



SYNERGY MFG. 870 INDUSTRIAL WAY, SAN LUIS OBISPO, CA (805) 242-0397

8567-01 Dodge 03-12 Draglink

V3.0

GENERAL NOTES:

- These instructions are also available on our website; www.synergymfg.com. Check the website before you begin for any updated instructions and additional photos for your reference.
- The Synergy MFG heat treated draglink replaces the factory draglink in the factory location.
- Replacement tie rod ends are available from Synergy MFG. Part number: 4133L
- This tie rod is designed to be used in conjunction with 8568-01 Dodge Chromoly Tie Rod. It cannot be used in conjunction with the factory tie rod.
- 8568-01 Tie Rod should be installed first. Refer to 8568-01 instructions for installation prior to installing the draglink.
- NOTE - When greasing tie rod ends, use one pump of grease. DO NOT fill dust boot with grease as this will cause the boot to leak or fail upon articulation.
- NOTE – For 03-08 trucks, switching to the Mopar pitman arm for 08.5+ trucks is recommended if not already equipped. Mopar P/N: 68039930AA

PARTS LIST:

- **8567-01 Dodge 03-12 Draglink**
 - (1) 856701 Dodge Draglink
 - (2) 4133L Heavy Duty Tie Rod Ends
 - (2) Castle Nuts
 - (2) Cotter Pins
 - (2) ½-20 UNF x 1.75” Gr8 Bolt
 - (2) ½-20 UNF Stover Nut
 - (1) Synergy Double Adjuster Sleeve
 - (2) 4131-01 TRE dust boot + springs
 - (2) ¼-28 UNF straight zerk fitting
 - (1) 1-14 LH Jam nut

Parts / Tools Needed to complete installation:

- Basic simple hand tools. Wrench / socket sizes:
 - 15mm
 - 18mm
 - 21mm
 - ¾”
 - 7/8”
- Torque wrench
- Needle nose pliers / dykes
- Quality Jack and Jack stands.

- Measuring tape
- 4-1/2" angle grinder with sanding disc or 3" air sander with sanding disc.
- 5lb sledge or tie rod end separator tool.

APPROXIMATE INSTALL TIME: 1-2 HOURS

INSTALLATION:

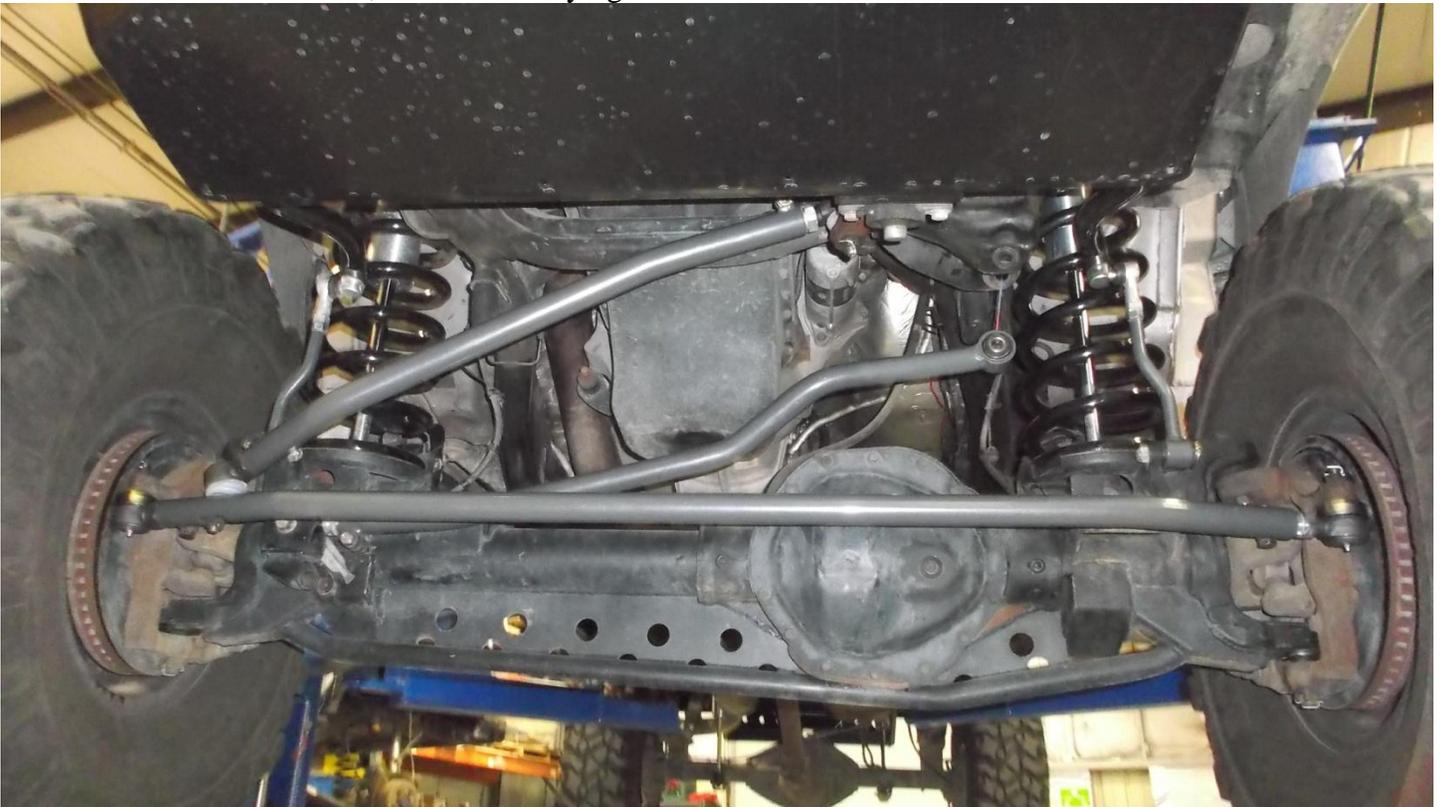
- 1) Note – these instructions begin with the 8568-01 Tie Rod already installed. Refer to 8568-01 instructions for installation of tie rod.
- 2) With factory draglink removed, and 8568-01 tie rod installed, install the 8567-01 draglink onto the vehicle. Install the double adjuster side with the pinch bolt up at the pitman arm. Be sure double adjuster assembly is fully collapsed and at its shortest length. The adjuster sleeve and tie rod end shank should be bottomed out.
- 3) Install as shown with pinch bolt up top. Install castle nut and torque to 70 ft-lbs or more to align the cotter pin hole. Install the cotter pin.



