



Dodge 14 + Ram 2500/3500 Drag Link 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 no grease fittings). Write these measurements down for later.
2. Remove your drag link from the box add the Ninja washers onto the rod ends and thread both rod ends all the way into the adjusting rod. You may have to back off the jam nut. (Please, coat the inside threads of the connecting rod with anti-seize, NOT the draglink end threads. Getting anti-seize in the area of the jam nuts can decrease the effectiveness of the jam nuts).
3. 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.
4. Remove your OEM drag link assembly.
5. 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 lb. 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.
6. With tires facing straight forward, center your steering wheel by rotating the drag link connecting rod.
7. Once the steering wheel is straight, tighten the jam nuts on the drag link and torque to 200 ft/lb. We recommend a using 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.
8. Be sure to test the steering lock-to-lock to check for any interference with wheels or other vehicle parts.

9. 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.
10. At this point we highly recommend engaging a professional to get the alignment set. Once alignment is complete, bend the square tabs of the Ninja washers over the hex flats on the adjusting tube and the pointed tabs over the jam nut to secure jam nut.
11. Using a paint marker across the jam nut and center link provides an easy visual indicator if the jam nuts have loosened.
12. Check jam nuts for tightness at 500 miles and monitor jam nuts regularly every 5000 miles or after oil changes for tightness.

Wrenches needed:

Adjusting sleeve hex ends – 43mm

Jam nuts – 46mm

Passenger side tension nut – 21mm

Castle nut – 22mm

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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