

Thank you for purchasing the CalTracs System! This system was engineered to help control wheel hop, eliminate spring wrap up, reduce axle rotation and apply more downward pressure to your tires helping plant your horsepower to the ground. These benefits also help in truck hauling! Over the years this system has been proven to help performance in towing, giving you more response and prolonging your drivetrain components. Follow this guide in installing your system to your truck. Please read all instructions before installing. Enjoy!

#### READ BEFORE INSTALLING

##### COMMON OCCURRENCES:

- Verify your hanger bolts are accessible. In some cases, hanger bolts are installed from the inboard side of the frame rail out. Depending on the application, removal of the gas tank or exhaust might be required.

- If your truck came factory equipped with round ubolts, verify you received/purchased square type ubolts. If your truck came factory with square ubolts you will reuse your originals.

- If you have drop hangers equipped on your truck verify the bottom portion of the front hanger is open. Depending on the manufacture, they might need to be modified or unable to be used.

- If you have a flip kit, please refer to our Standard Instruction Guide.

##### GREASE:

- Use grease on any bushings or threads. Grease is required to help prolong the life span of any wear and tear item.

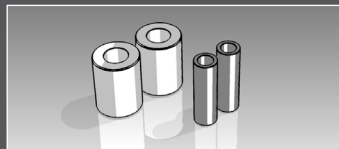
##### ILLUSTRATIONS

- Illustrations are generic and will not represent every kit in detail.

- Some objects such as, brakes, shocks, bed are not shown for clarity in instruction guide. Removal of these parts is not needed.

- Jack stands and jacks are omitted for clarity. While they might not be illustrated, we strongly suggest using jack stands or hoist to suspend frame. A jack will be needed to suspend rear end housing.

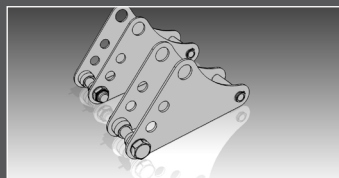
#### BASIC COMPONENTS



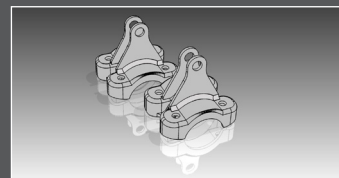
SOLID 2-PIECE BUSHING KIT



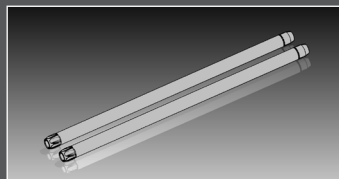
ROD ENDS



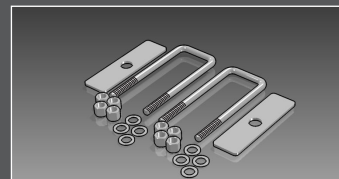
PIVOT ASSEMBLIES



REAR AXLE MOUNTS



TRANSFER LINKS



SQUARE UBOLTS

OPTIONAL ITEM - Not included if application came with factory square ubolts

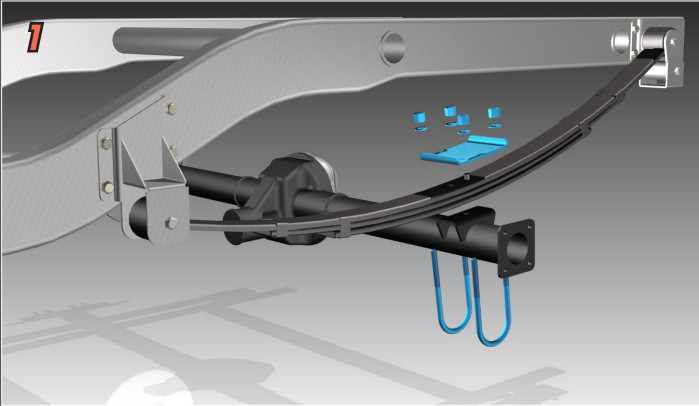
**CALTRACS**  
TRACTION BARS

Guide for applications with axle located below leaf springs

Please read before continuing installation:

