



## Dodge 14 + Ram 2500/3500 Drag Link

At Apex, customer safety is our top priority, and steering is a CRITICAL safety component.

**\*\*Be sure the installer has read and follows these instructions\*\***

Failure to follow these instructions may result in loss of control of the vehicle, accident, and injury.

Failure to follow install instructions and use correct install tools may also void the warranty.

Install instructions should follow vehicle through entire install process, including alignment, which requires safety-critical torque and process to complete.

### Installation Instructions:

1. Before removing your OEM drag link, measure the distance from grease fitting to grease fitting (or from ball-stud center to ball-stud center if there are no grease fittings). Write these measurements down for later.
2. Locate the passenger side of the drag link adjusting sleeve, it will have a cut line toward the end of the rod, find the passenger tie rod end that has notches in the jam nut. (Please, coat the inside threads of the adjusting sleeve with anti-seize, **NOT the drag link end threads**. Getting anti-seize in the area of the jam nuts can decrease the effectiveness of the jam nuts).
3. Thread jam nuts all the way down the drag link ends, then install the bent Ninja washers onto the adjusting sleeve with the bent side facing toward the adjusting sleeve.
4. Thread the drag link ends into the adjusting sleeve, ensuring the correct thread direction. Thread until it reaches the jam nut.
5. Now rotate the adjusting sleeve with the ends secured to set the length to the grease fitting to grease fitting measurement you took earlier. Be sure to adjust both ends equally to ensure proper thread engagement.
6. Thread the jam nuts all the way down the tie rod ends.
7. Remove your OEM drag link assembly.
8. Before installing the ends, apply a light layer of grease to the top of the boot. This will create a lubricated surface between the boot and the joint, helping to reduce friction.
9. Install the new drag link by first installing the passenger/knuckle side drag link end, and then the pitman arm side. **Torque both fasteners to 75-82 ft/lbs**. If the pitman arm castle nut hole doesn't easily line up, tighten the castle nut until the cotter pin can be installed. Leave the jam nuts loose.
10. With tires facing straight forward, center your steering wheel by rotating the drag link adjusting sleeve.

- CONTINUED ON REVERSE SIDE

11. Once the steering wheel is straight, tighten the jam nuts on the drag link and **torque to 200 ft/lbs.** We recommend using a medium strength thread locker (blue Loctite 243 or blue Permatex 24206 or other preferred brand) under the jam nuts. Using a paint marker across the jam nut and center link provides an easy visual indicator if the jam nuts have loosened.
12. Be sure to test the steering lock-to-lock to check for any interference with wheels or other vehicle parts.
13. Install zerk fittings. These ends come pre-greased. They are a metal-on-metal design and require high-pressure lithium grease. When greasing they will only require ½ to 1 pump of grease. Over greasing the joints can cause the boots to balloon and fail.
14. At this point we highly recommend engaging a professional to get the alignment set. Once alignment is complete, bend the pointed tabs over the jam nut to secure jam nut.
15. Using a paint marker across the jam nut and adjusting sleeve provides an easy visual indicator if the jam nuts have loosened.
16. Check jam nuts for tightness at 500 miles and monitor jam nuts regularly every 5000 miles or after oil changes for tightness.

Wrenches needed:

WR106 – 42mm/44mm

WR107 – 46mm/48mm

*If you have any questions or concerns, please don't hesitate to give us a call or email.*

Thank you,

Team Apex

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