

**GM 2001-2010 DURAMAX  
Pitman/Idler Arm Support Kit  
(5130810)**

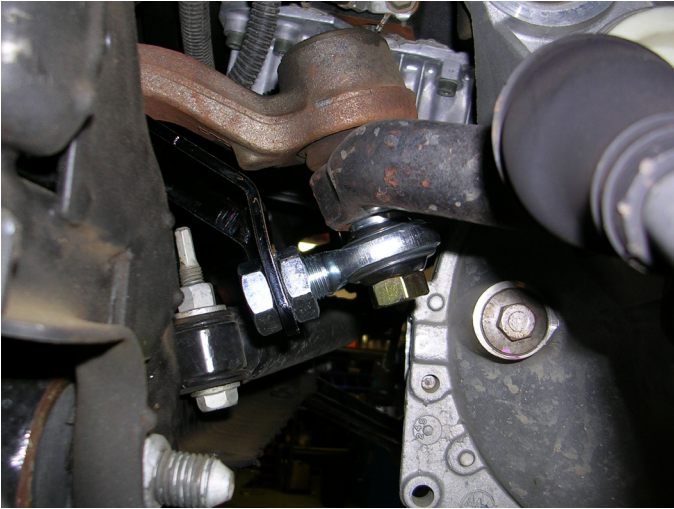
**Installation Guide**



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**Pitman arm bracket installed**

**STEP 9**

Tighten the factory hardware mentioned in Steps 3, 4 and 7 at this time. Hardware in step 4 should be tightened to 85 ft-lb. Hardware in Step 7 will not accommodate clearance to use a torque wrench, but need to be tightened as tight as possible with the box end of an end wrench, roughly 85 ft-lb on the idler arm side, and 150 ft-lb on the large pitman arm nut.

**STEP 10**

Re-install any other hardware or skid plate/shroud previously removed and tighten to factory specification.

\*Protected under patent: US 7475891 B2

**STEP 1**

If there is an existing skid plate and shroud at the front cross member of the vehicle, underneath the front of the engine, they should be removed with a 15mm socket to access the pitman and idler arms and set aside for re-installation later.

**STEP 2**

Unscrew the factory lock nuts that hold the drag link to the pitman and idler arms, using a 21mm deep socket, and discard them.

**STEP 3**

Unscrew the large nut holding the pitman arm to the steering box using a 1 5/16" boxed end wrench. Remove it and the large lock washer.



**Pitman Arm**

**STEP 4**

Remove the nut holding the idler arm to the idler arm pivot with a 24mm boxed end wrench. On some vehicles, you may have to remove the two bolts (21mm) holding the pivot to the frame brackets in order to get the nut off the stud because of interference with the frame.



**Idler Arm**

**STEP 5**

Apply a small amount of thread locker on all of the threads on both of the 5/8" x 3/4" rod ends, then thread one 5/8" jam nut all the way on to both of the rod ends. Then insert the rod end through the 5/8" diameter hole on both the pitman and idler arm brackets as shown below. Now thread a second jam nut on to both rod ends, but do not tighten at this time.



**Idler Arm bracket on left, Pitman Arm bracket on right**

**STEP 6**

Insert one lock washer over each of the drag link studs, and then install the pitman and idler arm brackets on to the pivot ends where hardware was previously removed in steps 3 and 4, at the same time place the rod end which is connected to the PPE brackets over the drag link studs so that the lock washer is in between the PPE rod end and the drag link.

**STEP 7**

Re-install the factory lock nut on the pivot stud of the idler arm that was removed in step 4 and tighten the 2 bolts holding the pivot to the frame if previously removed. Re-install the factory lock washer and nut on the pivot shaft of the steering box that was removed in step 3. Do not tighten yet.

**STEP 8**

The gold shank nuts are for factory or coarse thread arms, and the silver shank nuts are for aftermarket or fine thread arms. Apply a small amount of thread locker on the threads of the shank nuts and insert a shank nut on to each of the drag link studs, passing through the rod ends and locking against the lock washer and drag link. Jam each support bracket in between the jam nuts. Tighten shank nuts with 7/8" socket and jam nuts with both 15/16" boxed end wrenches, to 85 ft-lb.



**Idler arm bracket installed**