OEM drag link. Check tapered stud for deformation & for looseness of ball socket (if you can move socket with your fingers). Replace drag link if defective.

6. Mark position of OEM pitman arm on steering gear box sector shaft. Transfer an index mark over to Skyjacker pitman arm.

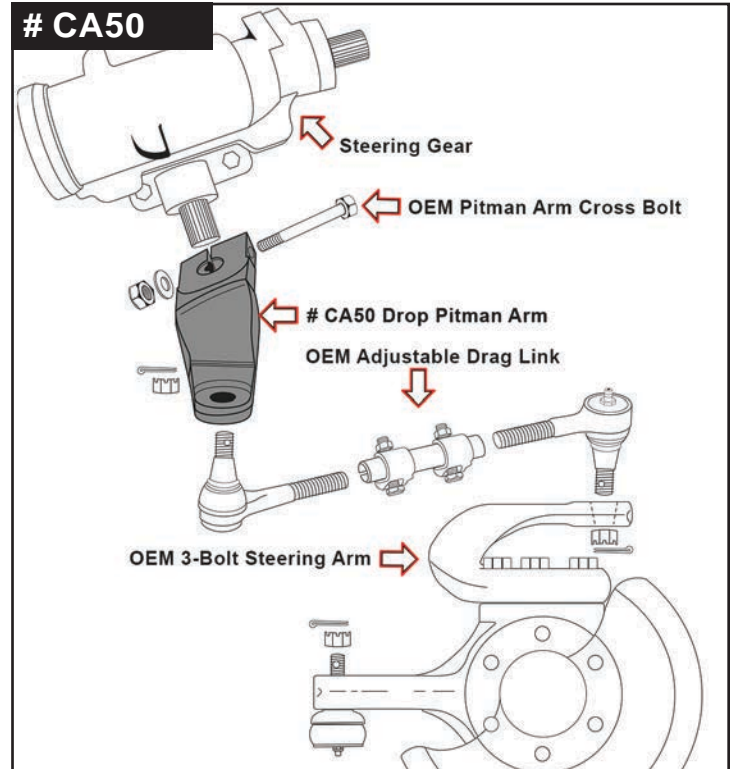


- Remove OEM pitman arm cross bolt using 13/16" socket \wrench. Remove pitman arm steering gear output shaft.
- Use a pitman arm puller tool to remove pitman arm from OEM steering gear shaft.

Align marks & splines on Skyjacker # CA50 Pitman Arm with sector shaft for correct indexing & install. Attach with OEM pitman arm cross bolt using 13/16" socket \wrench. Torque 175 ft-lbs.



- Attach OEM drag link ball joint up-from-bottom into Skyjacker pitman arm. Attach OEM castle nut using 15/16" socket \wrench. Secure OEM hardware, but **Do Not Completely Tighten** at this time.
Note: OEM drag link may need to be adjusted to center steering wheel & to achieve full turning radius from lock-to-lock without binding steering assembly.



Adjusting OEM Drag Link \Centering Steering Wheel:

- Locate turning radius stop bolts on front driver & passenger side OEM steering knuckles. Adjust both turning radius stop bolts all of the way into knuckles.
- Turn ignition left to "Auxiliary" position to "Unlock" steering wheel. Turn steering wheel "Right" all the way to lock position. Counting the Total Number of Rotations, turn steering wheel "Left" all the way to lock position. Turn back to "Right" Half (1/2) the Number of Total Rotations. (Example: 5 Turns Minus 2-1/2 = 2-1/2)
The pitman arm \steering sector should be centered & steering wheel crossbars should be positioned properly.
- OEM drag link is adjustable by rotating center adjusting sleeve, which lengthens or shortens overall length. Loosen, but Do Not Remove nuts on both clamps around adjusting sleeve.
- The steering wheel rotates either left or right as adjusting sleeve is rotated. Rotate adjusting sleeve to center steering wheel. After steering wheel is centered, tighten OEM nuts on both clamps of adjusting sleeve. Tighten drag link ball joint OEM castle nut. Install OEM cotter pin.
- Install front tire \wheel. Lower vehicle to ground. Torque lugs to OEM service manual specifications.
- Test drive & adjust turning radius stop bolts on OEM steering knuckles as needed.

Steering Arm: Part # CA100 (Installing with Skyjacker Lift, Proceed to Step 2).

1. Spray a deep penetrating oil onto drag link ball joint mounts & steering arm bolts.
2. Chock rear tires\wheels. Ensure that vehicle transmission is in PARK and engage emergency brake. **Note:** Be sure steering wheel\wheels are pointing straight forward.
3. Disconnect OEM drag link ball joint from OEM steering arm. Remove cotter pin. Remove castle nut using