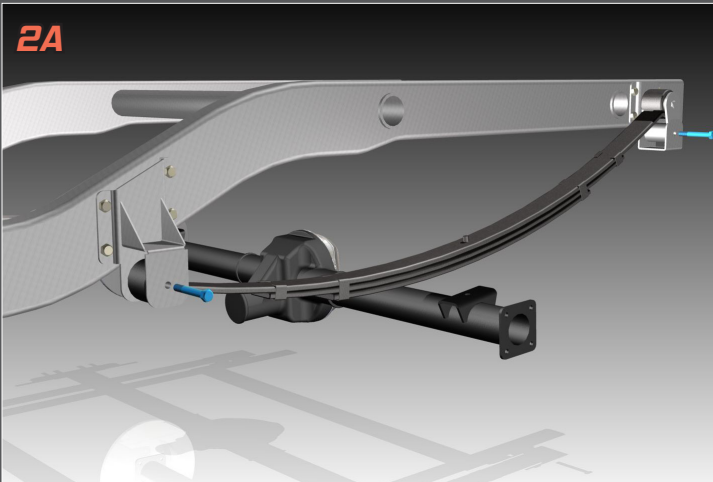
**Safety First:** Illustrations shown are generic and drawn with minimal detail to keep clarity and focus on the parts you will be installing. We strongly suggest using jack stands under the frame rails on both sides to properly suspend the vehicle while installing.

**Caution:** When removing original u-bolts, use a jack under the rear end housing to reduce the amount of load being released. Failure to do so will cause harm.

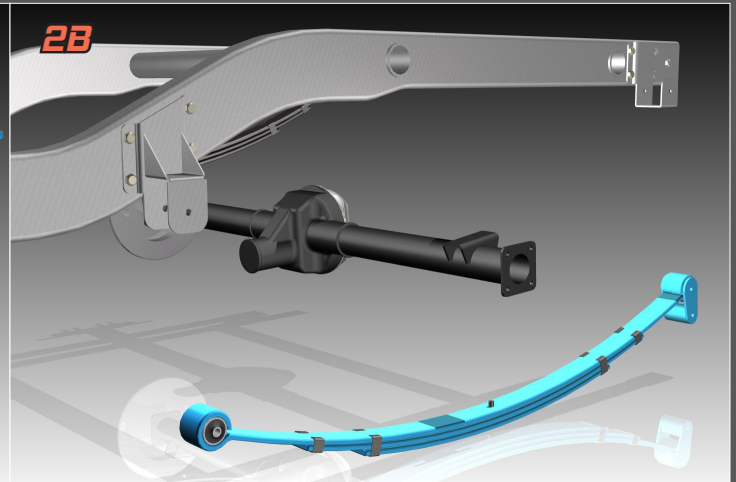


1. You will need to suspend the frame using jack stands or hoist. Use jack under rear end when removing all original hardware to keep load off the parts being removed. Continue to remove original u-bolts, nuts, washers, and spring plate.

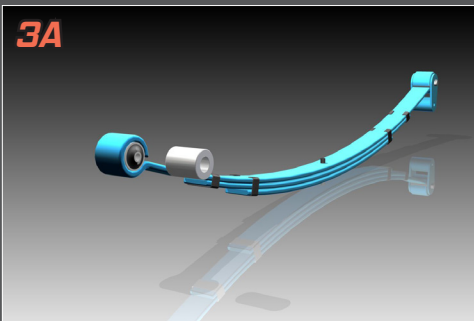
NOTE: If truck is originally equipped with square u-bolts you will need to reuse your originals unless replacements were purchased.



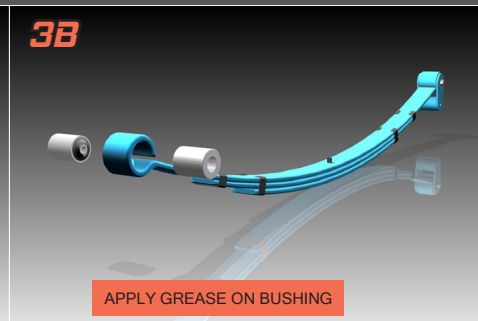
2A. Remove front hanger bolt and rear shackle bolts. Rear shackle can stay on leaf spring but loosening might be required to reinstall.



