

GMC/Chevy 2500HD/3500 Installation Instructions

Thank you for purchasing an EXAXT product. We appreciate your business. This kit is designed only for use on GMC/Chevy 2001-present 8-lug vehicles.

Please read all of these instructions first before beginning any of this procedure. Then read them again. If you have any questions, feel free to phone us directly. It is an extensive and complete kit.

1. Inspect the kits to make sure that all parts and fasteners were provided. The parts list (for each portal) is as follows:

Item	Specification	Quantity
Center link		1
Threaded coupler		2
Adjusting sleeve		2
22mm RH lock nut		2
22mm LH lock nut		2
Double shear adaptor		1
Spherical bearing		1
Shoulder nut		1
Lock bolt / set screw		1
Grease zerk fitting		1
Optional Items	Specification	Quantity
Inner tie rod end	Moog ES2077RT	2
Outer tie rod end	Moog ES3609	2
Idler arm	Moog K6535	1
Pitman arm	Moog K6654	1

2. Block or otherwise retain the vehicle from moving. Remove the current steering components from the GMC vehicle. If necessary, take measurements to determine the current toe-in. (An alignment is still necessary.)
3. Remove the old steering assembly from the vehicle. Remove the outer tie rod ends, pitman arm, idler arm, and frame mount for the idler arm.
4. If the outer tie rod ends, pitman arm, or idler arm, are to be re-used, carefully clean and inspect these parts for wear. *For this kit to perform as it is to be expected, all steering parts must be considered in excellent condition.*



5. Perform a trial assembly the tie rod sub-assembly as shown in the above figure. Note that the tie rod end ES2077RT is the new inner tie rod end. The threaded coupler screws into the stock outer tie rod end (ES3609). The lock nuts are used on either side of the adjusting sleeve.
6. Inspect the seat for the outer tie rod end. It should sit evenly against the shoulder of the threaded coupler, as shown in the pictures below. If so desired, these parts can be loctite'd together.



7. Perform a trial assembly of the of the idler arm sub-assembly, as shown in the picture below.
 - Install the grease zerck fitting and the spherical bearing into the double shear adaptor.

- Verify that the nut which captures the idler arm and double shear adaptor has complete thread engagement on the frame mount. *Complete thread engagement is absolutely necessary for safe operation of your vehicle.* Note that due to machining tolerances of the idler arm, some minor modification may be necessary for complete thread engagement to occur. If necessary, remove some material from the idler arm. It is a thick, rough casting which can be modified in this manner.
- The shoulder nut is used on the idler arm post. The lock bolt / set screw is used to prevent this nut from loosening.
- Verify that there is clearance between the provided center link and the double shear adaptor.



8. When satisfied with the sub-assemblies, install the steering into the vehicle. The center link should be oriented such that the end with 2 holes is on the passenger side of the vehicle. The two outer holes are used for the pitman and idler arms. The 2nd inner hole on the right-hand end of the center link is for the steering stabilizer, as shown in the following pictures.



9. With the weight of the vehicle on front suspension, cycle the steering to verify appropriate clearance between all components. If the vehicle has a lift kit, or the torsion bars have been adjusted for increased ride height, take particular attention to contact with the anti-sway bar. It may be necessary to lengthen the sway bar links.
10. Align the vehicle. And enjoy heavy-duty steering on your heavy-duty vehicle!