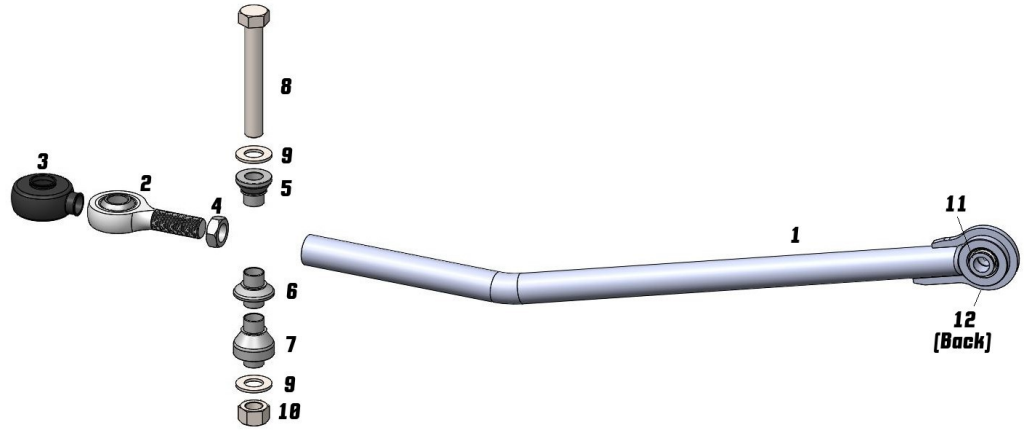




CS-FATB-17: 2.5" & 4.5" Lift Ford Adjustable Track Bar

Parts Checklist

- 1 - (Qty. 1) - Carli Adjustable Track Bar, Assembled
- 2 - (Qty. 1) - 1" x 1.25" - FK Bearing Heim
- 3 - (Qty. 1) - Heim Joint Boot
- 4 - (Qty. 1) - 1" - 7/8 -14 JAMMIT Nut
- 5 - (Qty. 1) - Upper Misalignment Spacer
- 6 - (Qty. 1) - 2.5" Lower Misalignment Spacer
- 7 - (Qty. 1) - 4.5" Lower Misalignment Spacer
- 8 - (Qty. 1) - 7/8"-14 x 6" Grade 8 Bolt
- 9 - (Qty. 2) - 7/8" Grade 8 Washer
- 10 - (Qty. 1) - 7/8"-14 Lock Nut
- 11 - (Qty. 1) - Short Uniball Misalignment
- 12 - (Qty. 1) - Long Uniball Misalignment





Disassembly Instructions

With the vehicle on the ground, remove the factory track bar by removing the frame and axle side hardware. The Frame Hardware takes a 30mm Socket/Box Wrench, the axle side a 24MM and Puller.

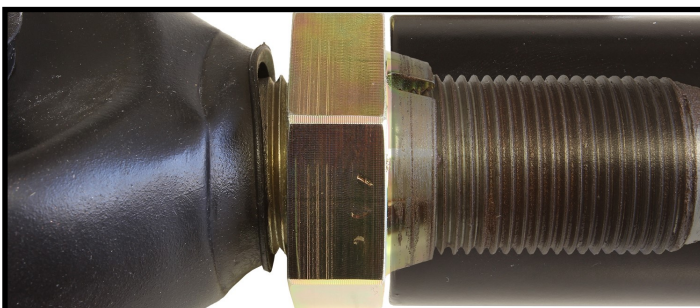
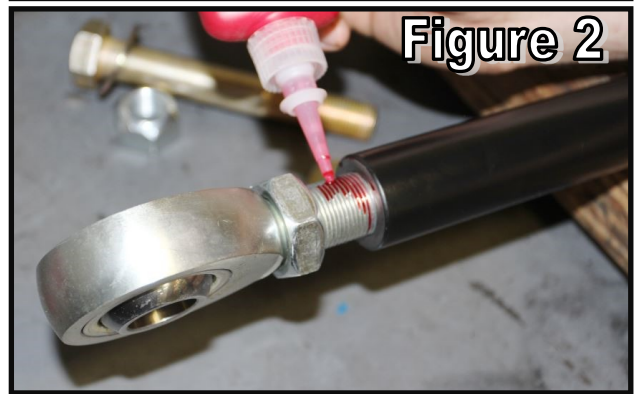
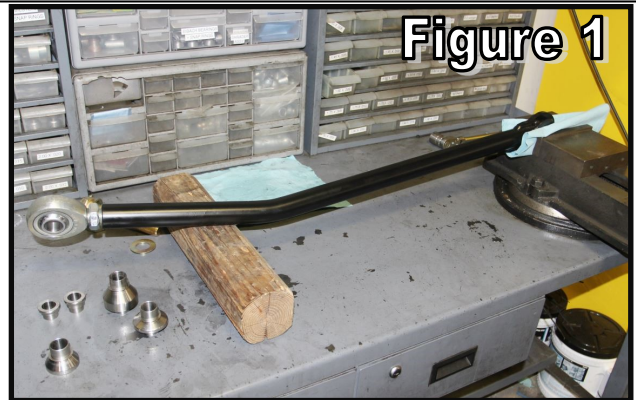


Installation Instructions

1. With the factory track bar removed, secure the Encapsulated Uniball end of the Carli track bar in a bench vice and support the other end with a block of wood to level the bar. **[Figure 1]**
2. Remove the Heim Joint from the track bar and clean the antiseize from the threads on the shank of the Heim Joint. The anti-seize is applied to maintain the thread quality in assembly and shipping but will contaminate the loctite on the JAMMIT Nut if not removed.