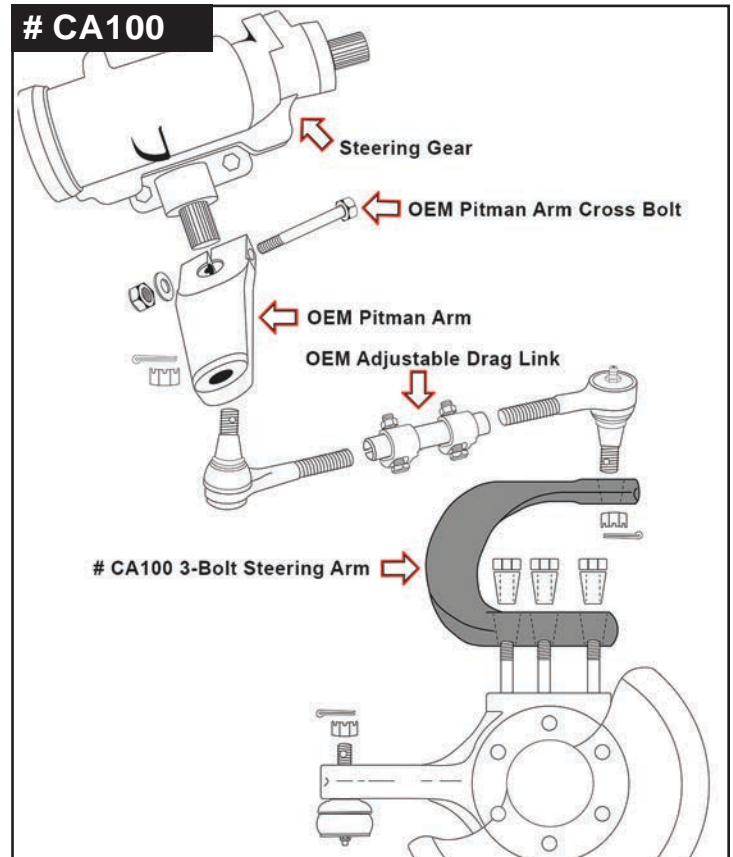
15/16" socket \wrench. Use a tie rod remover \separator tool to detach drag link from steering arm. Take caution not to tear the drag link grease boot.



4. Loosen & remove three (3) OEM nuts securing steering arm to knuckle using 7/8" socket \wrench. Loosen three (3) OEM tapered wedge split locks \cone washers from OEM studs. Strike steering arm at drag link end with hammer.

5. Remove OEM steering arm. Clean knuckle surface of all debris, nicks & burrs. Install Skyjacker # CA100 Steering Arm with OEM cone washers & nuts using 7/8" socket \wrench. Torque 110 ft-lbs.

6. Attach OEM drag link ball joint down into Skyjacker Steering Arm end mount. Attach with OEM castle nut using 15/16" socket \wrench. Secure OEM hardware, but **Do Not Completely Tighten** at this time. **Note:** OEM drag link may need to be adjusted to center steering wheel & to achieve full turning radius from lock-to-lock without binding steering assembly.



Adjusting OEM Drag Link \Centering Steering Wheel:

1. Locate turning radius stop bolts on front driver & passenger side OEM steering knuckles. Adjust both turning radius stop bolts all of the way into knuckles.
2. Turn ignition left to "Auxiliary" position to "Unlock" steering wheel. Turn steering wheel "Right" all the way to lock position. Counting the Total Number of Rotations, turn steering wheel "Left" all the way to lock position. Turn back to "Right" Half (1/2) the Number of Total Rotations. (Example: 5 Turns Minus 2-1/2 = 2-1/2)
The pitman arm \steering sector should be centered & steering wheel crossbars should be positioned properly.

3. OEM drag link is adjustable by rotating center adjusting sleeve, which lengthens or shortens overall length. Loosen, but Do Not Remove nuts on both clamps around adjusting sleeve.
4. The steering wheel rotates either left or right as adjusting sleeve is rotated. Rotate adjusting sleeve to center steering wheel.
After steering wheel is centered, tighten OEM nuts on both clamps of adjusting sleeve.
Tighten drag link ball joint OEM castle nut. Install OEM cotter pin.
5. Install front tire \wheel. Lower vehicle to ground. Torque lugs to OEM service manual specifications.
6. Test drive & adjust turning radius stop bolts on OEM steering knuckles as needed.

Final Notes:

- After installation is complete, double check that all nuts & bolts are tight. Refer to following chart for proper torque specifications. (**Note:** Do not re-tighten nuts & bolts where thread lock compound was used.)
- With vehicle placed on ground, cycle steering lock to lock & inspect steering, suspension, brake lines, front & rear drivelines, fuel lines & wiring harnesses for proper operation, tightness & adequate clearance.
- Have a qualified alignment center align vehicle to OEM specifications.
- After first 100 miles, check all hardware for proper torque & periodically thereafter.

TORQUE SPECIFICATIONS					
INCH SYSTEM			METRIC SYSTEM		
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 8.8	Class 10.9
5/16	180 in-lbs	240 in-lbs	6MM	60 in-lbs	108 in-lbs
3/8	30 ft-lbs	35 ft-lbs	8MM	216 in-lbs	23 ft-lbs
7/16	45 ft-lbs	60 ft-lbs	10MM	32 ft-lbs	45 ft-lbs
1/2	65 ft-lbs	90 ft-lbs	12MM	55 ft-lbs	75 ft-lbs
9/16	95 ft-lbs	130 ft-lbs	14MM	85 ft-lbs	120 ft-lbs
5/8	135 ft-lbs	175 ft-lbs	16MM	130 ft-lbs	165 ft-lbs
3/4	185 ft-lbs	280 ft-lbs	18MM	170 ft-lbs	240 ft-lbs
The Above Specifications Are Not to Be Used When the Bolt Is Being Installed With a Bushing.					

Seat Belts Save Lives, Please Wear Your Seat Belt.