



Phone (209) 400-7200 Fax (209) 943-7923 www.wildhorses4x4.com

Track Bar Riser

#1233 Date 3/3/05 rev. 0

Parts

Main bracket
Support bracket

Hardware

1 ea. 3/4x3 1/2" NF bolt
1 ea. 3/4 castle nut
1 ea. cotter pin

Thanks for purchasing the Track bar riser from Wild Horses Inc. Please allow us to take a moment to point out some of the benefits of the Track bar riser that make it more desirable than the other options.

First the track bar riser is used for track bar alignment (same as a track bar drop bracket). Proper alignment of the track bar is necessary to prevent or eliminate bump steer. The most common reason for using the riser instead of a drop bracket is when you are going to use tie rod on top of steering knuckle system. Tie rod under steering knuckle systems are stock on all 66-77 Broncos. The tie rod over system moves the tie rod to the top of the steering knuckle giving you about 3" of additional clearance for the tie rod. This simply makes it harder for you to bend the tie rod by driving into a rock or stump or whatever. The track bar riser should not be used with less than a 3 1/2" suspension lift.

Instructions:

1. Park Bronco on flat level surface, block rear tires, and disconnect battery cables for safety.
2. Remove track bar. It will most likely be necessary to remove any aftermarket drop bracket from the stock drop bracket. The after market drop bracket can interfere with tie rod over systems, so unless you are doing something custom remove the bracket. Be sure not to remove the stock drop bracket. You may choose to strengthen the stock bracket by adding gussets and welding to the frame.
3. Disconnect the brake line bracket and bump stop from the stock track bar mount on the front end.
4. The riser is designed with two slotted holes which will allow mounting to all stock EB Dana 30s and 44s. The lower hole will be used on all 30s and on 71-75 44s. The upper slotted hole is used on 76-77 44s. The holes are slotted to accommodate variance from one stock bracket to another. The 76-77 front ends will have an anti-sway bar mounting bracket welded to the front end which will interfere with the riser bracket. 99.9% of you will not be running the anti-sway bar so just cut it off the front end. If for any reason you do not want to cut it off then just grind the riser bracket to go around the anti-sway bar bracket. You can use the original track bar mounting bolt for alignment. Test fit the bracket on the front end.
5. Determine the best hole in the riser bracket. The best hole will be the one that keeps the angle of the track bar and draglink the same. You do not want to have the track bar running flat, you want some angle on it.
6. Once you have chosen the correct hole remove the riser for welding of support bracket and bolt. Use the 3/4" bolt to align the support bracket with the hole. You can use your lower track bar bushing sleeve and castle nut to hold the support bracket and bolt in place while welding. Tack weld the four corners of the support bracket to keep it from moving. **Warning: This part is not to be just bolted together you must weld the support bracket and bolt to the riser.** Weld the support bracket on the vertical edges only. Weld the bolt head to the support bracket. Weld two of the six sides of the bolt head and let cool. Then weld two more sides opposite of the first ones. Allow the entire assembly to cool.
7. Cut the original lower track bar bolt off leaving about 1/4" sticking out of the stock mounting bracket on the front end for alignment.

8. Thoroughly clean front end in the welding location, grind or sand so you have metal to metal surface.
9. Carefully position riser to the front end and tack weld in place. Step back and check for levelness. Once you are happy with the position of the riser. Stitch weld it on. Weld about 1 1/2" at a time and let it cool down this will prevent any warping of the axle tubes. Weld every touching surface front and back. Fill in and grind smooth the bolt area.
10. Weld brake line retaining bracket to side of riser.
11. Clean and paint as desired. Install track bar.
12. Drill hole in bolt for cotter pin. **Warning: The nut will come loose if you do not do this.** Install cotter pin.
13. **Bump stop mounting.** As you can see we have left bump stop mounting up to you. If you are a jumper you will want to dial in the bump stops and make the right and left side height match. Many different style and sizes of bump stops exist and we are sure most of them can be adapted in some way to the riser.



**Stock 66-75 track bar drop bracket
Do not cut off**



**Using stock bolt to line up bracket for
track bar positioning**



Welding support bracket and bolt



**This is a 71 Dana 44 with a tie
rod under system**