

# WILD HORSES

## FOUR WHEEL DRIVE

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

### Trac Bar Riser

#791233 Date 4/1/13 rev. 0

#### Hardware

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



#### Parts

- Main bracket
- Main bracket brace
- Support bracket

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

First the trac bar riser is used for trac bar alignment (same as a trac bar drop bracket). Proper alignment of the trac 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 78-79 Broncos & F150s. 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 trac bar riser should not be used with less than a 4" suspension lift.

#### Bump Stop Consideration

Using the trac bar riser may cause the riser to passenger side frame contact under certain conditions like jumping or hard off-road driving. The taller the suspension lift is, the less likely this will happen. Depending on how you plan to use your rig, you will want to consider relocating, adding or customizing front end to frame bump stops. WH does not offer a bump stop kit to work in conjunction with the trac bar riser.

#### Instructions:

1. Park vehicle on flat level surface, block rear tires, and disconnect battery cables for safety.
2. Remove trac 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 any after market drop bracket. **Be sure not to remove the stock drop bracket.**
3. The riser is designed to fit over the stock lower trac bar mounting bolt. Some front ends will have an anti-sway bar mounting bracket on the front which will interfere with the riser bracket. Many of you will not be running the anti-sway bar so just remove it from the front end. If for any reason you do not want to remove it you will need to grind the riser bracket to go around the anti-sway bar bracket. You can use the original trac bar mounting bolt for alignment. Test fit the bracket on the front end.
4. Determine the best hole in the riser bracket for your trac bar. The best hole will be the one that keeps the angle of the trac bar and draglink the same. You do not want to have the trac bar running flat, you want some angle on it.

5. 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 have chosen. You can use your lower trac 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.
6. Cut the original lower trac bar bolt off leaving about 1/4" sticking out of the stock mounting bracket on the front end for alignment.
7. Thoroughly clean front end in the welding location, grind or sand so you have metal to metal surface.
8. Carefully position riser to the front end and tack weld in place. Step back and check for levelness. If you are happy with the position of the riser, finish tach welding front and back.
9. Now position the brace. Grind as necessary for best possible fit. Tach weld in place.
10. Now to finish the welding. 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, inside and out. Fill in and grind smooth the bolt area on the front of the bracket.
11. Clean and paint as desired. Install trac 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 use in conjunction with the riser.

