

PURE PERFORMANCE

INSTALLATION MANUAL

FOR

PURE PERFORMANCE SUSPENSION

2013 – Pres. Ram 2500/3500 HD 4x4

4.5” and 6” Directions for 2500/3500 Ram HD

SECOND EDITION

04/06/17

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Dear customer:

Thank you for purchasing the best short arm systems on the market for your Ram 4x4 Truck. We are sure you will be happy with this system when your installation is complete. Please take your time during the installation and be sure to do it correctly. Completely read the directions before starting your installation so you know what to expect. Remember, your personal safety depends on it.

Note: BE SURE TO CHECK ALL FASTENERS FOR PROPER TORQUE BEFORE TEST DRIVING. RECHECK AFTER 500 MILES AND BE SURE TO CHECK PERIODICALLY.

Warning

Read and understand all instructions, warnings and safety precautions in these instructions and your owner's manual before attempting to install these components.

Caution

Proper installation of Pure Performance Group, Inc. products requires knowledge of recommended procedures for disassembly/assembly of OE vehicles and components. Access to OE shop manuals and special tools are required. Attempting to install this kit without knowledge of these procedures may affect the safety of your vehicle and/or the performance of these components. Pure Performance strongly recommends that a certified mechanic with off road experience install this system.

Warning

Pure Performance Group, Inc. does not recommend combined use of suspension lifts, body lifts or other lift devices. Combined use of lifts may result in unsafe and unexpected handling characteristics. Also, many states now have laws restricting Vehicle lifts, bumper heights and other alterations. Consult local laws to determine if your proposed alterations (including installation of this system) comply with your state laws.

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Caution

Pure Performance Group, Inc. recommends the use of loctite on all hardware, unless noted otherwise.

Warning

Properly block and secure vehicle prior to installation.

Warning

Always wear safety glasses when using power tools.

Warning

The use of limiting straps is recommended to avoid possible damage from over extending the suspension of your vehicle.

Helpful hint:

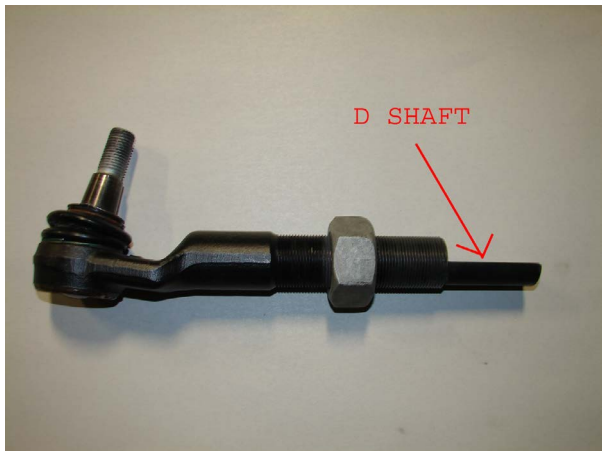
Do not tighten connections until assemblies are installed in their entirety

It is time to do the front suspension!

1. Block the rear wheels and make sure the parking brake is applied.
2. Jack up the front end at least eight inches, place jack stands under the front of the frame as far forward as possible.
3. Remove the front wheels and tires.
4. Perform the following disassembly steps;
 - a) Remove the OEM shocks and discard them. Save the bottom mounting hardware for reuse.
 - b) Remove the OEM sway bar end link assemblies and discard them.
 - c) Remove the OEM coil springs and discard them. Please note; you will need to retain the OEM spring isolators top and bottom and they must be saved for reuse
 - d) Remove the OEM front bump stops and discard them.

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5. a) If you have a **X Factor** or **Triple Threat** System (**Chase Systems Skip this Step**), unbolt the front track bar from the frame connection and loosen the connection at the axle end, but do not remove. Save the hardware for reuse.
b) If you have a **Chase System** (**All Others Skip this Step**), remove the OEM track bar completely and discard it for it will not be reused. Save the OEM hardware for reuse.
6. a) If you have a **X Factor** System (**Triple Threat and Chase Systems Skip this Step**) unbolt the OEM radius arms from the frame connection and loosen the OEM radius arm hardware at the axle connection, but do not remove. Save the hardware for reuse.
b) If you have a **Triple Threat or Chase System** (**All Others Skip this Step**), unbolt the OEM radius arms from the frame and from the axle. Discard the radius arms, but save the hardware for reuse.
7. Separate the drag link from the pitman arm. Be careful when separating the tie rod end as it will be reused.
8. Separate the pitman arm tie rod end from the drag link assembly and cut off the D cross section as shown below. *Please note, when cutting the part, it is recommended to use the OEM nut to chase the threads so you do not damage them.*



OEM Tie Rod End @ Pitman Arm



Shaft Trimmed Off

9. Trim the matting D cross section off the OEM drag link inner bar. *Please note, when cutting the part, it is recommended to use the OEM nut to chase the threads so you do not damage them.*

