



Dodge 03-08/09-13 2500-3500 ProLock Tie Rod

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 assembly, 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 tie rod ends and adjusting sleeve on both the passenger and driver sides. The passenger side tie rod end will have notches in the jam nut, 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 tie rod ends. Then, install the **ProLock Key Washer** onto the Tie Rod End keyway with the bent side facing toward the adjusting sleeve.
4. Locate the passenger side of the tie rod adjusting sleeve, it will have a cut line toward the end of the sleeve, 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 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 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.
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 tie rod first. **Torque the castle nuts to 75-82 ft/lbs**. Leave jam nuts loose and use tape measure to set toe to factory specs.
10. Once the toe is set, center your wheel by rotating drag link adjusting sleeve.

- CONTINUED ON REVERSE SIDE



11. Tighten all the jam nuts on the tie rods, **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).
12. Set and adjust steering stabilizer, be sure that it has equal travel at full lock both directions (follow instructions from steering stabilizer manufacturer).
13. Be sure to test the steering lock-to-lock to check for any interference with wheels or other vehicle parts.
14. At this point we highly recommend engaging a professional to get the alignment set. Once alignment is complete, we recommend using medium strength thread locker (blue Loctite 243 or blue Permatex 24206 or other preferred brand) under the jam nuts.
15. Apply thread locker to the set screws all the jam nuts, and torque to **8-10 ft/lbs. Only after alignment is done.**
16. Once installation is complete: Use a hammer to tap the Pro-Lock tabs down firmly against the wrench flats to ensure the most secure lock.
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:

KIT522

WR112 – 41mm/46mm

WR113 – 46mm/50mm

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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