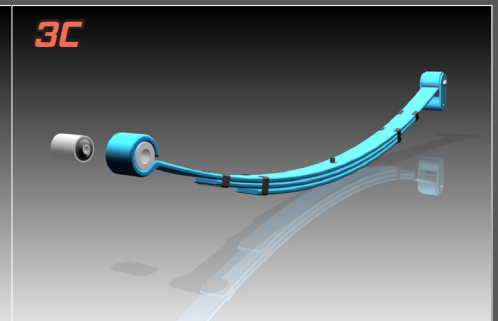
2B. Remove spring pack from truck. Mark springs "driver" and "passenger" for reference.



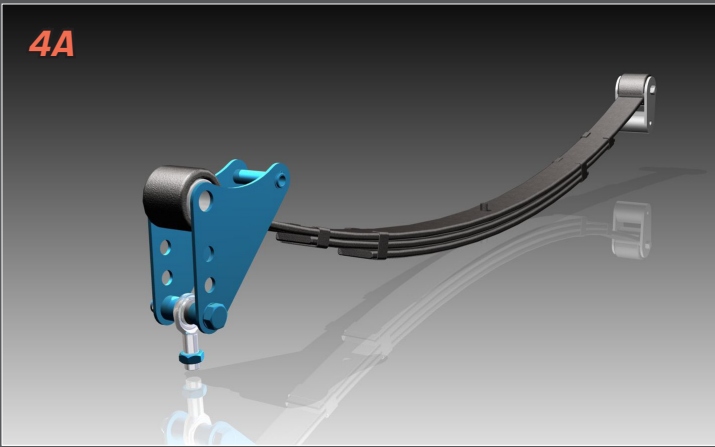
3A. Using a press, remove the original bushing from the front spring eye. In some applications trimming the bushing might be required to allow the spring to rest against press.



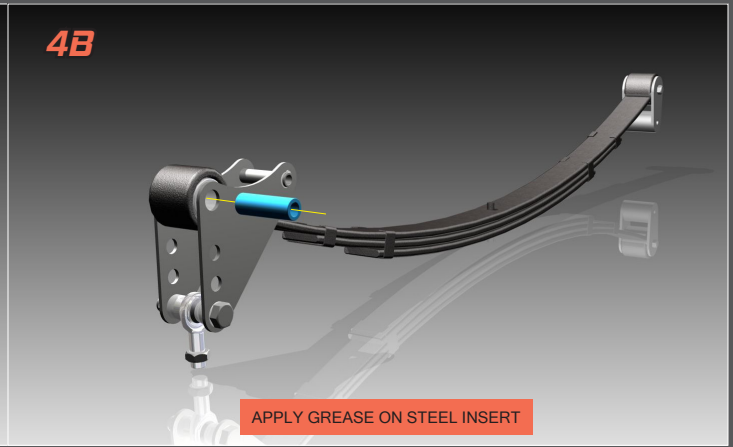
3B. Be sure to remove complete bushing including outer steel sleeve. The eyelet should be just the bare spring.



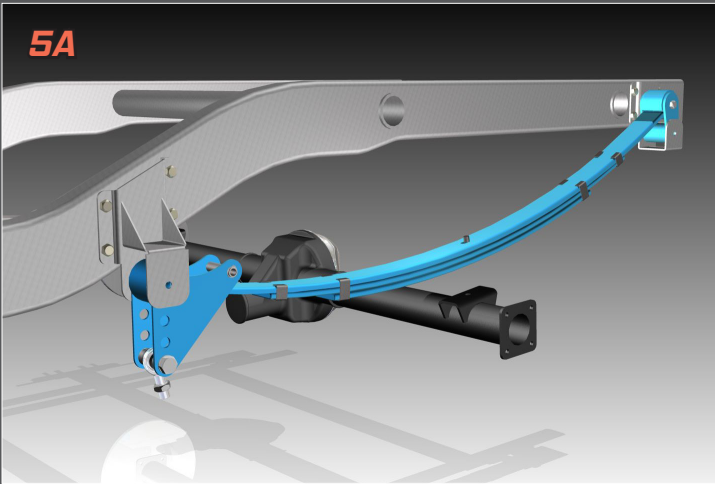
3C. Apply grease to outer diameter of bushing before installing. Using a press, install the CalTracs aluminum bushing. Do not use a hammer, vice or any other tool that might cause damage to inner bore of bushing. Press bushing so that it sits flush on both sides of the leaf spring.



