



Dodge 03-08/09-13 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 assemblies, measure from grease fitting to grease fitting on each (or from ball-stud center to ball-stud center if no grease fittings) and write these measurements down for later.
2. Identify the drag link ends and adjusting sleeve on both the passenger and driver sides. The passenger side tie rod ends will have notches in the jam nuts, indicating they have left-hand threads. Additionally, the adjusting sleeve will have a ring machined into one end, next to the flats, which also indicates left-hand threads.
3. Thread the jam nuts all the way down the drag link ends. Then, install the bent Ninja washers onto the adjusting sleeve with bent side facing toward the adjust sleeve. **You can use the Belleville washers in place of the Ninja washers if you prefer, but do not use both.**
4. 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.
5. Thread the drag link ends into the adjusting sleeve, ensuring the correct thread direction. Thread until it reaches the jam nut. Wipe off any excess anti- seize.
6. Continue with the driver's side of the drag link 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.
8. Remove OEM tie rod and drag link 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 drag link with the drag link end on the passenger side tie rod end first, then the pitman arm side. **Torque the castle nuts 75-82 ft/lbs.** leave the jam nuts loose.

• CONTINUED ON REVERSE SIDE

11. Center your wheel by rotating drag link adjusting sleeve. Then, tighten all the jam nuts on the drag links, **torque to 200 Ft/lbs.**
12. Be sure to test the steering lock-to-lock to check for any interference with wheels or other vehicle parts.
13. 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. We recommend using medium strength thread locker (blue Loctite 243 or blue Permatex 24206 or other preferred brand) under the jam nuts.
14. Using a paint marker across the jam nut and adjusting sleeve provides an easy visual indicator if the jam nuts have loosened. Torque down set screws in all jam nuts to **8-10 ft/lbs. Only after alignment is done.**
15. Check jam nuts for tightness at 500 miles and monitor jam nuts regularly every 5000 miles or after oil changes for tightness.

Wrenches needed:

KIT504

WR109 – 41mm/42mm

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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