

Installation Instructions: Heim Joint Steering Systems

#5640A 48" System, Fits 66-75 Drum Knuckles, Disc Conversion using Duff, Chevy or 79 F150 Bronco Knuckles

#5640B 51" System, Fits 76-77 Ford Disc Knuckles

#5640C Custom Setups

Contents:	4	3/4-10 Unitorque Nuts QTY 3 Post 10-19
1 Tie Rod + Saddle	1	3/4-16 Unitorque Nut
1 Drag Link	2	1/4" Washers
2 3/4 Rod End Right	8	M20 Metric Flat Washer QTY 6 Post 10-19
2 3/4 Rod End Left	10-19	
2 3/4-16 Jam Nuts Right Hand	2	3/4" Bushings Pre 10-19
2 3/4-16 Jam Nuts Left Hand	4	1/8 x 1.5" Cotter Pin
3 3/4-10 x 3" GR 8Hex Bolt	Post	October 2019 swap w/ 1 RH rod end
3 3/4-10 x 4" GR 8Hex Bolt	1	3/4 Heim w/ stud (for pitman arm)
	1	9/16-18 Castle Nut



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12/2019

PLEASE READ INSTRUCTIONS COMPLETELY THROUGH BEFORE STARTING INSTALLATION AND GO TO BRONCO GARAGE FOR INSTALL VIDEO - www.bit.ly/362wSzf

Notes: For tie rod over (TRO) conversion or to eliminate clearance issues between the shock and tierod, you may have to modify shock mounts on the c-caps or use a new weld on C-Cap shock mount sold by James Duff (#5640-CCAP)

If you think either piece is too long, please call before cutting!

1. Chock the rear wheels, raise the front of the vehicle and set the axle housing on jack stands.

2. Make sure the wheels are straight and measure your toe in. You can do this by measuring the distance between the tires, front and back as shown in Fig. 1. Record these measurements. Note: Ideally the front measurement is 1/8" to 1/4" less than the rear.

3. Remove existing steering linkage and tie rods. You can use this to setup new heim steer to help get your alignment close. Record the measurement.

4. Assemble steering linkage by installing rod ends and jam nuts into linkages. We recommend using anti-seize on the threads of the rod ends to lubricate the threads and help to prevent seizing. Note: Only add anti-seize to the first 1/2" of threads.

Note: There is an extra stover nut included. This is to replace the castle nut on the axle track bar mount when installing the system over the knuckle. Sometimes there is a clearance issue with the mount stud and the tie rod. Once the stover nut is installed, the stud can be trimmed for clearance.

5. Drill 3/4" clearance hole in both knuckles and pitman arm.
Post Oct. 19, do not drill pitman arm!

6. Using the appropriate diagram, install the linkage standard or (TRO) as shown in Fig. 2 or 3.

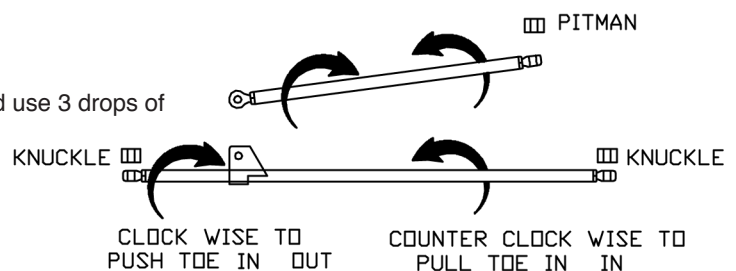
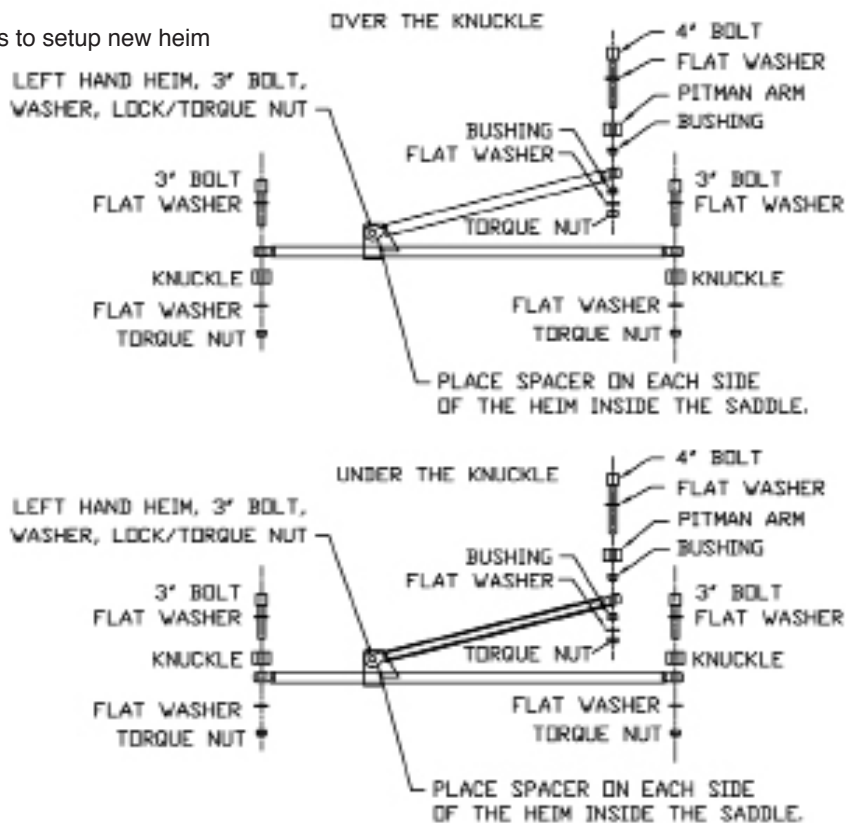
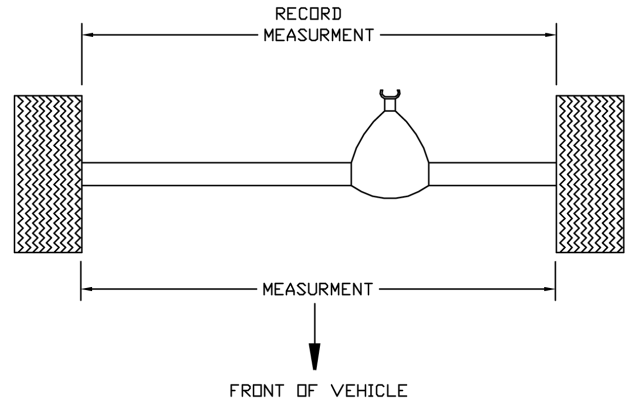
7. Be sure to check toe and make sure it's 1/8th to 1/4th toe in before you install the lock nuts on the 3/4" bolts, make sure these are extremely tight!

8. We recommend installing the supplied cotter pins by drilling 1/8" holes through the locking nuts and 3/4" bolts and installing the cotter pins.

9. We recommend having a professional verify your toe is correct before putting the vehicle back in service. Note: Watch video for how to correctly remove free play from your steering before tightening jam nuts.

10. Once your alignment is correct and your steering wheel is centered use 3 drops of red loc-tite between the jam nut and the end of the bar. Then tighten your jam nuts.

NOTE: If you are reinstalling a steering stabilizer, you will need to get larger (1.25") U-bolts. Squeeze the ends a little bit to get them in the bracket and slide the bracket back on.



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