NOTE: These installation instructions were done with the Jam nut, not the Gold Jammit. Installation procedure is the same but you'll be installing a Gold Jammit Nut to chamfered internal diameter of the Carli Track Bar vs. the pictured silver Jam-nut to the flat end of the bar.

3. Once clean and dry, install the JAMMIT Nut onto the Heim Joint and thread it all the way to the end of the shank.
4. Thread the Heim Joint into the end of the track bar until there is 1.5" of thread showing between the JAMMIT Nut and end of the track bar.
5. Apply Red Loctite liberally to the exposed threads. **[Figure 2]**
6. Thread the Heim Joint into the bar until it is perpendicular to the Uniball end and the center to center (center of the Uniball to the center of the Heim Joint) measures **37-5/16" for a 2.5" lift or 37-7/16" for a 4.5" lift.**
7. Once set, apply Red Loctite to the threads exposed between the JAMMIT Nut and end of the bar (on which the jam-nut will seat when torqued).
8. Spin the JAMMIT Nut against the end of the track bar. Using a Crow's Foot, torque the JAMMIT Nut to 200lb/ft. It will be necessary to hold the orientation of the rod end while the JAMMIT Nut is torqued to prevent the heim from spinning with the JAMMIT Nut. We use an assistant and a large, adjustable wrench to hold the orientation while torquing.
9. Confirm the ends are perpendicular and torque is proper. **[Figure 3]**



NOTE: The Tapered end of the Jammit Nut should be installed TOWARD the end of the track bar to meet the internal tapered race.



Installation Instructions Continued

10. Install the boot onto the heim and secure the shank end of the boot with a zip-tie to seal the boot (next to the JAMMIT Nut). **[Figure 4]**
11. Install the upper misalignment spacer into the heim/boot. Stretch the boot around the spacer to ensure the spacer seats against the joint and the boot seals to the spacer.
12. Install the proper lower misalignment spacer for the lift height; again, seating the spacer to the heim and sealing the boot to the spacer. The lower misalignment spacer is tapered on the axle seat to match the factory taper in the axle. **[Figure 5]**
13. Place a 7/8" washer over the 7/8" bolt and insert it into the upper spacer/heim/lower spacer assembly.
14. Install this assembly into the tapered axle mount of the track bar, followed by another 7/8" washer and the lock nut. **[Figure 6]**
15. Torque the assembly to 250 lb/ft. This lock-nut is a one-time use nut; the lock loses effectiveness once removed.
16. Assemble the Uniball Mis-alignment spacers to the frame end of the track bar. The thick spacer should be in the rear, the thin spacer in the front. This offsets the track bar to the front of the bracket. **[Figure 7]**
17. Have someone key the truck on and turn the steering wheels to assist in aligning the bolt hole once the frame end has been inserted into the bracket (this may require persuasion; we use a large dead-blow hammer).
18. Tighten the frame-side factory bolt to 406 lb./ft.
19. Proceed to the next step in the instructions.



Figure 4



4.5" Figure 5
2.5"



Figure 6

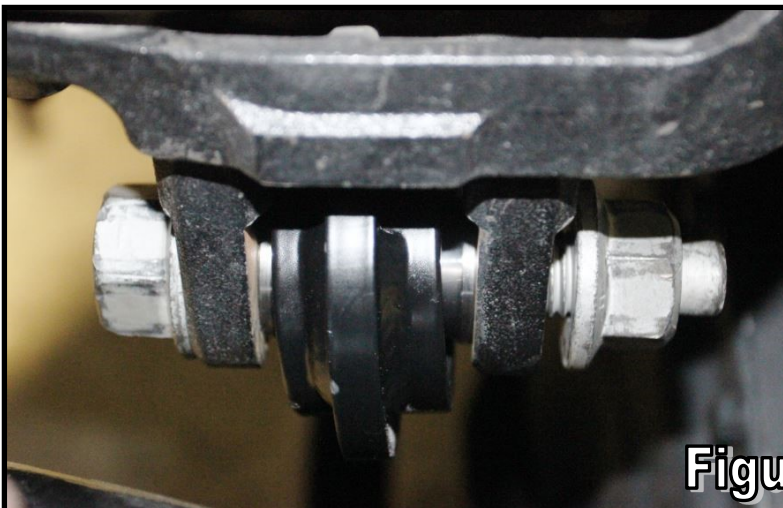


Figure 7