

## Required Tools

- Basic hand tools
- Torque Wrench
- Tools to torque down jam nuts can be an adjustable wrench or appropriate-sized crow foot adapters.

## Torque Specs

- 23mm: 250 ft-lbs
- Adjusting sleeve clamps: 65 ft-lbs
- 1-5/8" jam nuts: 250 ft-lbs
- Castle nut: factory torque specs

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### **Installation Notes:**

- You can install the track bar on the ground without raising the vehicle. Doing it this way can help with keeping the body of the vehicle and the axle aligned and making the installation of the new track bar easier. When you remove the track bar with the vehicle raised off of the ground, the axle can shift to one side making it harder to align the bolts in the new track bar is being installed.
- To help with aligning the track bar mounts with the vehicle on the ground, install the track bar bolt on the axle side and turn the steering wheel to align the frame side bolt holes.
- The track bar bolts to a ball joint that is mounted on the axle. You can use a pickle fork or ball joint separator to remove the track bar from that mount. We do offer a ball joint upgrade if you want to replace it at the same time as the track bar or if your ball joint is worn out.

**Installation Video:**



## ***Dodge/Ram Heavy-Duty Front Track Bar Installation***

### **REMOVAL**

Step 1: Remove the axle side castle nut and separate the track bar from the ball joint.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the track bar.

### **Installation**

Step 4: Unscrew the new track bar and apply anti-seize to the threads. Set the new adjustable track bars to length.

Step 5: Replace the ball joint, if necessary, and install the track bar on the ball joint stud with the castle nut finger tight.

Step 6: Slide the other end of the track bar into the frame side bracket, insert bolt and tighten only finger tight. \*Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary. Using a ratchet strap is not recommended because it can be harder than necessary and it can be a very large fight to get everything to line up. An easier way to do it is to have someone turn the steering wheel in the truck to get the frame mount to line up.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts against the adjusting sleeve. \*Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings and grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.