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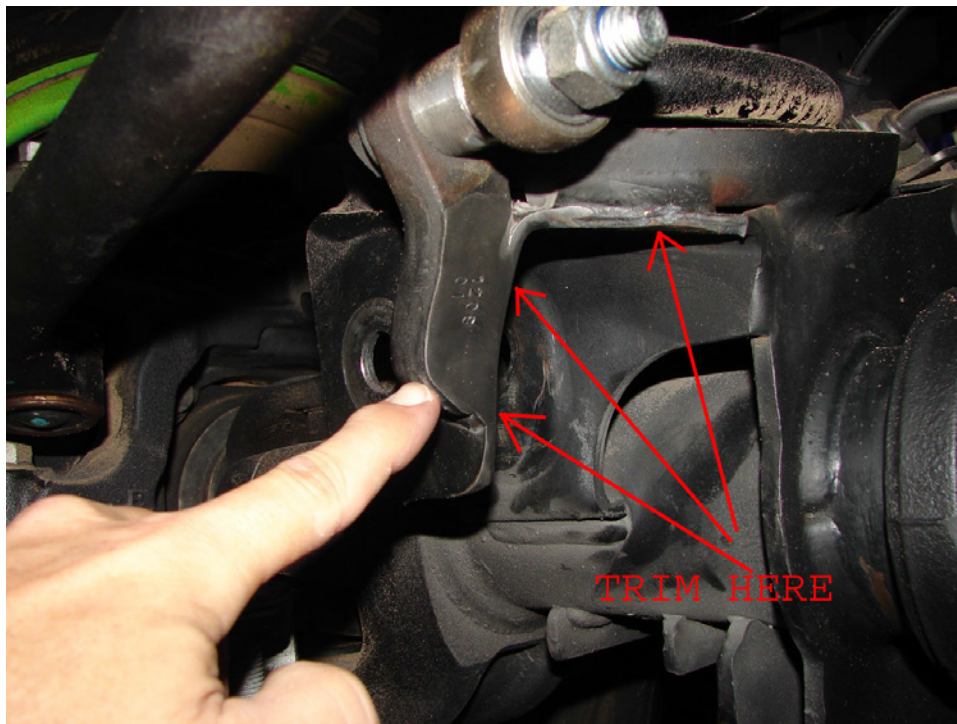
OEM Inner Drag Link Shaft



Drag Link Shaft Trimmed

10. Remove the OEM pitman arm and install the supplied dropped pitman arm. Be sure to have the arm oriented properly.

11. Trim the front track bar mounting bracket area on the axle flush with the sway bar end link mounting bracket and across the top horizontally as shown below. This will ensure the new bar and jam nut have ample clearance in that area.



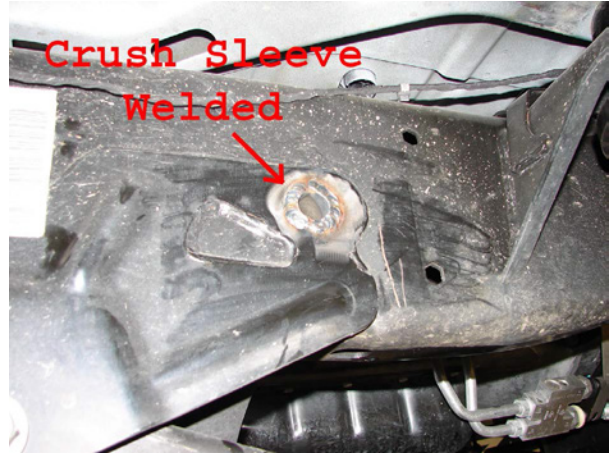
OEM Front Track Bar Mounting Bracket Required Clearancing on the Axle

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12. Install the supplied .975" O.D. x $\frac{3}{4}$ " I.D. by 3.125" long crush sleeve in the frame. Make sure it sticks out evenly on both sides of the frame and weld it in place as shown. Be sure to apply a durable finish of your choice after it cools.

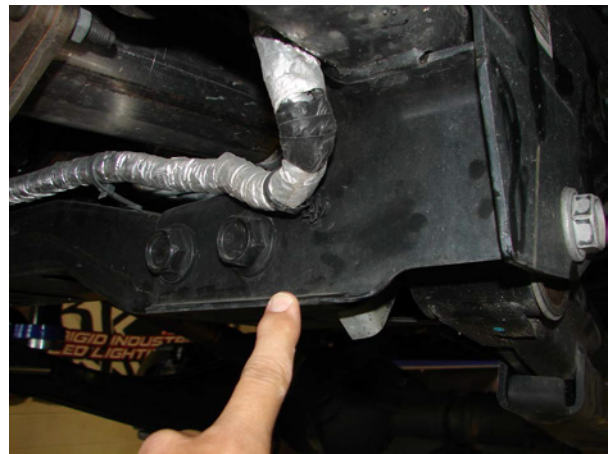


Weld in Crush Sleeve Installed In Frame



Weld in Crush Sleeve Welded in Frame

13. Trim off the rolled edges on both sides of the truck behind the rear cross member as shown below, apply a durable finish of your choice.

