

OTC Dual Cylinder Bracket Kit Mounting instructions

Remove pinion yoke.



Remove 6 bolts from the pinion flange.

Install & tighten the cylinder bracket (stamped "T" UP) w/ new 1 3/4" bolts w/ lock washers.



Front view with cylinder bracket mounted

Remove 3 bolts from the side carrier cover.

Install & tighten the side bracket (stamped "T" UP) w/ new 2" bolts & lock washers.



Side view with side bracket mounted

Use clamps to properly align cylinder bracket and side bracket. Weld into place.



Side view



inside view

Tac-weld gussets into place, making sure they clear the side cover bolts, then weld out accessible joints on



side cover and cylinder bracket.

Allow kit to cool. Remove kit and finish welding.

Disassembly and Mounting of High Steer Arms

Remove nuts, split dowels, and old steering arm, and discard.



Remove studs from steering knuckle and discard.



Remove bolts and top plate from opposite knuckle and discard.



Be sure and retain the spacers from under the old arm and from under the top plate.



Spacer



spacer shown w/ top plate for size comparison

Install high steer arms with new bolts & lock washers provided. Torque to 130-140 ft/lb.



Mounting the cylinders.

Securely re-install the kit to the axle. (Silicone the side cover if you do not plan to remove for painting)



Assemble and tighten a rod end, 2 spacers, and 2 tabs together. Repeat for the other side.



On the short side of the cylinder bracket, tac-weld both tabs, top tab 1" down from top and flush with



outside edge. (Angle side of tab to the inside)

On the long side of the cylinder bracket, tac-weld both tabs, top tab 1" down from top and 1" in from the



outside edge. (Angle side of tab to the inside)

Pick a side, protect the rod end from weld splatter, loosen the bolt & nut, and weld the outside joints of the tabs. Quickly remove the rod end and spacers from tabs. Let the tabs cool and then weld the inside joints. Repeat for the opposite side.



Install rod ends, w/ jam nuts, into the ends of both cylinders. (Keep an equal thread count on both ends)



Pick a side and turn the knuckle so that the bump stop touches the axle.

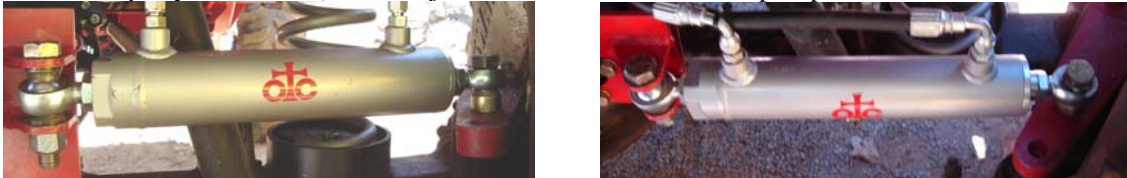


On the high steer arm, use (1) spacer between the rod-end and the high steer arm.



Use the inside hole on the high steer arm.

Make sure cylinder is fully compressed. Mount the cylinder to the tabs and to the high steer arm. (Adjust rod ends; equally, for fitment.) Then adjust rod-ends out until the bump stop is 1/8" off the axel.



Repeat for the other side.

If necessary, disassemble, paint and re-install. Be sure to silicone the side plate.



Re-install pinion yoke and torque to 300 ft/lb.

Final product

