



# Dodge Off Road, LLC

Specializing in Dodge Ram Solid-Axle 4x4  
Suspension and Steering for Off Road Applications  
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**Lakeview, Arkansas**

## DODGE OFF ROAD 5<sup>th</sup> GEN STEERING BRACE INSTALLATION INSTRUCTIONS

*For all 2014-2016 Ram 2500 4x4 Trucks, and all 2013-2016 Ram 3500 4x4 trucks. Fits Power Wagon models.*



Thank you for purchasing our patented Dodge Off Road Steering Brace, the strongest and best-designed steering brace on the market for Dodge Ram trucks! This brace is used to support your steering box from the push and pull design of Dodge steering, while eliminating the transfer of frame flex to the sector shaft, which is a problem that all frame-to-frame braces cause.

### ***Tools Needed***

Large crescent wrench that opens up at least 1.75", socket set (SAE and Metric), assorted wrenches, 1/8" Allen wrench or driver, grease

### ***Installation Procedure***

Park the truck on a flat, level surface, with the tires pointed straight ahead and the steering wheel in the centered position. Ensure the truck will not roll away while you are working under it.

With the tires on the ground, remove the factory pitman arm nut and lock washer using a large crescent wrench or 44mm socket. Do not remove the pitman arm, only the nut holding it in place.

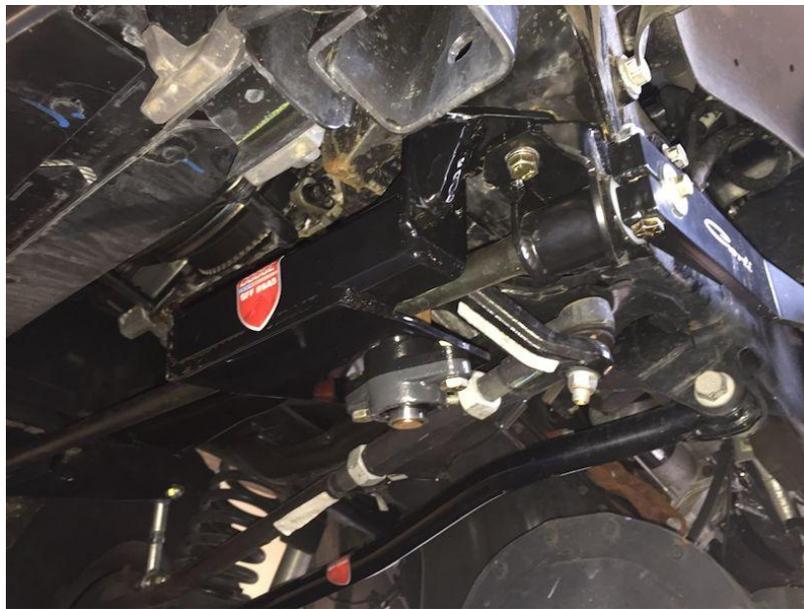
**Thread on the new split lock washer and machined sector shaft extension piece. You can tighten the sector shaft extension to 185 ft.lbs.**

**Loosen and remove the factory sway bar bushing bolts on the driver side, using a 15mm socket. These will not be reused.**

**Loosen the factory sway bar bushing bolts on the passenger side, but do not remove them. These are also 15mm.**

**Loosen and remove the factory rear, lower steering box bolt using an 18mm socket (13/16" works). Keep this bolt close by because you will reuse it.**

**Now you can fit the DOR brace by sliding the sway bar mount between your factory sway bar bushings and the frame. You'll need to slide the sector shaft extension piece through the large hole in the main plate on the brace.**



**Once the brace is in position, you can begin to align it with the bolt holes. The easiest way to do this is to put the steering box bolt through the side tab on the brace and thread it in a couple of turns by hand, and let that hold the brace up. Then you can either push up on the sway bar bushing mount, or use a floor jack to raise the sway bar into position. Once you are able to get the new bolts started by hand, you can tighten them, but do not torque them yet. The new bolts will take a 17mm socket.**