- 4) On vehicles with 0-3.5" of lift, install the jam nut side of the draglink with the tie rod end fully collapsed into the draglink. On vehicles with 4-6" of lift, thread out the tie rod end so it measures out 2-3/4" from the end of the draglink, to the center of the zerk fitting as shown below.



- 5) Install the castle nut at the tie rod side and torque to 70 ft-lbs or more to align the cotter pin hole. DO NOT install the cotter pin at this time.
- 6) Align the draglink so the bend down at the tie rod junction is flat and towards the front. Snug the jam nut on the tie rod side, but do not fully tighten.



- 7) Adjust the draglink to approximately center the steering wheel by using the adjuster sleeve up at the pitman arm. Make sure the steering wheel isn't locked and is free to move.
- 8) Tighten the pinch bolt to 50 ft-lbs. After tightening the pinch bolt, put a wrench on the adjuster sleeve and try to move the adjuster. Make sure the pinch bolt has adequately clamped onto the tie rod end

shank so that the adjuster is not movable. If movable, increase torque on pinch bolt but do not exceed 90 ft-lbs.

- 9) Next, take a short test drive. When driving in a straight line take note of which way the steering wheel needs to turn to be centered. If the steering wheel needs to turn right to be centered, shorten the draglink. If the steering wheel needs to turn left to be centered, lengthen the draglink.
- 10) Adjust draglink as needed. NOTE, do not adjust the double adjuster out further than 3.25" from center of tie rod end to the end of the draglink. If additional adjustment is needed, unthread the tie rod end from the tie rod end side or vehicle may need to run a drop pitman arm. See picture below for reference measurement of maximum safe working length of double adjuster assembly.
 - Again, do not thread out past 3.25" from end of draglink to center of zerker fitting at the jam nut side as well.



- 11) Once the steering wheel is straight, fully tighten the jam nut. Jam nuts have a tendency to come loose, so really tighten with a large wrench.
- 12) Install cotter pin at tie rod side.
- 13) At this point, install grease zerks if they haven't been installed already. Grease the joints with 1 pump of grease. DO NOT over grease!
- 14) Re-grease joints at standard chassis lubrication intervals. Check jam nut & pinch bolt torques after the first 100 miles of driving.

Installation is Complete