

STRAIGHT & LEVEL ADJUSTABLE DRAG LINK

by REDLANDS TRUCK AND RV

(1,2) Steering wheel on this Ford F-53 chassis was not straight from the factory. After installing the Straight & Level Adjustable Drag Link, the steering wheel was returned to center, matching the position of the wheels.

(3) Factory drag link can be accessed from the openings between the front left wheel/tire and frame. (4) New Redlands Truck & RV Straight & Level Adjustable Drag Link is made from three sections: two adjustable ends and a middle sleeve.

(5) Cotter pins are removed from the castle nuts on both ends of the factory drag link. (6) Once the cotter pins are removed, the castle nuts are loosened with a ratcheting wrench. They are fairly tight, so using a longer wrench

will make the job easier. (7) There's just enough room to remove the rear castle nut by hand (once loose). (8) Tapping the original drag link ends directly with a small hammer did not do much good here, so a pickle fork was first employed. (9) Once it was clear that the pickle fork and hand hammer were not going to work, an air hammer was attached.



(10) The air hammer and pickle fork were still not convincing enough to break the ends loose, so following old-school mechanical protocol, a larger hammer was used, which did the trick.

(11) After breaking loose the ends, the drag link is simply removed (12) from the front suspension. (13) New drag link is assembled on the ground next to the factory part to match length. (14) Adjustable ends are threaded into the center sleeve, making sure the spacing is even. Once accomplished, the new drag link (top) will be similar in length to the stock part (15). (16) Articulating end makes it easy to position threaded stud into rear steering linkage. (17) Adjustable end is placed into the front linkage, which is much more accessible. Castle nuts are replaced and tightened to specification (18).

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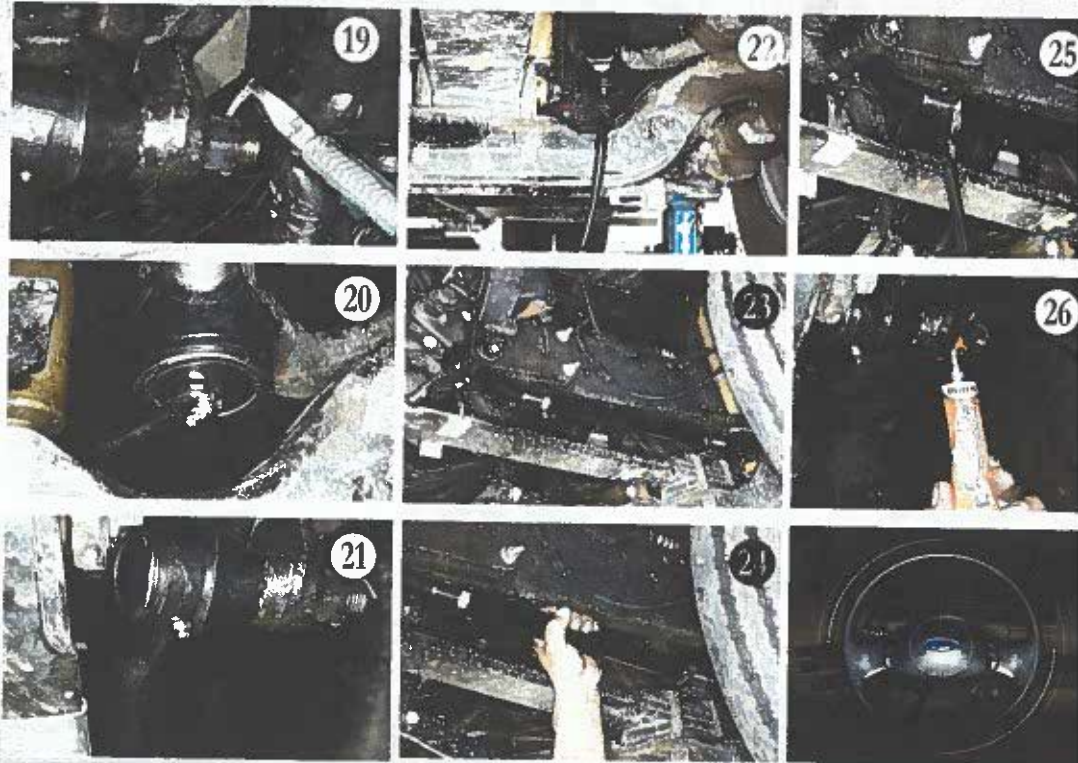
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(19) New cotter pins, provided with the kit, are put through castle nut and threaded stud after lining up the holes (which is done during tightening). (20) & (21) Provided Zerk fittings are threaded into the ends and tightened with a small open-end wrench. (22) Grease is pumped into the tie-rod ends using a hand pump and long flexible nozzle. Zerk fittings are positioned to accept lube nozzle with little fanfare. (23) After securing the new drag link, the center section (24) is turned by hand until the assistant in the cockpit confirms that the steering wheel is straight. Jam nuts (25) are then tightened with a big wrench. Final adjustment is made during a road test. (26) Torque Seal is applied to all the nuts to indicate everything has been tightened to specs.



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