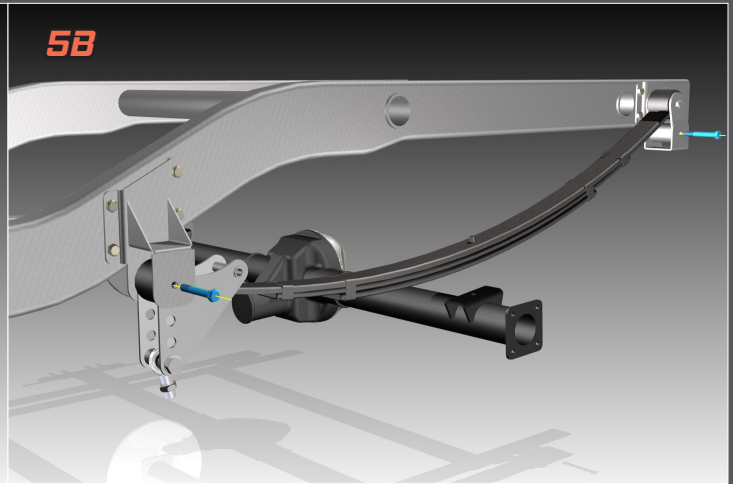
**4A.** Install "Pivot Assembly" on to front spring eye. In some cases slight grinding on side of leaf springs might be needed to allow assembly to mount free of binding.



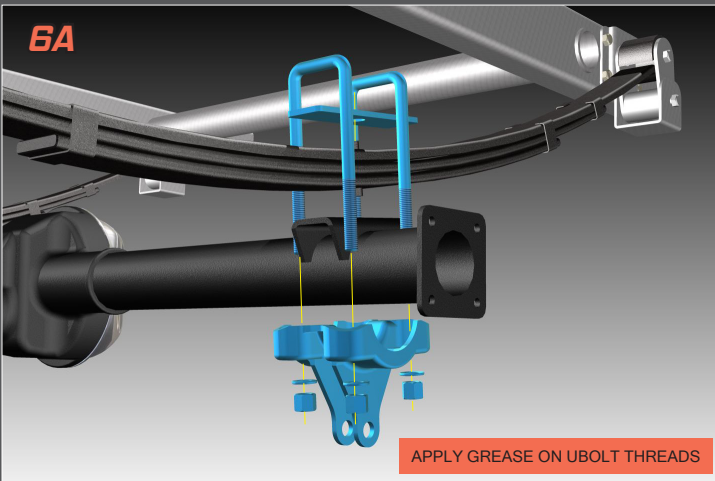
**4B.** Apply grease to inner bore of aluminum bushing as well as outer diameter of "steel sleeve" before installing. Slide steel sleeve through the assembly and bushing verifying no binding.



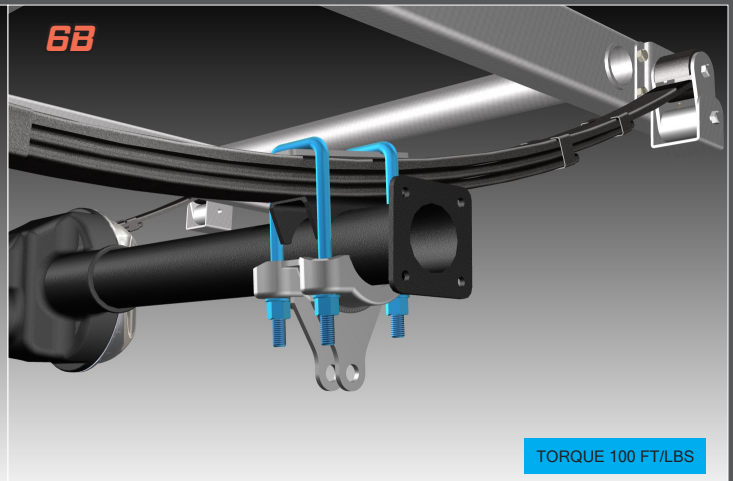
**5A.** Reinstall spring pack with CalTracs "pivot assembly" in place. Loosening of the rear shackle bolts will ease location of spring pack.