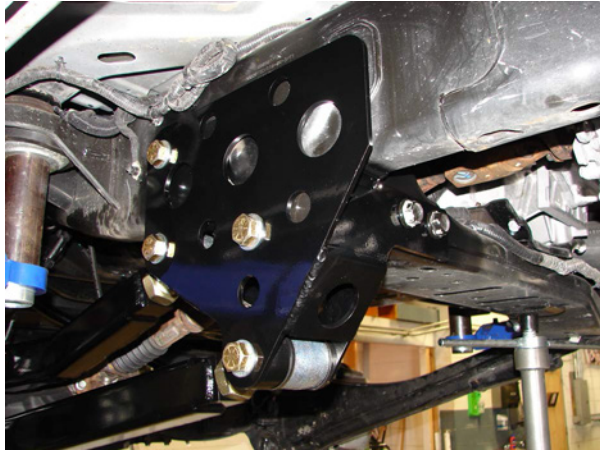


Driver Side and Passenger Side Rear Sheetmetal to Trim

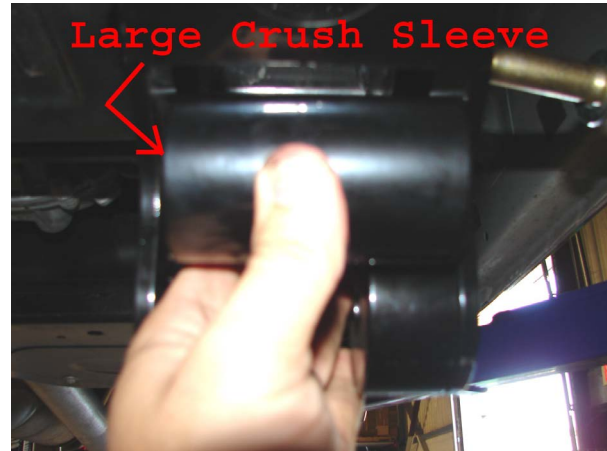
14. Support the OEM cross member and remove the cross member mounting bolts as they will be used for the 4 link mounting brackets. You can do one side at a time if need be.

15. If you purchased a **X Factor** or **Triple Threat** System; install the radius arm drop brackets (They go in the same way as the 4 link mounts). If you purchased the **Chase** system; install the 4 link mounting brackets. The mounting bracket uses the crush sleeved hole, OEM radius arm hole and two cross member mounting bolts. Take your time putting them up in place. They can be a pretty tight fit. Secure the brackets with the (2) supplied $\frac{3}{4}$ x 5.5" long bolts, washers, and nuts as well as the OEM cross member bolts. Where the OEM radius arm attached, you need to insert the supplied 2" O.D. $\frac{3}{4}$ " I.D. x 3.3" Long Crush Spacer inside the OEM radius arm mounting pocket so it does not crush when tightening the hardware.

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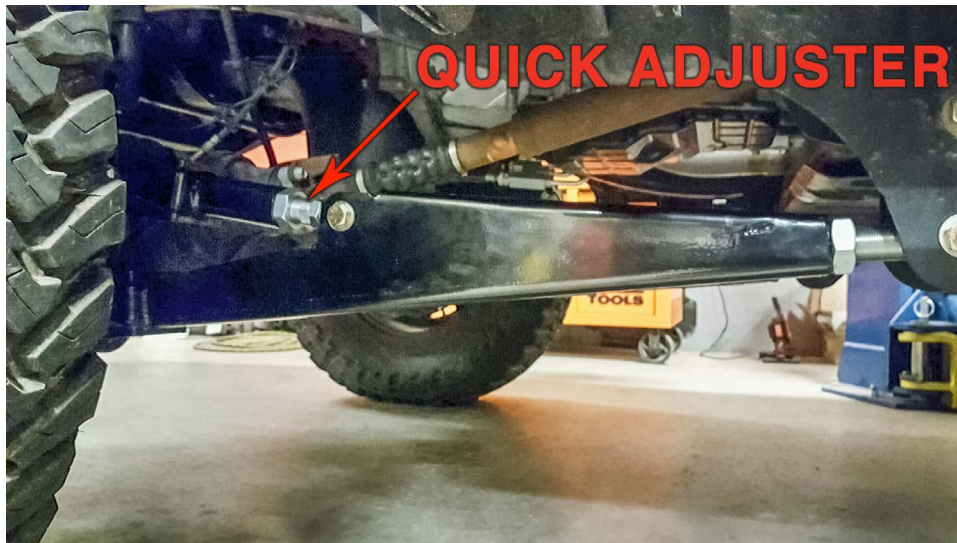


4 Link Mount Installed



Large Crush Sleeve Installation

16. a) For **X Factor** systems with the radius arm drop brackets (**Otherwise, Skip This Step**); install the OEM radius arm into the drop bracket using the OEM hardware.
- b) For the **Triple Threat** System (**Otherwise, Skip This Step**); Install the supplied Radius Arms. Set the newly supplied radius arms to the same dimensions as your stock arms to start with. Make sure they match up hole to hole by sliding the hardware through the holes. This is the best way to ensure your caster will be close without tape measure errors. Then extend out the large joint that goes to the frame $\frac{1}{2}$ ". This will put your axle in approximately the proper position for a 3" system. Please note: these arms have a lot of adjustment in them. You can show up to 2.5" of threads at the frame end to move the axle forward, however make sure you do clearance/interference checks with all components should you try to move the axle into various positions. Install the radius arms in the vehicle using the OEM hardware and nuts at the axle connections and the supplied $\frac{3}{4}$ " x 5.0" long bolt, washers and nylok nut at the frame connection.

