



Phone (209) 400-7200 Fax (209) 943-7923 [www.wildhorses4x4.com](http://www.wildhorses4x4.com)

## Adjustable Trac Bar

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Installation requires a professional mechanic. Prior to beginning, inspect the vehicle steering, drivelines, and braking system, paying close attention to the suspension link arms and bushings, anti-sway bars and bushings, tie rod ends, pitman arms, ball joints and wheel bearings. Also check steering sector-to-frame and all suspension-to-frame attaching points for cracks. The overall vehicle must be in excellent working condition: repair or replace all worn parts.

**Read instructions several times before starting. Be sure you have all the needed parts and know where they install. Read each step completely as you go.**

### Note:

- This product is intended to center the frame / body in relation to the front axle/tires.
- An arrow on diagrams indicates which direction is toward the front of the vehicle.
- Do not fabricate any components to gain additional suspension height.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating etc.
- A factory service manual should be on hand for reference.
- Unless otherwise noted, always start from the driver's side.

### 1. Prepare the vehicle:

- Place the vehicle in neutral, Raise the front of the vehicle with a jack and secure a jack stand beneath each frame rail, behind the lower control arm. Ease the frame down onto the jack stands, place the transmission in low gear or "park" and chock the rear tires. Remove the front tires.
- Prior to removing the bar, inspect the attaching points for movement while moving the steering wheel slightly from left to right. The bar-to-axle mounting stud is prone to work loose while the frame mounting bracket holes tend to elongate. If any of these conditions exist, repair before proceeding. Looseness can cause tire/wheel shimmy.
- Remove the factory trac bar from the vehicle and discard.

### 2. Trac Bar Installation:

- With the trac bar off the vehicle, center the frame / body over the axle by simply turning the steering wheel. An accurate centering method is to position a bubble level vertically at the wheel wells center to act as a fender reference plane. Then on each side, measure from it to the tire outer sidewall. Shift the frame / body, via the steering wheel, so that each side's measurement is the same.
- With the axle centered under the vehicle, measure the eye-to-eye distance of the trac bar mounts on the vehicle, and then adjust the new trac bar length accordingly.

**Note:** Maximum exposed thread length is 3" generally, this allows for up to 9" of suspension lift on pickup or 6" lifts on early model Broncos.

- Insert the furnished polyurethane bushing / steel wear sleeves into the appropriate bar eyes using silicone-based grease.
- Install bar with the adjustable end towards the frame. The bars main bend points towards the front of the vehicle in order to clear the front differential.

### 3. Final Procedure

- Re-check the body alignment as per step 2
- Tighten the bars jam nut, install the attaching points, castellated nuts and cotter pins.

**Note:** Check the jam tightness periodically. If vehicle is operated while the nut is loose, tread wear will occur.

### 4. Final Clearance and Torque Check

- With vehicle on the floor, cycle the steering from lock to lock and inspect the tires / wheels, and the steering, suspension, and brake system for proper operation, tightness and adequate clearance.

### **Important Product Use Information**

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in roll over resistance by increasing tire track width. In other words, go “wide” as you go tall. Many sportsmen remove their mud tires after winter / hunting season and install ones more appropriate for street driving, always use as wide a tire and wheel combination as possible to enhance vehicle stability.

We strongly recommend, because of roll over possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harness should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving.

Most states have some type of law limiting vehicle height. The amount of lift allowed and how the lift may be achieved varies greatly. Several states offer exceptions for farm or commercially registered vehicles.

### **Important Maintenance Information**

This is ultimately the buyers responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension, and driveline systems, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.