

Luke's Link Assembly Instructions

Here are the tools you will need to get the job done.

- 13/16 Wench
- 18MM wench or short socket
- Grinder or cutoff wheel for grinding
- Half inch drive ratchet
- Pickle Fork

Before starting installation, it is vital to identify which track bar you have. If you have not changed your bar, it is Dodge stock bar. There are a few different types of track bars. There are Dodge, the NAPA and the MOOG or 2 1/8" bar, Please note this bar will not always have MOOG written on it. This kit will not work on the MOOG or 2 1/8" bar. MOOG is a 2 1/8" diameter bar which our kit will not slide over. Do not try to modify as it is not possible. All other bars are 1 5/8. If you have a MOOG give us a call for other options. Here is a picture of the 3 bars.



Moog: This kit will not work on this bar. This is a 2" diameter bar. Stop and call us for our Exchange program.

Dodge **NAPA**
Both these bars are 1 5/8" in diameter across the grease fitting. Go on to next page for installation.

Top is Moog, Middle is Dodge, Bottom is Napa. Please note the raised ridge in the encasing seal the grease fitting is screwed into. This is how to identify the NAPA bar. The Dodge bar is flat.

Installing the Poly Bushing: When Installing the bushing for the opposite end of the track bar, you must remove rubber bushing and outer metal sleeve for the new bushing to fit. You can use a bench press, cutting torch or any kind of blade to cut bushing out.

Tips for installation,

When removing track bar, perform this task with truck on ground, wheels pointed forward. When replacing track bar, if the ball stud will not line up on driver side. Have someone move steering wheel to line up stud.

Luke's Link will work on other applications such as tie rod ends on Dodge trucks from 1994-2007, all Jeep track bars as well as most Ford tie rod ends 1980-1997. Luke's Link now offers polyurethane bushings kits for the Dodge track bar from 2003-2007 1/2. No need to buy another bar.

Installation Instructions for Luke's Link Track Bar and Tie Rod End Kit

Step 1: Removal of the track bar. Using a 13/16 Wrench remove the castle nut. Next, separate ball stud from frame of truck. Remove dust boot, you will not reuse this. Using a pickle fork is the easiest method. Using a 18MM wrench, remove bushing end side of track bar.



Step 2: Remove track bar from truck and secure in vice as shown. At this time remove grease zerk.



Step 3: Removing Ball stud from track bar. Please identify which track bar you have. See front page to identify. If it is the Dodge bar, please go to Step 4, if you have a NAPA bar continue on to step 3A. This is very important. Failure to do this could cause problems in installation.

Do not continue if you have a 2" or MOOG bar. Call us for our exchange program.

Step 3A: Removal of ball stud from NAPA track bar. Use a 1 1/4 " hole saw to remove the plate. Do not remove any portion from the top edge. Set the saw inside the lip of the outer edge and drill until through plate. Remove all parts and throw away. In some cases the cap won't slide over the outside. It is OK to grind a little off the outside or top of the end so cap will slide over.



Step 3B: Go to step 6.

Step 4: Remove ball stud from Dodge track bar using a hand grinder or cut off saw. Grind incasing seal (outer lip of grease fitting) just until outer edge of plug is visible. The outer edge is designated by broken line as shown in next picture.



Here is the broken line.



Step 5: Break loose encasing seal. With bar in vice as show, hit with hammer to break loose. Usually 2 or 3 hits will break loose. Remove parts from inside bar and throw away. There is metal Race under ball stud, if it falls out, please put back in. Do not damage ball stud. It must be reused.



Here is the seal broke.



Step 6: If cap does not slide over bar, you must continue to grind until cap slides over, do not force cap over end. Please note

On the NAPA bar grind bottom or opposite side until cap slides over. Remove cap and start preload.



Step 7: Before assembly, we will do a preload measurement by installing the parts without the cap. This is done to make sure installation will be correct.

First insert ball stud, then White nylon bushing, large metal washer, Orange spring, then threaded plug. Gap between track bar and bottom thread should be about $3/16''$. It does not have to be exact. Do not install 2 small washers. These are used for future adjustments. Keep in toolbox



You are now ready to complete installation. Remove ball stud and parts.

Step 8: Assembly. Slide metal housing over end of bar, Do not Force. Insert ball stud. Then insert parts as follows (same as preload). White nylon bushing, large metal washer, Orange spring, O-ring around spring. Last, Slide large Black rubber washer over outside of threaded Ball stud. This goes on outside of housing. This will take place of grease seal.



Step 9: Now install the threaded nut and tighten by hand until it won't go further. Then tighten with 1/2 inch drive ratchet until tight. You will feel it bottom out. This is generally about 35lbs of torque.



There will be 3 holes for cotter pin, set the threaded nut to where you can get cotter in to keep it from backing out, We recommend you install the cotter backwards the way we show it here in the picture. Last, finish off with grease zerk and get ready to install track bar on truck. Before installing the track bar on the truck, check ball stud. It should take a lot of force to move it. If adjustment is needed, add spacer under the spring. This grease fitting requires a standard size head to fit in slot to grease (1/2").



Adjusting A Luke's Link Track bar kit. Luke's Link comes with 3 small metal washers. These are used for adjusting the Luke's Link in case steering gets a little loose (wonder). To adjust, leave truck on ground with steering wheel unlocked, remove cotter pin and unscrew plug. Put one spacer under spring. Replace plug and cotter pin. This will take up the play in the end.

Luke's Link Repair Kit Hitting Differential Cover

In a few cases where the front springs may have settled, the Luke's Link will make contact with the differential cover. There are three ways to solve this problem.

- 1- It is ok to grind a portion of the cap where it is making contact with the cover.
- 2- If it has the original steel cover, it is ok to make a depression on the cover where the kit is making contact. Using a ball peen hammer is OK.
- 3- Install a 2" lift kit to bring the truck back to normal height.

Manufacturer's Note: This kit was intended to help solve steering problems in a safe way. This kit should not be used if there is excessive wear to the stud and socket. This kit may be returned for a refund of the purchase price. Parts from this kit may be ordered separately. If you have any problems, give us a call at 1-877-631-9964 or 719-254-3064