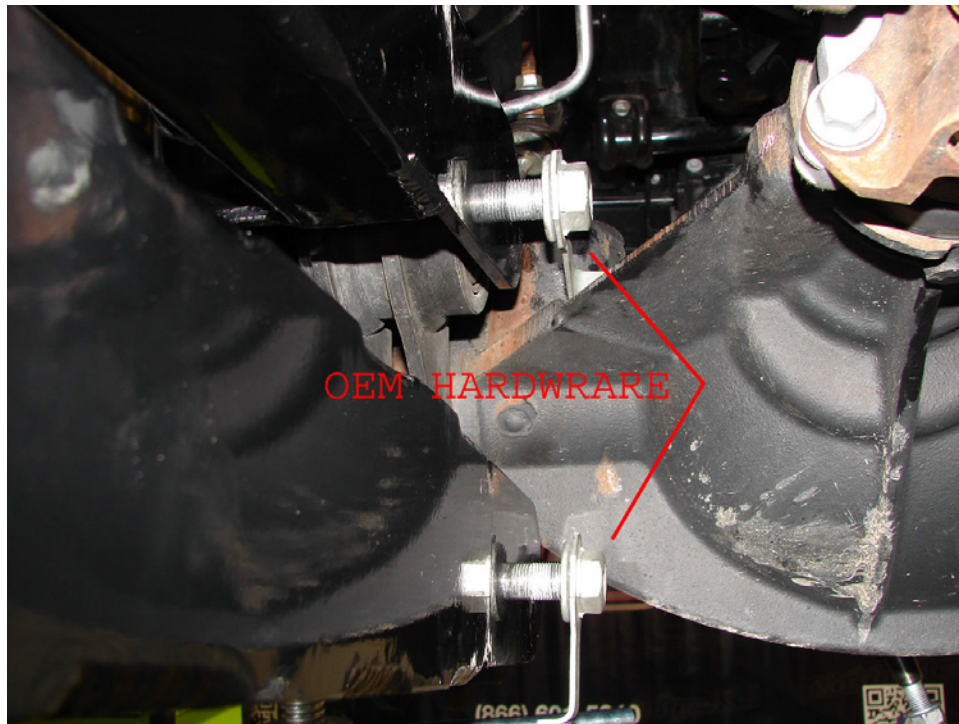


Radius Arms Installed Noting the Extra Quick Adjuster for Extra Caster Adjustment

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Please note: The quick adjuster allows for a secondary means of further adjusting caster through a turn buckle style adjuster. Do not show more than 5/8" of thread past the jam nut on any location for the quick adjuster without factory approval.

c) For Chase systems (**Otherwise Skip This Step**) Install the 4 Link Arms. Set the **upper arm** assembled length to **28.75"** and the **lower arm** assembled length to **37.50"**. Please note, there is a driver side and passenger side to each arm. The offset in the arms goes to the inside of the vehicle for better tire clearance. Attach the arms to the 4 link mount using the supplied 3/4" x 5.5" bolts, washers and nuts. Attach them at the axle using the OEM hardware (OEM radius arm mounting bolts on the upper arm mount at the axle and the frame – not the lower cam bolts – see below). Do not tighten the 4 link hardware yet!



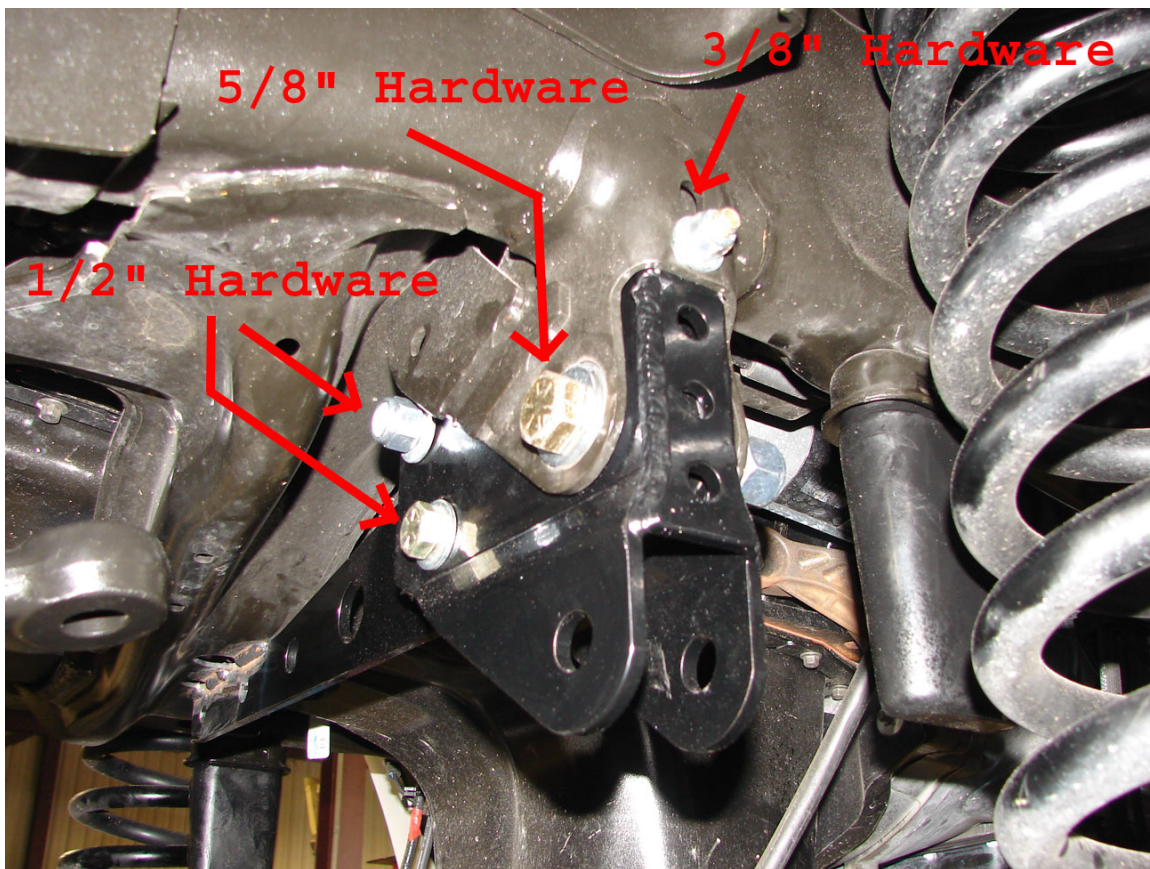
4 Link Arms Mounted to the Axle

17. Install the newly supplied extended poly bump stops. **Helpful hint;** spraying them with WD-40 for lubrication will help when trying to push them into the OEM mounting cup.

