**SAFETY NOTE:** The compression spring under the steering arm or upper kingpin bearing cap is under a substantial load. Nuts at the steering arm, or bolts at the upper kingpin bearing cap, must be removed a little at a time in a criss-cross pattern. Failure to do so could result in forceful ejection of the spring which could cause serious injury.

Remove the four nuts at the steering arm a little at a time in a criss-cross pattern. Remove steering arm, spring, and spring retainer.

Remove the kingpin bushing from the top of the steering knuckle. Clean the top of the knuckle and the cavity around the kingpin thoroughly.

Install the supplied studs into the knuckle using red loctite (or similar) with the long-threaded end of the stud exposed. Tighten until fully seated.

Apply a generous amount of quality high-temp bearing grease into the kingpin cavity (including the hex in the top of the kingpin). Notice the slot in the housing into which the kingpin bushing will be keyed.

Grease the kingpin bushing and install, indexing the ridge on the bushing with the slot in the knuckle.

Place the supplied thick metal disk on top of the kingpin bushing.

Place the steering arm over the studs and lower into place ensuring that the disk seats in the arm.

Install the supplied nuts. These go on like a lug nut, fitting into the taper in the arm. Tighten in a criss-cross pattern working up to 100 lb-ft.

Install grease zerk and fill with grease until set-screw hole begins filling.

Install set screw and tighten while rocking the knuckle back and forth. Continue tightening until the knuckle is almost locked in place. Back the set screw off ¼ turn. Rotate the knuckle. You want it to have some resistance.

Install the jam nut and torque to 45 lb-ft.
1. Steering Arm (L/R)
2. Kingpin Bushing (2)
3. Set Screw (2)
4. Jam Nut (2)
5. Stud (8)
6. Lug Nut (8)
7. Thick Metal Disk (2)
8. Grease Zerk (2)