



KRYPTONITE

HARD CORE STEERING ★ SUSPENSION PRODUCTS

1999-2006 GM 1500 ULTIMATE FRONT END PACKAGE

PLEASE READ AND UNDERSTAND THESE INSTRUCTIONS COMPLETELY PRIOR TO BEGINNING THE INSTALLATION
PROFESSIONAL ALIGNMENT IS RECOMMENDED AFTER INSTALLATION

1. Find a clean level surface, chock the rear wheels and jack up the front end of the truck. Be sure to support the frame with appropriately rated jack stands. Remove the front wheels to give yourself some working space.
2. Remove the skid plate (if present) and the shroud at the front cross member underneath the front of the engine. Both should be removed to gain access to the pitman and idler arms. Set these aside for reassembly later on.
3. Remove the nut holding the outer (factory tie rod) to the spindle. Using an air hammer or puller, remove the tie rod end from the spindle. Repeat this process on the other side. If the truck is equipped with a steering stabilizer, remove the bolt from the frame at this time.
4. Unscrew, but do not remove, the factory lock nuts that hold the centerlink to the pitman and idler arms. The partially removed nuts will act as a safety mechanism to help catch the centerlink once you break the tapers free. Using an air hammer or puller separate the centerlink from the studs, remove the nuts and the centerlink/tie rod assembly from the truck. Set aside to use as a reference for setting up the new tie rod length.
5. Now that the centerlink has been removed move onto the idler support. To save time, you can remove the idler support hardware and take the arm & support out as a complete assembly. Once removed attach the new idler arm to your new support. Torque to **105 ft-lbs**. Install the support into the frame packet, **DO NOT** torque the support at this time.
6. Remove the pitman arm from the steering gear. A pitman arm removal tool may be needed. Once removed you are going to be installing our Uni-Spline pitman arm. Ensure the steering gear is centered prior to installation. To center the steering wheel/steering gear, turn it all the way to the left, then all the way to the right. Count the revolutions, split the difference and install the pitman arm, torque to **184 ft-lbs**.
7. Apply anti seize to the threaded shank on all 4 ends prior to matching the OEM toe setting (reference the OEM tie rod/centerlink assembly for this), ensure all ends are evenly threaded into the body. This should get you "good enough" to drive to the alignment shop. Remove Kryptonite tie rods from centerlink. Install the centerlink onto the pivoting assembly (pitman/idler arm studs) with the engraved logo upright and painted to the front of the truck. Torque these bolts to **46 ft-lbs**. Level the centerlink and torque the idler support bolts to **100 ft-lbs**.
8. Install tie rods onto the centerlink with the notched ends (LH thread) to the knuckle and the (RH thread) ends to the centerlink. Torque to **37 ft-lbs**. Jam nuts will need to be snugged, final torque with alignment for the jam nuts is **200 ft-lbs**. (Notches shown below)
9. The skid plates and wheels can be reinstalled at this time. The vehicle will need to be professionally aligned, recommended specs on the reverse side of this card.

Notches to
the tires

LH thread



#10KL7893T

#10KR78

Smooth ends
to the centerlink

RH thread