18. Install the supplied track bar drop bracket and cross brace. Prep the surface on the OEM cross member where the cross brace makes contact so you can weld the cross brace in place.

18a) The track bar drop bracket secures as shown below with the 5/8 x 3" bolt, washers and nut and the 3/8 x 1" bolt washer and nut. Torque the 5/8 bolt to 110 to 120 ft-lbs and the 3/8 bolt 23 to 25 ft-lbs.

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Track Bar Bracket Installed

18b) Attach the supplied track bar bracket cross brace with the supplied $\frac{1}{2}$ " x 2.75" long bolts, washers, and nuts loosely. Swing it up and weld to the OEM cross brace as show below on both sides. Apply a durable finish of your choice.

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Track Bar Bracket Cross Brace Welded to OEM Cross Member

- 18c) Torque the ½" joining hardware to 60 ft-lbs.
19. Install the front coil springs. Be sure to have the front spring isolators seated properly and pinned in the proper location as this is critical. Make sure the front coils rest properly in the top spring isolators or excessive spring bowing can occur. For the 2500 models; the front coils are the longer and narrower diameter coils. **Helpful Hint;** the larger coil winding gap goes to the bottom and the Pure Performance Logo on the coil should go up...
20. If you ordered 2 5/8 Remote Reservoir Shocks, let's mount the Ressay holder now. **(Otherwise Skip this Step)**
- Grab the Ressay mounting bracket, place it against the flat surface on the spring bucket, mark the two 5/16 holes.
 - Drill the two marked holes with a 5/16 drill bit.
 - Mount the reservoir mounting bracket with the supplied 5/16 x 1.0 bolts, washer and nylok nuts. Torque them to 12 ft-lbs. See reservoir image below.

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Front Ressy Holder Bolted to the Stock Spring Bucket

21. a) Slowly raise the front end of the vehicle so you can attach the track bar to the frame connection with the OEM hardware. Leave the hardware loose..

b) If you got a system with the Pure Performance Adjustable Track Bar, set the track bar assembled length (eye to eye measurement) to 39 3/16". That is the recommended starting dimension. **Helpful Hit:** Orient the Heim Joint for maximum amount of movement (head of joint perpendicular to bolt), then add red loctite and tighten down the jam nut on the joint prior to installing the bar since it is difficult to get at the jam nut when it is may be difficult to get at the jam nut when the bar is installed in the vehicle. Be sure to crank on the jam nuts. Jam nuts not only hold the orientation of the joints, but they also preload the threads in the arm and on the joint itself. The preloading on the threaded sections will ensure a long component life and proper structure. 200-225 ft-lbs of torque is recommended for the 7/8" jam nuts. This is critical for the overall longevity of the track bar assembly. If you do not apply a large enough pre-load you could also be compromising the structural integrity of the assembly which could lead to problems for your vehicle down the road.

c) Install the newly supplied track bar with the heim joint end at the axle connection, then swing it up to the frame connection. Torque the OEM mounting hardware to 180 to 200 ft-lbs.

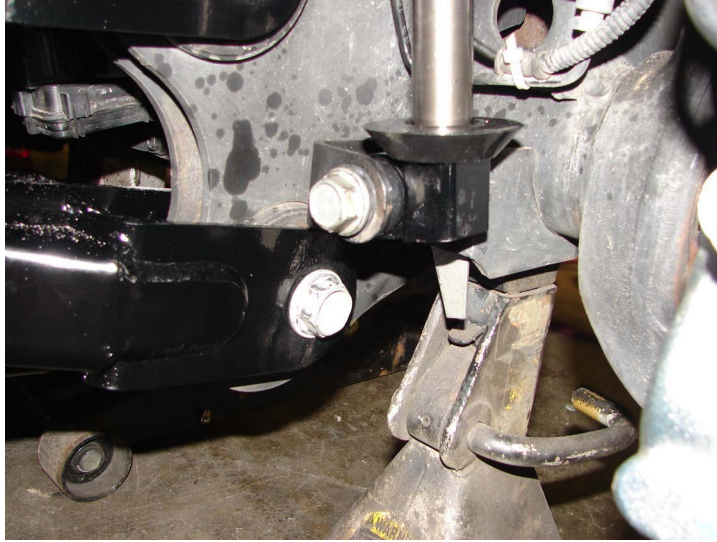
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Installed Pure Performance HD Front Track Bar

22. Continue to raise the front axle assembly to a point where you can install the front shocks completely.
 - a) Use the OEM hardware at the axle mounting position. If you purchased the Pure Performance 2 5/8 shocks (Either Smooth Body or Remote Reservoir) the bottom is offset and the offset should be installed to the outside of the vehicle as shown below. Attach the shock reservoir to the reservoir mount using the supplied hose clamps.

