



POLY PERFORMANCE MFG. 870 INDUSTRIAL WAY, SAN LUIS OBISPO, CA (805) 242-0397

**INSTALLATION INSTRUCTIONS
SYNERGY SUSPENSION
8557-04, 8558-04, 8559-04 DODGE STEERING
BOX BRACE**

GENERAL NOTES:

- These instructions are also available on our website at www.synergysuspension.com. Check the website for any updated instructions and additional photos for reference.
- This bracket is designed to be bolt on with no modifications. Install time should be from 1-2 hrs tops.
- Thoroughly read all instructions before beginning installation.

PARTS LIST:

- 1 - PPM-8557 Dodge Steering box brace
- 1 - Pillow bearing
- 2 - 7/16-14 UNC 1.50" long bolt
- 2 - 7/16-14 UNC Nylock nut
- 4 - 7/16" flat washers
- 4 - M10-1.50 x 35mm Gr 8.8 bolts
- 4 - 3/8" flat washers
- 4 - 3/8" lock washers

INSTRUCTIONS:

- 1) Begin by removing the bolts holding the sway bar clamps to the frame and rotate the sway bar down as pictured below.



- 2) Next remove the pitman arm nut on the steering box and install the Pitman arm stud provided in the kit along with the new lock washer provided. Torque to 185 ft-lbs.



- 3) Next, position steering box brace onto sway bar as shown and swing into place. *NOTE; 8557-04 shown in this installation. Parts will differ slightly on 8558 & 8559 kits, but installation is the same.* Start the M10-1.50 bolts into the threaded holes on the frame. Use a large flat washer and lock washer under the head of the bolt.



- 4) Once all 4 bolts have been started, snug them down to the point where the cross member can still be moved to align the bearing on the cross member.
- 5) Center the Pitman arm stud in the hole on the cross member and install the bearing. It's recommended to lightly coat the pitman arm stud with Anti-seize or grease prior to assembly.
 - Use the 7/16-14 x 1.50" long bolts provided in the kit to bolt the bearing to the cross-member. Use a washer under the bolt head and under the Nylock nut as shown below.



- 6) Torque 7/16-14 bolts to 60 ft-lbs. Torque the M10-1.50 frame bolts to 40 ft-lbs.
- 7) Lastly, install the bearing lock ring. With the set-screw loose, install and rotate onto bearing just as you would a nut.
 - The lock ring is eccentric and will engage onto the bearing at a certain point. Once the lock ring can no longer be rotated by hand, grab a small punch and hammer to tap it into place. **DO NOT TAP HIT ON SET-SCREW HOLE!!** Pound against the non threaded hole in the lock ring. Once seated, tighten set-screw.



- 8) Recheck bolts / torques after 100 miles of driving. Grease bearing at normal chassis service intervals.