



Dodge 14 + Ram 2500/3500 Tie Rod Pro-lock

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, tie rod and drag link assemblies, measure from grease fitting to grease fitting on both (or from ball-stud center to ball-stud center if no grease fittings). Write these measurements down for later.
2. Starting with the tie rod adjusting sleeve, locate the passenger side of the tie rod 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.
3. Please, coat the inside threads of the adjusting sleeve with anti-seize, **NOT the tie rod end threads**. Getting anti-seize in the area of the jam nuts can decrease the effectiveness of the jam nuts.
4. Thread the jam nuts all the way down the tie rod ends. Then, install the **Pro-Lock Key Washer** onto the Tie Rod End keyway with the bent side facing toward the adjusting sleeve.
5. Thread the tie rod ends into the adjusting sleeve, ensuring the correct thread direction. Thread until it reaches the washer. Wipe off any excess anti-seize.
6. Continue with the driver's side of the tie rod and repeat the above instructions.
7. Now adjust the ends equally to set the grease fitting to grease fitting (or ball-stud center to center) distance to the same as the OE measurements you took earlier in Step 1.
8. Remove OEM tie rod assemblies.
9. 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.
10. Install the tie rod. **Torque the tension nuts on the ball studs to 63-67 ft/lbs.** Leave jam nuts loose and use tape measure to set toe to factory specs.

- CONTINUED ON REVERSE SIDE

11. Once the toe is set, slide key washers on to the adjusting rod. You may need to rotate the rod slightly to install the washers on adjusting sleeve. Tighten tie rod/adjusting sleeve to the closest wrench flat to make washer seat completely against adjusting sleeve.
12. Tighten all the jam nuts on the tie rods and **torque to 200 ft/lbs.** (Note: There is an anti-flop bearing in the tie rod ends. This bearing allows for 4 degrees forward and back rotation (flop). When tightening the tie rod jam nuts ensure that you are not tightening against these bearings. To do this: Tighten the passenger side jam nut first, then center (level) the “flop” in the bearing while tightening the driver’s side jam nut. When both jam nuts are tight there should be approximately 4 degrees of forward and back rotation (flop).
13. Set and adjust steering stabilizer, be sure that it has equal travel at full lock both directions (follow instructions from steering stabilizer manufacturer).
14. Be sure to test the steering lock-to-lock to check for any interference with wheels or other vehicle parts.
15. At this point we highly recommend engaging a professional to get the alignment set. Once alignment is complete using medium strength thread locker (blue Loctite 243 or blue Permatex 24206 or other preferred brand) under the jam nuts.
16. Torque down set screws in all jam nuts to **8-10 ft/lbs. Only after alignment is done.**
17. Using a paint marker across the jam nut and adjusting sleeve provides an easy visual indicator if the jam nuts have loosened.
18. Check jam nuts for tightness at 500 miles and monitor jam nuts regularly every 5000 miles or after oil changes for tightness.

Wrenches needed:

KIT512

WR108 – 50mm/52mm

WR110 – 55mm/57mm

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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