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4. Seat the taper using *J 29193* or *J 29194*.

Tighten

- Tighten *J 29193* or *J 29194* to 62 N·m (48 lb ft).
5. Remove *J 29193* or *J 29194* from the relay rod ball stud.

6. Install the new nut to the relay rod ball stud.

Tighten

- Tighten the relay rod ball stud nut to 83 N·m (61 lb ft).

7. Lower the vehicle.

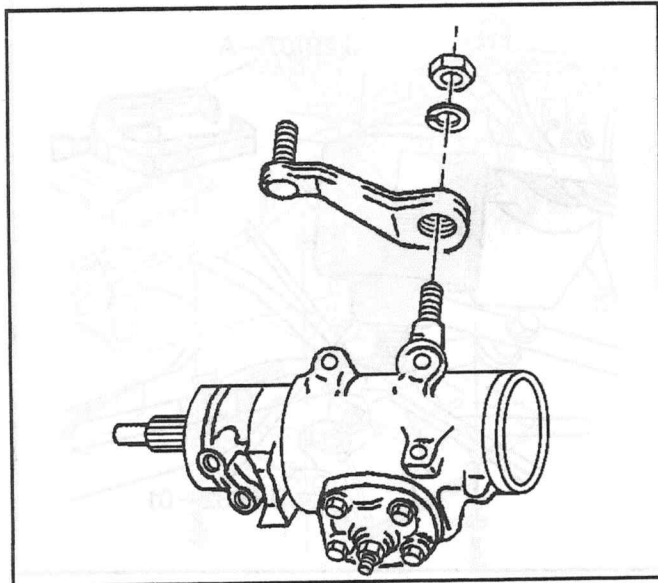
Pitman Arm Replacement (4WD)**Removal Procedure****Tools Required**

- *J 29107-A* Pitman Arm Puller
- *J 6632-01* Pitman Arm Remover

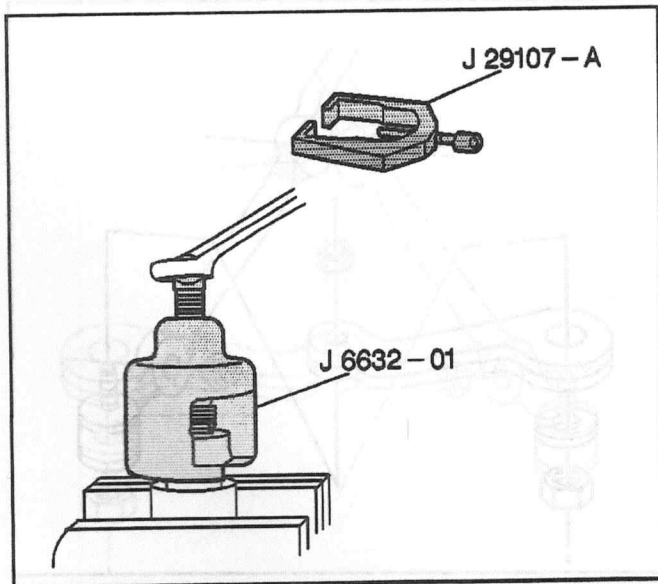
1. Remove the power steering gear. Refer to *Power Steering Gear Replacement (4WD)* in Power Steering System.
2. Install power steering gear into vise.
3. Remove the pitman arm nut and washer from the pitman arm shaft.

Notice: Do not hammer on the pitman arm, pitman arm shaft or puller. Damage to the pitman arm or steering gear may result.

4. Disconnect the pitman arm from the pitman shaft using *J 6632-01* or *J 29107-A*.
5. Inspect the following items:
 - The ball stud threads for damage
 - The ball stud seals for excessive wear
6. Clean the threads on the ball stud.



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Installation Procedure**Tools Required**

- J 29193 Steering Linkage Installer (12 mm)
 - J 29194 Steering Linkage Installer (14 mm)
1. Install the pitman arm to the pitman arm shaft.

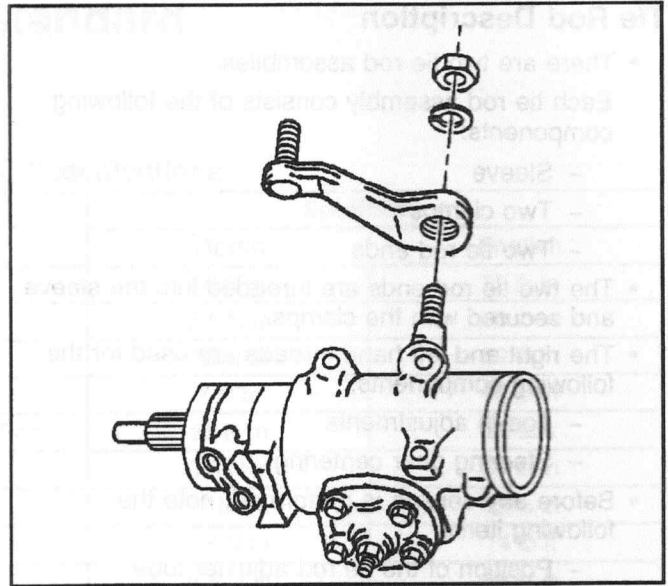
Notice: Refer to *Fastener Notice* in Cautions and Notices.

2. Install the pitman arm washer and nut to the pitman arm shaft.

Tighten

Tighten the pitman arm nut to 250 N·m (185 lb ft).

3. Remove power steering gear from the vise.
4. Install the power steering gear. Refer to *Power Steering Gear Replacement (4WD)* in Power Steering System.



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Description and Operation**Steering Linkage Description**

The steering linkage connects both front wheels to the steering gear through the pitman arm.

The following components form a parallel type steering linkage:

- The pitman arm
- The idler arm
- The relay rod

The right and left tie rods are attached to the relay rod by ball studs.

On some four wheel drive models, a steering shock absorber is attached to the relay rod.

The tie rods have adjuster tubes for toe-in adjustments.

There are lubrication fittings at each joint.

Prevailing torque nuts are used at the inner tie rod joints.

Castle nuts secured with cotter pins at the outer tie rod joints.

Important: When any steering linkage components are repaired or replaced, verify that the steering linkage movement from stop to stop does not bind or contact another component.

When any steering linkage components are repaired or replaced, inspect the front end alignment.

