

Draglink Service Information

Prior to installing a new draglink on your vehicle there are a few simple things to remember

- 1) The installation of a draglink should be completed by a qualified person.
- 2) The supplied rod-ends have been pre-greased and do not require re-greasing.
- 3) The rod-ends are fitted with Anti-seize.
- 4) When installing a draglink ensure that safe clearances to all chassis and suspension components are maintained throughout the full travel of the steering system. Checks must be made at full left and right hand lock and at full at full suspension travel, i.e. bump and hang. At no stage should the tyre contact the draglink tube.
- 5) After adjusting the draglink length ensure the steering gear plungers / poppets and axle stops are set correctly as per manufacturers specifications.
- 6) During tightening of draglink, with the wheels in the straight ahead position ensure that rod-end is centrally located within its available travel.
- 7) If a draglink is fitted with lock nuts ensure the body of the rod-end does not touch the locknut.
- 8) After installing your new draglink, as a minimum follow the vehicle manufacturers recommended service interval. If your vehicle operates in harsh conditions decrease this interval (service more often).
- 9) Tighten all bolts and nuts to the recommended torque levels, as per table below; it is critical to prevent over- tightening of nuts to achieve split pin hole alignment.

Description	Required Torque	
	Nm	Ft.lbs
7/8" UNF Nut	235-270	175-200
¾" UNF Nut	135-150	100-110
5/8" UNF Nut	100-110	75-80
M20 x 1.5 Nut	150-163	110-120
5/8 UNF G8 3" lg - Bolt	135-150	100-110
M16 x2.0 G8 75mm lg – Bolt	100-110	75-80
7/16" UNC G8 2.5" lg – Bolt	67-75	50-55
1 ¼" UNF, Lock Nut	400-475	300-350
1 1/8" UNF, Lock Nut	270-340	200-250
1 1/16" UNF, Lock Nut	245-270	180-200
1" UNF, Lock Nut	216-245	160-180
M30 x 1.5, Lock Nut	300-350	220-260

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