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## DODGE STEERING ARM AND ADJUSTABLE DRAG LINK INSTALLATION INSTRUCTIONS

Read instructions through carefully several times before starting work. Work should be performed by a professional mechanic.

This item is intended to raise the attachment point of steering arm/drag link approximately 1 1/2" above stock.

**NOTE** • A foot pound torque reading ( ) is given after each appropriate fastener.

### STEERING ARM REMOVAL

- ① Using floor jack raise axle on drivers side. Place a jack stand under axle and lower axle onto stand.
- ② Remove left front tire.
- ③ Remove cotter pin and nut from drag link at steering arm. Using a hammer strike steering arm from the rear at arm/link attaching point "A". (See diagram) If this does not break tapered stud loose a "pickle fork" may be used.
- ④ Remove the three nuts holding arm to knuckle. With a hammer strike the arm firmly at point "B". (See diagram) This will shake the tapered split-locks loose.
- ⑤ Remove the split-locks.
- ⑥ Remove the arm.

### INSTALLATION

- ① Make sure machined surface on knuckle is clean and free from any burr, nick, or foreign matter.
- ② Place new arm on the three studs.
- ③ Reinstall split-locks and nuts.
- ④ Torque the steering arm retaining nuts to (110) ft. lbs.

**NOTE** • If installing adjustable drag link proceed to that section now.

- ⑤ Reinstall drag-link and tighten retaining nut to (85-110) ft. lbs. Advance nut until castellation aligns with cotter pin hole and install cotter pin.
- ⑥ Reinstall tire and remove jack stand, lower truck, remove jack.

### DRAG LINK

**NOTE** • If replacing steering arm some of the steps may have already been performed. Always follow all safety precautions and steps listed.

- ① Put the transmission in neutral. Position a floor jack under each side of the front axle and raise vehicle. Place jack stands under the frame, a few inches behind the front springs rear shackles. Ease jacks down until frame is resting on the stands. Keep a slight load on the jacks. Put vehicle in gear or park, set emergency brake and chock rear wheels to prevent any possibility of movement.

- ② Remove drivers side tire. Remove the cotter pin and nut from each end of the stock drag link. Use a "pickle fork" to dislodge the ends from the arms. Discard the stock link.

**\*\*IMPORTANT NOTE\*\*** A problem sometimes encountered on vehicles that have been driven with excessive link angle is deformation and elongation of the pitman arm/steering arm tapered holes. Inspect the holes to be sure they are not "egg-shaped". If they are not perfectly round and true, replace the part. If not, link end failure may occur. Another problem, which occurs even on stock vehicles, is stress cracks in the frame rail where the steering sector attaches. If any of these problems exist, repair before proceeding.

- ③ **CENTERING THE STEERING SECTOR** — The turning radius stop bolts are located on the front axle knuckles. Adjust both stop bolts all of the way in. Turn the steering wheel all the way to the right. Then turn the wheel full left, counting the number of rotations. Turn the wheel back to the right 1/2 the number of total rotations. The pitman arm/steering sector should be centered and the steering wheel crossbars should be positioned properly. Scribe a line on pitman arm and sector to note its centered position.

- ④ **CENTERING THE FRONT TIRE/WHEELS** — The front tires need to be pointing straight ahead. One method of checking is: Position a straight edge, such as a level, horizontally and against the top of the brake rotor. Measure from the straight edge overhang to a stationary parallel point like the leaf spring. Even up this measurement from in front of the rotor compared to behind the rotor and the tires will be pointing straight forward.

- ⑤ Raise the jacks so the full weight of the truck is on the suspension and the frame is barely off the jack stands. Prior to installation make sure end studs and their mating holes are clean and free of burrs, nicks, dirt or any other obstruction that would hinder a snug fit. Bolt the link up at the pitman finger tight. Holding steering arm end adjust sleeve until steering arm end will fit tapered hole without moving knuckle or pitman arm. Insert end and install nut. Tighten castle nuts to (65) ft. lbs., if necessary, advance to next castellation and install cotter pin.

- ⑥ Tighten adjustment sleeve clamps. Align clamps over the slot and torque the nuts to (41) ft. lbs.

**\*\*IMPORTANT NOTE\*\*** Adjust sleeve so that thread contact is even, the more thread contact the better.

- ⑦ Install the tire/wheel. Turn the steering wheel lock to lock and be sure turning is not obstructed in any way. Adjusting the Turning Radius Stops — These bolts were mentioned in Step 3. With the bolts adjusted all the way in, either the end of the sectors actual ability to turn or tire to leaf spring contact will limit turning. Adjust the stop bolt out until the bolt limits turning at least 1/2" before tire contact or end of sector radius. Use the same procedure to adjust the other side. The amount of adjustment may differ slightly. Longer grade 8 bolts may be needed. If a tire makes contact with a spring, tire damage may occur. This can also increase the possibility of vehicle roll-over. If the steering sector is at full lock and receives a blow (rut, curb, etc.), steering linkage and/or steering sector main shaft failure may occur.

### FINAL PROCEDURES

Raise truck, remove jack stands and ease down the jacks. Drive the truck around the block; a "fine tuning" adjustment may be needed to center the steering wheel. When you've got it right, grease the link ends. Double check cotter pins and anything else that's been touched.