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Pure Performance 2 5/8 Shock Bottom Installed

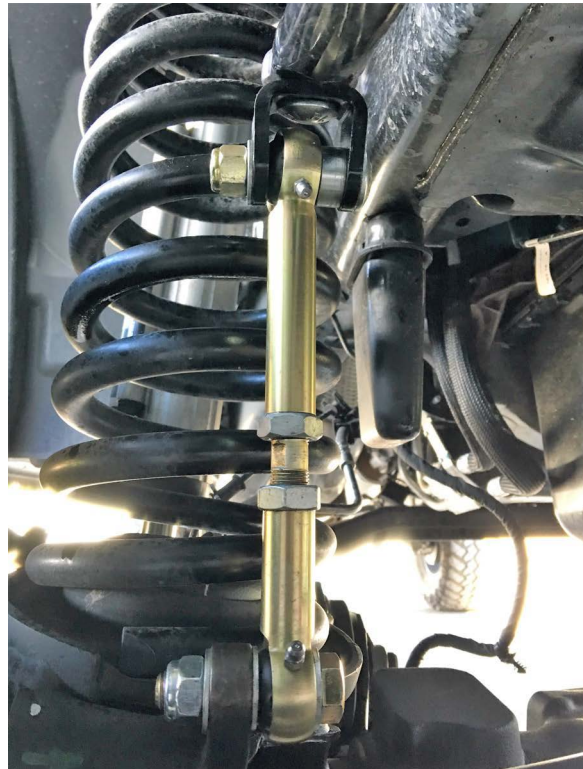
- b) To determine the proper tightness of the stud in the Pure Performance Shocks, you tighten the stud until the stem cushion bushings O.D. gets slightly larger than the stem cushion washers.
 - c) If you purchased Pure Performance 2 5/8 Remote Reservoir Shocks attach the Reservoir to the mounting bracket previously installed using the supplied hose clamps.
23. Reassemble the OEM drag link assembly and attach the pitman arm tie rod end to the bottom side of the newly supplied dropped pitman arm. Torque the nut to 80 ft-lbs.
24. Install the front **Pro Sway Bar End Links** supplied with the system. The clevis bracket end attaches to the sway bar and has a billet stainless steel machined washer with a step in it that goes on top of the sway bar and underneath the nut. The step in the billet stainless steel machined washer helps keep the clevis bracket centered properly with the 1/2" upgraded hardware. At the bottom, if your OEM mount will not pass the supplied 14mm hardware you will need to drill it out to 14mm or 9/16. This is only required on very few Ram HD's! The bottom end attaches with the supplied 14mm bolt, (1) washer on the outside of the OEM mounting bracket and (1) washer on each side of the ball as shown.

Please note: Inside the clevis bracket there is an offset spacer. The new Pro Link must be offset to the outside of the vehicle as shown in the image below. Apply red loctite the rod end jam nuts once the final length of the sway bar links is set. Be sure to tighten the jam nuts. Jam nuts not only hold the orientation of the joints, but they also preload the threads. The preloading on the threaded sections will ensure a long component life and proper structure. 40-50 ft-lbs of torque is recommended for the 5/8" jam nuts on these connections. This is critical for the overall longevity of the sway bar end link assembly. If you do not apply a large enough pre-load you could also be compromising the structural integrity of the assembly which could lead to problems for your vehicle down the road.

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Billet Stainless Steel Washer Installed



Pro Sway Bar Link Installed (Note Offset)

25. Reinstall the wheels and tires.
26. Carefully lower the vehicle to the ground loading the front suspension.

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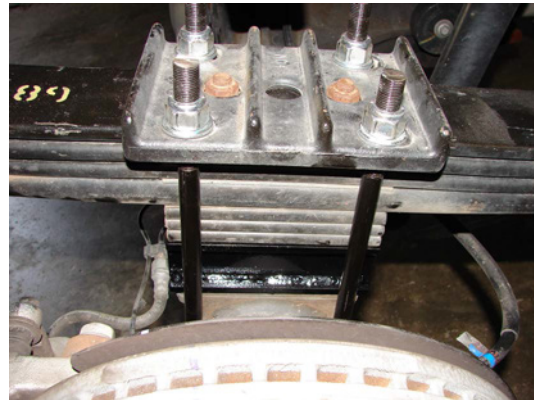
Time To Start The Rear End (Choose The Steps that Apply to Your Application)

1. Block the front wheels in place and make sure the parking brake is applied.
2. Jack up the rear end at least eight inches, place jack stands under the rear of the frame as far rearward as possible.
3. Remove the rear wheels and tires.
4. Remove the rear shocks. Save the OEM hardware for reuse.

For Ram 3500 4x4 SRW's Only – (2500 4x4 Skip This Section)

If you purchased a system with Lift Blocks for the rear, do the following (Otherwise Skip this Step)

5. Lower the axle to remove the load off the rear leaf springs.
6. Remove the OEM u-bolts securing the rear axle to the rear leaf springs.
7. Install the supplied lift block between the axle and the leaf springs as shown below. Make sure the taller end of the lift block goes to the back of the vehicle which corrects the pinion angle. Be sure to align the alignment pins in leaf springs to the lift blocks, to the axle and secure with the supplied U-bolts. Tighten the U-bolts in an X pattern and torque to the specified value at the end of the directions.



Fabricated Lift Blocks Installed and Secured

If you purchased a system with an Add A Pack and Fabled Block for the rear, do the following (Otherwise Skip this Step)

5. Lower the axle to remove the load off the rear leaf springs.
6. Remove the OEM u-bolts securing the rear axle to the rear leaf springs.
7. **For systems with add a packs or mini packs perform the following;** Install the supplied custom Pure Performance Mini Spring Pack! The proper way to do this is simple, but please be careful to control the OEM spring pack so it does not spring apart on you. Secure the spring pack with some u shaped clamps. Remove the OEM pins