**Then slide the new bearing and 1/2" bolts up onto the sector shaft extension. Do not tighten these bolts, but you can go ahead and start the nuts to hold the bearing up.**

**With all of the mounting bolts loose, you should be able to move the brace either by hand, or by tapping it with a rubber mallet, to get everything lined up. Once the bolt holes are centered and the brace is centered, you can torque all of the mounting hardware. The sway bar bolts should be torqued to 40 ft.lbs, and the steering box bolt should be torqued to 60 ft.lbs.**

The ½” bearing bolts can now be tightened. If you notice that the bearing is not completely flush with the steering brace plate, just tighten the bolts and it will misalign. The bearing has 12 degrees of misalignment built in, so it does not have to be perfectly level to function properly. It is similar to a heim joint.

Once the bearing bolts are tight, you can secure the small Allen head screws on the bearing using a 1/8” Allen head wrench. You also need to retighten your passenger side sway bar mount bolts using a 15mm socket.

You should now start the truck and turn the steering wheel lock to lock, making sure that everything clears and there is no binding. You may notice that the steering wheel is much tighter, and this is from the brace holding the sector shaft in place – it’s a good thing!

Now you can grease the bearing until you see grease come out of either side, and double check all of your hardware. You’ll also need to retorque all bolts after 500 miles, and as needed afterwards.

### ***Final Torque Numbers***

***Sector Shaft Nut Extension – 185 ft.lbs***

***Steering Box Bolt – 60 ft.lbs***

***Sway Bar Bolts – 40 ft.lbs***

***Bearing Bolts – 50 ft.lbs***

If you have any questions, please do not hesitate to email us at [sales@dodgeoffroad.com](mailto:sales@dodgeoffroad.com) ! Thanks again for your purchase. Happy driving!

Please check out our site for other steering and suspension upgrades to put your 5th gen Ram in better shape than when it was brand new! <http://store.dodgeoffroad.com> We sell many products that are not only stronger, but better-designed and will improve your truck rather than simply repair it. If it involves your steering or suspension, we probably have it on our site and on our fleet of Dodge Ram trucks. We don’t just make parts for Ram trucks, we also drive and four-wheel them.



## Final Notes:

This is a patented design by Danny Gaston, Dodge Off Road, LLC. This brace is only available through DOR or our authorized dealers, and is legally protected from duplication. We want to make sure you are getting the best quality possible while at the same time protecting our original design.

These are made entirely in the U.S.A. at our shop in Lakeview, Arkansas. If your bearing ever wears out, we sell replacements for about \$10 and they are always in stock. Just email us if you need a replacement. The bearings usually last 5 to 7 years, sometimes longer.

We have found these braces do not work with some sway bar drop brackets, as well as some snow plow and winch mounts that utilize the steering box bolt. To get around the sway bar drop blocks, we sell extended sway bar links that are much better quality than stock and will allow you to run your sway bar without the lowering blocks. Please visit our site for more information.

If you have an aftermarket torsion sway bar, our brace will fit. It has been tested with Carli Suspension's torsion sway bar and works great with no clearance issues.

## Hardware List:

- 2 – 1/2" bolts, nuts, with four washers. Bearing mount.
- 2 – 10mm bolts, washers, lock washers. Sway bar mount.
- 1 – Machined nut extension and lock washer. Sector shaft/pitman arm nut
- 1 – 1" bore 2-bolt bearing.

Made in the USA using US steel, cut on an American CNC plasma table designed in Minnesota, that uses electronics all produced in Texas, with a plasma cutter built entirely in New Hampshire. These are welded by American welders and grinded with American-made grinders. Our hardware is all American-made Grade 8 steel. When we say "Made in the USA," we really mean it. We support U.S. companies and we are glad that you do too!



**Made in the U.S.A.**