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Rough Country 6601 Installation Instructions

Pitman Arm for 4–6 Inch Lifted Ford Bronco and F-150

Part number: 6601

trailfortress.com/pitman-arm-4-6-inch-lifted-ford-bronco-and-f150-rough-country-6601

Scan for fitment, price and install help

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ROUGH COUNTRY SUSPENSION SYSTEMS®

PITMAN ARM INSTRUCTION SHEET

Please read instructions before beginning installation. With the tires on the ground and the full vehicle weight on the suspension, move the steering left to right, check the following for looseness, slack and wear; steering sector-to-frame attaching points, steering sector main (output) shaft, and drag link and tie rod ends. It is very important that all steering related parts are in proper working condition. If any problems exist, repair before proceeding.

INSTALLATION INSTRUCTIONS

1. Put vehicle in gear or park, set emergency brake, and chock rear wheels to prevent any possibility of movement.

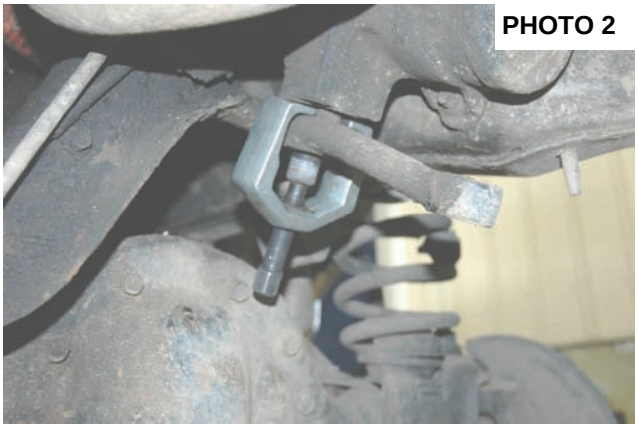
2. Remove the cotter pin and nut from the drag link end where it attaches to the pitman arm. Dislodge link with a tie rod end remover tool or a pickle-fork. NOTE - replace the link if any stud looseness is detected or if you can twist the stud in its socket with your fingers.

3. Remove the pitman arm nut using a socket as shown in **Photo 1** and remove the pitman arm from the steering sector output shaft using a puller tool. **See Photo 2.** Inspect the shaft splines for excessive wear, repair if needed.

PHOTO 1



PHOTO 2



4. The arm and shaft splines should be clean and free of grit. Install new arm, clocking the arm as the stock arm was installed. Install the lock washer and nut; torque to factory specifications. **(Note, when installing the new arm on a CJ Jeep with manual steering, the arm should be pointing directly to the rear of the vehicle. If it is not remove the arm and reposition the arm.)**

5. Attach the cleaned drag link stud to the pitman arm as the stock was secured either on top or bottom of the arm. Torque slotted nut to factory specifications and install cotter pin. NOTE - If the drag link end stud is tightened in a position other than the straight ahead position or allowed to twist in the adjustment collar, vehicle drift to the left or right could occur.

6. Check for over extension (stud bind) as follows: To achieve the greatest possible linkage angle, have the truck frame resting on jack stands with the front axle hanging at full extension travel. Check drag link ends, with the steering wheel turned full lock in both directions, to be sure studs still have the some pivot capability.

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7. Reposition floor jack under front axle. Put a slight load on jack; truck is to remain on jack stands.

8. **IMPORTANT -** Adjust the Turning Radius Stops - The stop lots (found only in some models) are located at approximately the center of the front axle knuckles and can be either on the front or back side of the knuckles. On one side, loosen the jam nut and screw the stop bolt all the way in. Use the same procedure to adjust the other side. The amount of adjustment may differ slightly. Longer grade 8 bolts may be needed. If a tire makes contact with a radius arm or leaf spring, tire damage may occur. This can also increase the possibility of vehicle roll-over. If the steering sector is at full lock and receives a blow (rut, curb, etc.) steering linkage and/or steering sector main shaft failure may occur.

9. Raise truck, remove jack stands, lower truck to ground. Check for adequate linkage clearances while turning steering wheel lock to lock. Re-torque everything that has been adjusted and double check cotter pins.

10. Have toe-in adjustment set to factory specs.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then every 1000 miles. Wheel alignment steering system, suspension and drive line systems must be inspected by a qualified By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Rough Country, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.

professional mechanic at least every 3000 miles.

By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Rough Country, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.