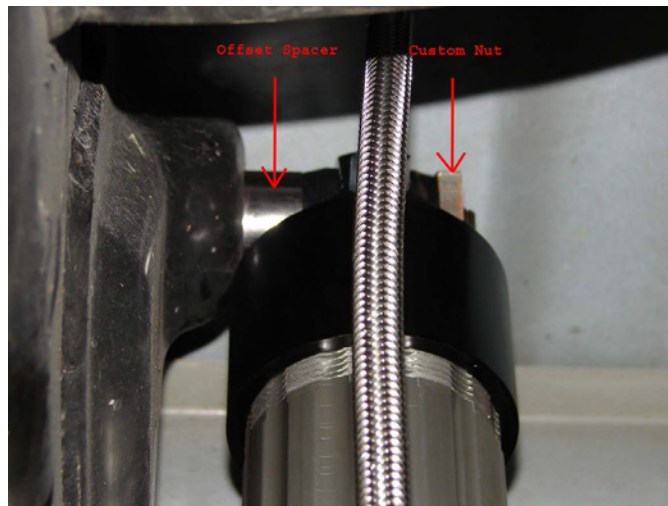
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that hold the pack together. Remove all the flat spring mounting pad from the very bottom of the spring and set the bottom most one aside for reuse. Take the lowest pad (has one central centering pin) and bolt to the bottom of the Mini Pack using the 2 included through bolts. With the newly supplied through pins, secure the Mini Pack to the bottom of the OEM spring pack and tighten the centering pins collapsing the spring pack. For a more factory like rake, you can install all the factory shims under the mini pack instead of just the bottom one. Then secure the newly modified spring pack back to the axle with the supplied U-bolts. Tighten the U-bolts in an X pattern and torque to the specified value at the end of the directions. Please note; most Ram 2500's will have a heavy over load spring under the OEM spring pack. This is to be removed when installing the supplied custom Pure Performance Mini Spring Packs! Only if you really think you are going to need the extra carrying capacity should you retain the factory over load spring! This will also make your Ram HD ride a little rougher!

8. Install the supplied lift block between the axle and the leaf springs as shown above. Be sure to align the alignment pins in leaf springs to the lift blocks, to the axle and secure with the supplied U-bolts. Tighten the U-bolts in an X pattern and torque to the specified value at the end of the directions.

9. Remove the OEM brake lines from the brake line mounting bracket on the axle. Replace the bracket with the supplied bracket using the OEM hardware. Reinstall the lines into the new bracket.

10. Install the rear shocks. If you purchased our Prodigy Shocks, we supply custom top mounting hardware as shown below. The inside has an offset spacer and a custom nut completes the installation. If you purchased Pure Performance 2 5/8 Remote Reservoir shocks, please note: the reservoir goes away from the axle (*Removal of the OEM spare tire may be required for fitment*) and secures to the shock body with the supplied hose clamps.



Prodigy Top Shock Mount with Offset Spacer and Nut Installed

* If you opted for Remote Reservoirs, make sure the reservoir goes away from the axle housing and is secured using the supplied hose clamps and isolators.

11. Install the rear wheels and tires on the vehicle and lower it to the ground. The rear end is now assembled.

For Ram 2500 4x4 s Only – (3500 4x4 Skip This Section and Proceed to Final Setup Section)

5. Unbolt the rear sway bar links and discard them for they will not be reused.

6. Lower the axle to remove the load off the rear coil springs. Remove the rear coil springs. Be sure to save the

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OEM spring isolators for they will be reused.

9. Install the new rear coil springs into the factory position using the OEM spring isolators. For the 4.5" Gas Systems only, install the supplied spring spacer under the newly supplied coil.

10. a) Remove the OEM track bar, save the hardware for reuse.
- a) Set the rear track bar assembled length to 36.375" and install it using the OEM hardware.

Notes: *The large bushing end goes to the frame connection and the Prodigy Joint goes to the axle connection. Orient the Prodigy Joint so the ball is neutral or centered at ride height to all the maximum amount of movement. The orientation of the bar is held by locking the jam nut at the frame connection. Orient the bar at ride height. Be sure to crank on the jam nuts. Jam nuts not only hold the orientation of the joints, but they also preload the threads in the arm and on the joint itself. The preloading on the threaded sections will ensure a long component life and proper structure. 250-275 ft-lbs of torque is recommended for the 1" jam nuts. This is critical for the overall longevity of the track bar assembly. If you do not apply a large enough pre-load you could also be compromising the structural integrity of the assembly which could lead to problems for your vehicle down the road.*

11. Install the newly supplied Pro Rear Sway Bar Links as shown below.

- a) Set the center to center length of the rear links to 12.5" for the 4.5" lifts and 14" for the 6.0" lifts.
- b) Place a washer on each side of the ball on the upper mount and use the supplied 12mm x 50mm bolt and nylok nut.
- c) Attach the bottom of the sway bar with the spacer against the sway bar as shown below and a washer on the outside of the ball. Secure with the supplied 12mm x 70 mm bolt and nylok nut.



10. Install the newly supplied shocks using the OEM hardware or reattach the OEM shock to the axle.

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- a) If you purchased Prodigy Remote Reservoir Shocks or Bypass Shocks, the reservoir mount bolts along the side of the bottom bump stop pad with the supplied hardware. Key off the OEM mounting hole for the brake line on the back of the OEM bottom bump stop pad. Mark and drill a 1/4" hole in the front side of the bump stop pad and secure the reservoir mounting bracket using the supplied 5/16 self threading bolts.
- b) If you purchased bypass shocks, be sure to go to full compression on the rear suspension and check for clearance/interference with the top of the frame. Add clearance with a die grinder where required.



Reservoir Mount Secured to the Bottom Bump Stop Pad

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Checking Bypass Tube Clearance at Full Compression

11. Install the rear sway bar links with the supplied hardware. Be sure to lock the jam nuts with the heims in phase. The spacer should go against the frame mounts and sway bar.

