

**► TASK** Inspect and replace pitman arm, relay (centerlink/intermediate) rod, idler arm and mountings, and steering linkage damper.

**AST**  
4B16**MAST**  
4B16**CDX Tasksheet Number: C184**

Time off \_\_\_\_\_

Time on \_\_\_\_\_

Total time \_\_\_\_\_

**NOTE** Completion of this task also satisfies task C916 above: Inspect pitman arm, relay (centerlink/intermediate) rod, idler arm and mountings, and steering linkage damper. MLR:4B8 Have your instructor sign off this task at the same time.

1. Research the following specifications and procedures in the appropriate service information.
  - a. **Maximum allowable play in each of the steering linkage joints:**
  
2. Lift and support the vehicle according to the procedure listed in the service information.
3. Follow the manufacturer's procedure and inspect the steering system parts listed.  
**List your observation(s):**
  - a. **Pitman arm:**
  
  
  
  
  
  
  
  
  
  
  - b. **Relay (centerlink/intermediate) rod:**
  
  
  
  
  
  
  
  
  
  
  - c. **Idler arm and mountings:**
  
  
  
  
  
  
  
  
  
  
  - d. **Steering linkage damper, if equipped:**

**e. Tie rod ends:****f. Tie rod sleeves and clamps:**

4. Following the manufacturer's procedure, mark the location of the pitman arm shaft and pitman arm splines. Disconnect the pitman arm from the relay (centerlink/intermediate) rod steering linkage.
5. Remove the pitman arm-retaining nut and, using the manufacturer's recommended removal tool, remove the pitman arm.
6. If the vehicle is fitted with a steering damper, remove the steering damper and place it on your workbench.
7. Disconnect the relay (centerlink/intermediate) rod steering linkage.
8. Remove idler arm assembly.
9. Remove tie rod ends from steering knuckles.

**NOTE** The use of a pickle fork will damage the dust boots. Only use this tool on joints you will be replacing. On joints you will be reusing, try the hammer method to break the joint free. See your instructor for details.

10. Loosen the tie rod adjusting sleeve clamp bolts. Remove tie rod ends from sleeves.

**NOTE** Count the number of turns as you back out each tie rod from its sleeve so you can reinstall it in approximately the same position. This will assist in making the wheel alignment easier to perform.

11. **Inspect all components and list your observations:**

12. Have your supervisor/instructor verify removal. **Supervisor's/instructor's initials:** \_\_\_\_\_

**13.** Reassemble all components following the manufacturer's recommended procedure, being sure to torque all fasteners and secure all joints with new cotter pins (or other approved method).

- a. List the torque you tightened the tie rod nuts to: \_\_\_\_\_ ft-lb/Nm
- b. List the torque you tightened the tie rod adjusting sleeve nuts to: \_\_\_\_\_ ft-lb/Nm
- c. Did you replace all removed cotter pins with new cotter pins?  
Yes: \_\_\_\_\_ No: \_\_\_\_\_

**14** Start the vehicle and check for binding or improper steering operation. List your observations:

**NOTE** Before this vehicle can be driven, it MUST have a wheel alignment performed. Failure to do so means this is an unsafe vehicle, which could result in substantial injury or even death.

**15.** Have your supervisor/instructor verify satisfactory completion of this procedure, any observations found, and any necessary action(s) recommended.

**Performance Rating**

**CDX Tasksheet Number: C184**

**0**

**1**

**2**

**3**

**4**

Supervisor/instructor signature \_\_\_\_\_ Date \_\_\_\_\_

Name: \_\_\_\_\_ Date: \_\_\_\_\_ Class \_\_\_\_\_