



Dodge Off Road, LLC

Specializing in Dodge Ram Solid-Axle 4x4

Suspension and Steering for Off Road Applications

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DODGE OFF ROAD CROSSOVER STEERING QUICK INSTALL

For all 1994-2001 Dodge Ram 4x4 Trucks, and all 2002 to 2012 Ram 2500 and 3500 4x4 trucks.

The crossover steering is shipped with one tie rod (long tube) and one drag link (short tube). The tie rod connects your passenger side and driver side knuckles together on the bottom side of the knuckles. You will need to drill the knuckle holes out from the top side with a $\frac{3}{4}$ " drill bit if you did not purchase the bolt-in version. Drill your knuckles first, and then do the pitman arm last since it is hardened steel. Cut slow and use cutting oil or some kind of lubricant so you don't burn up your drill bit.

The bends in the tie rod go out away from the axle, just like if you lay the tie rod flat on the ground. The right hand thread goes to the passenger side and the left hand thread goes to the driver side (denoted by slits in the hex tube adapter). The drag link mounts with the left hand thread side at the pitman arm, and with the lower bend away from the sway bar mount. You can turn the drag link tube to help clear the sway bar mount as needed. The drag link mounts on top of the passenger side knuckle, sharing the same $\frac{3}{4}$ " bolt as the tie rod end on that side.

The hardware bags are shipped pre-assembled, so make a note of the hardware orientation before you disassemble them. Take a picture with your phone for a quick reference later. The plastic mesh on the bolts is where the pitman arm or knuckle material fits on the bolt when everything is bolted on the truck.

If you are drilling your pitman arm out, you can mount the drag link on the top or bottom side. Choose whichever orientation gives your drag link the closest angle with your track bar. Generally, trucks from stock height to 5" lift will run the drag link on top of the pitman arm, while trucks with more than 5" of lift will put the drag link below the pitman arm. This only applies to crossover steering kits.

The easiest way to install the crossover kit once everything is drilled is to mount the tie rod first, and only finger-tighten the nuts. Then mount your drag link. If you remove the factory steering without moving the knuckles or the steering wheel, then you can easily bolt the new setup in place and may not need an alignment. There are only two adjustments for alignment with this system, your toe-in and your steering wheel center. See info on the next page.

If you will be running a steering stabilizer with this setup, you need a clamp that mounts to the tie rod. We sell them as an option with the kit, or separately, and we also sell replacement stabilizers. The stabilizer should mount to the tie rod and below the factory track bar axle mount, as seen in the photo on the next page. High-mount stabilizers do not work as well with crossover or T-style steering setups.

Alignment Info

If you take your truck to have it aligned, it will need to be done differently than a factory linkage. The only adjustment from the steering kit is your toe, which should be 1/8" to 1/16" toed in, depending on how tight your hubs are. The tie rod will need to be unbolted on one or both ends to adjust the toe distance (knuckle to knuckle).

Then you'll need the drag link length adjusted so that the steering wheel is centered when the steering box is centered. Just having the steering wheel centered when you drive straight down the road, does not always mean the steering box is centered. If you go to a shop that does not understand these two statements, you may need to find another shop. Big service centers don't usually hire technicians that have as much experience as the smaller automotive shops. You can also align the truck yourself with nothing more than a tape measure. Setting your toe is not hard to do and you don't need laser sensors to do it.

Final Torque Numbers

Grade 8 bolts – 95 ft.lbs

Heim 7/8" Jam Nuts – 65 ft.lbs

Optional Hardware

Tapered bolts – 60 ft.lbs on 9/16" side, 90 ft.lbs on 3/4" side

Steering stabilizer clamp – 20 ft.lbs on Allen head bolts, 35 ft.lbs on 1/2" nut



Please recheck all hardware after 100 miles, as the bolts can stretch. Recheck as needed afterwards. Trucks used in harsh conditions such as gravel roads, poorly maintained roads, or in off road environments, should recheck hardware more frequently. It is up to the owner of the truck to ensure all hardware is securely tightened and remains tight as part of your truck maintenance.

If you have any questions, please do not hesitate to email us! We can troubleshoot your install quickly if you provide a couple of pictures of the issue you are having. Thanks again for your purchase. Check out our other products for more Dodge Ram upgrades: store.dodgeoffroad.com



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