12. Install the newly supplied shocks using the OEM hardware or reattach the OEM shock to the axle.

Please note: *To determine the proper tightness of the stud in the Pure Performance Shocks, you tighten the stud until the stem cushion bushings O.D. gets slightly larger than the stem cushion washers*

13. Install the rear tires on the vehicle and lower it to the ground. The rear end is now assembled.

Final Assembly Setup Instructions:

Note: *For final assembly the weight of the vehicle must be on the tires and wheels.*

1) Tighten all Suspension Connections or Pivot Bolts at this time.

The front track bar bolts should be torqued to 190-225 ft-lbs.

The front radius arm bolts should be torqued to 325-350 ft-lbs.

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Helpful Hint – Rotate the Cam Bolts for maximum caster at this time!

The rear track bar bolts should be torqued to 110-125 ft-lbs.

Shock mounting bolts (stem cushions not included) should be torqued to 110-125 ft-lbs.

General Torque Values unless otherwise specified above in the instructions are as follows;

Torque for all 3/8”/10mm bolts (10.9) is 28 to 32 ft-lbs.

Torque for all 1/2”/12mm bolts (10.9) is 65 to 75 ft-lbs.

Torque for all 9/16”/14mm (10.9) is 90 to 100 ft-lbs.

Torque for all 5/8”/16mm bolts (GR 8) is 130 to 150 ft-lbs.

Torque for all 5/8” Jam Nuts is 75 to 85 ft-lbs.

Torque for all 3/4”/20mm bolts (GR 8) is 200-220 ft-lbs

All 7/8” Jam Nuts are to be torqued 200-220 ft-lbs. *Up to 5/8” of threads showing past the jam nut is safe for final adjustment. These specifications are critical for the overall longevity of the threaded section.*

All 1” Jam Nuts are to be torqued to 250-300 ft-lbs. *Up to 3/4” of threads showing past the jam nut is safe for final adjustment. These specifications are critical for the overall longevity of the threaded section.*

All 1 1/4” Jam Nuts are to be torqued to 275-325 ft-lbs. *Up to 7/8” of threads showing past the jam nut is safe for final adjustment. These specifications are critical for the overall longevity of the threaded section.*

All 1 3/8” Jam Nuts are to be torqued to 325-350 ft-lbs. *Up to 2” of threads showing past the jam nut is safe for final adjustment on the radius arms. These specifications are critical for the overall longevity of the threaded section.*

2) Typical alignment specs for the Pure Performance

4.5” X Factor

Caster 3.7 to 4.2 degrees with .2 degrees caster on the passenger side than the driver’s side to account for road crown. *Please note; some tire treads and steering stabilizers may cause a pull or push that needs to be accounting for.*

6.0” X Factor

Caster 3.0 to 4.2 degrees with .2 degrees caster on the passenger side than the driver’s side to account for road crown. *Please note; some tire treads and steering stabilizers may cause a pull or push that needs to be accounting for.*

4.5”/6.0” Triple Threat and Chase Systems

Caster 4.2 to 4.5 degrees with .2 degrees more caster on the passenger side than the driver’s side to account for road crown. *Please note; some tire treads and steering stabilizers may cause a pull or push that needs to be accounting for.*

Tow – factory specification – zero preferred

Camber – You have no adjustment

Center the Steering wheel. This is critical for ESP/ESC equipped Ram HD’s and must be done with the steering wheel position sensors at Zero as well.

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The above are the rough specification. We require a Professional do your alignment!

3) Suspension tuning, ride quality and handling were developed on 35 and 37 inch tall tires on 17 or 18 inch diameter wheels. Here are some recommended no load tire pressures for heavy walled aftermarket tires based on zero payload or tongue weight. 40 psi front and 30 psi rear. Tuning tire pressure to achieve what is optimum to you is up to you and your discretion.

4) Remember to retorque all hardware after 500 miles and check for proper alignments to ensure everything has settled in properly and is functioning correctly!

Good Job. Your installation is complete. Now go out and enjoy your vehicle. But before you hit the pavement take the vehicle to a professional alignment shop and have the front end aligned! If you have a 2009 or newer Ram HD then be sure to take it to your local Dodge Dealer for alignment so they can properly hook up a Star Scan unit to your truck while performing the alignment to ensure your steering wheel position sensor is at zero when your tires and steering wheel are at zero! This will ensure you do not have improper ESP/ESC activation from a poor alignment.

A note about jam nuts and the consumer's responsibility. The installer is the person or persons initially responsible for the proper setup of the suspension system and/or components and the initial tightening of the jam nuts. The consumer or vehicle owner is the person or persons responsible for maintaining the jam nuts tight. Failure to do so will result in the rapid deterioration of the threads in the control arm and will impose a "cause for concern" for the occupants of the vehicle. Failure to comply with the warnings headed in the directions regarding the amount of threads showing past the jam nut will also cause the same "cause for concern" for the occupants of the vehicle. All of the above items are the responsibility of the vehicle owner and or installer. If a threaded section of a component is bad it will show itself defective immediately. Threads that fail over time are due to improper maintenance of jam nuts and can be proven very easily. Thread sections not properly maintained or setup are not covered under warranty. This is the end user and installer's responsibility.

Triple 0 Grade Grease is the only grease allowed for use on all Pure Performance Joints. The use of any other grease could cause premature wear of the joints. This goes for the Pro Sway Bar Link Ends as well. We have it in stock. If you do not have any and are in a pinch, simply spraying down the joint with WD40 or Liquid Fluid Film will get you by until you can get the Triple 000 Grade Grease. The joints do not take a lot of grease either. A few small pumps of grease is all you ever need unless the product is aggressively used off-road.