



*Steering, Brake & Suspension Specialists*

## #5557PA-M / #5557PA-MT Pitman Arm Installation Instructions for 1955-57 Chevy Fullsize Applications



**PLEASE NOTE:** The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs to make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.

### Recommendations:

CPP recommends using a pitman arm puller/removal tool (not included), available at most local tool shops or auto part stores.

#5557PA-MT requires some assembly. Perform this installation on a workbench with a vise before installing the pitman arm to the vehicle. (FIG. a1-a3 on back page)

CPP recommends using a torque wrench (not included), available at most local tool shops or auto part stores.

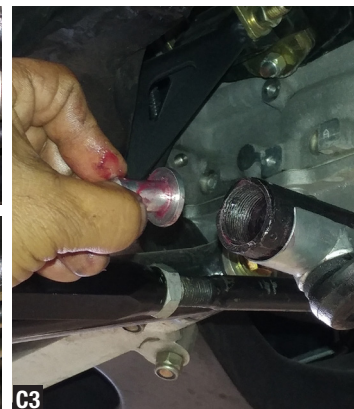
### Notes:

- Fits 500 Series steering box.

- No changes in the wheel alignment are made when replacing the pitman arm only, although it is highly recommended to thoroughly inspect all your steering, brakes, and suspension components at this time.

### Instructions:

1. Raise and properly secure the vehicle to the desired working height, and remove the driver side wheel and tire nearest to the steering box.
2. Remove the cotter pin securing the set-screw on the end of the centerlink (FIG. A) and remove the the set-screw (FIG. B).



3. Carefully remove the spring and spring pin from the end of the centerlink. A magnet (not included) can be used to remove the spring pin from the centerlink end. (FIG. C1-C3)



4. Remove the large nut and lock-washer securing the pitman arm to the steering box output shaft. (FIG D1-D2)



5. Using a pitman arm puller, remove the pitman arm from the steering box. (FIG. E1-E2)

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## #5557PA-M / #5557PA-MT Pitman Arm Installation Instructions (Continued)



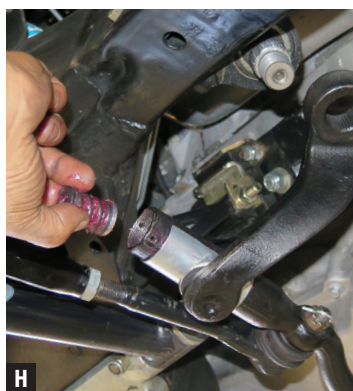
6. Remove the pitman arm from the centerlink. The pitman arm ball will need to move towards the end of the centerlink, where the key-hole shaped opening is larger. This will allow the ball to be pulled out of the centerlink opening. (FIG. F)



9. Install the pitman arm onto the steering box using the lock-washer and large nut. Securely tighten the nut. (FIG. J-K)
10. Inspect all components have been properly installed, re-install the wheel and tire, and safely lower the vehicle to the ground.



7. Remove the key-hole cover from the old pitman arm ball and install the new pitman arm using the same components. Use the image above as a guide. (FIG. G)



8. Insert the pitman arm into the centerlink, and re-install the spring, spring pin, and set screw. Tighten the set-screw until it stops, then slightly loosen until the cotter pin can be installed. Re-install the cotter pin. (FIG. H-I)

### #5557PA-MT Pitman Arm Assembly



#### #5557PA-MT Parts List:

1 ea Pitman Arm	1 ea Castle Nut
1 ea Tapered Stud Ball Joint	1 ea Cotter Pin

#### Instructions:

1. Insert the ball stud into the stud mounting hole end of the pitman arm and hand thread the castle onto the stud end. (FIG. a1)
2. With the pitman arm properly supported, tighten the castle nut using a torque wrench (not included) set to 45 lb/ft until the cotter pin hole aligns with the castle nut slot. DO NOT exceed 55 lb/ft. Install the cotter pin. (FIG. a2-a3)
3. The pitman arm is ready to install onto the vehicle.