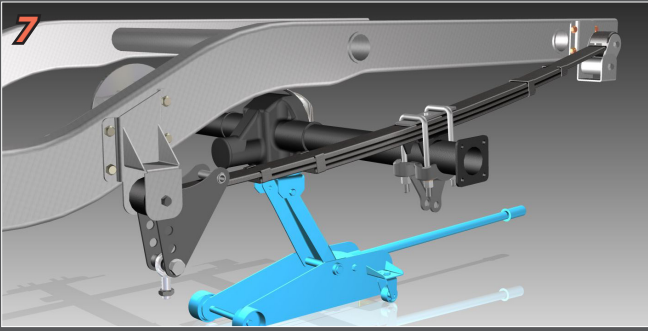
**5B.** Reinstall factory hanger bolts and shackle bolts. Torque to factory specs. The front pivot assembly should rotate freely by hand with everything torqued. If front pivot is binding, examine any rubbing and clearance accordingly.



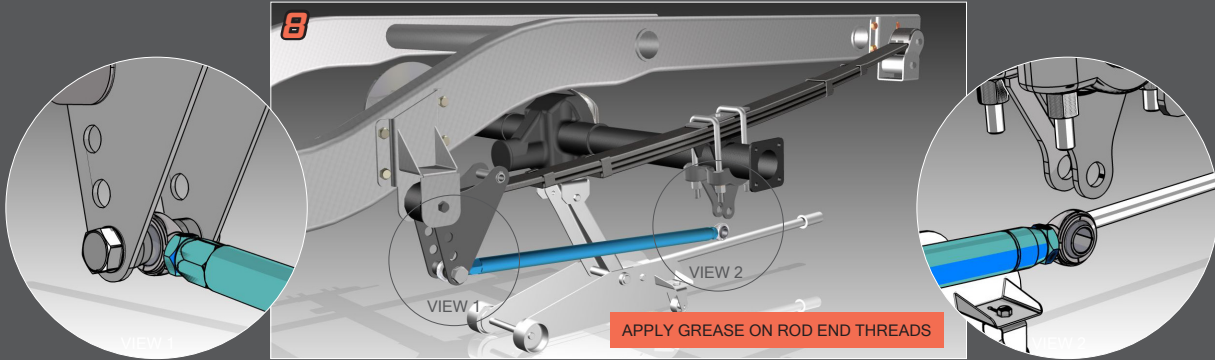
**6A.** Raise the housing until it locates to the dowel on the spring pack. Install upper spring plate and squared ubolts. Apply grease to ubolt threads and nuts.



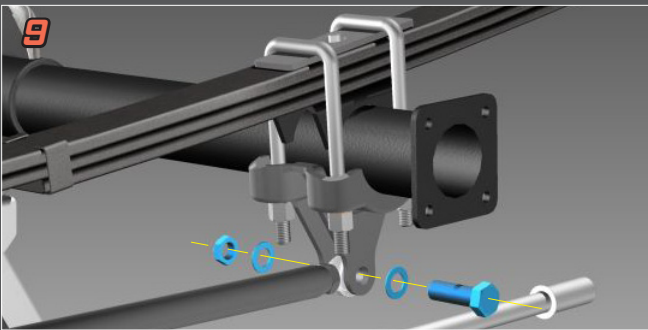
**6B.** Torque ubolts to 100 ft. lbs. Re torquing might be required after break in period.



7. Load suspension before installing links. Failure to do so can cause excessive preload to be applied when application is set on ground.



8. Thread rod ends and jam nuts completely into both ends of the link.



9. Raise rear portion of bar into rear brackets. Install rear mount hardware. There is no critical orientation for the bolts but typically outboard going inboard is preferred for easy impact accessibility. Link might need to be turned a few rotations before installing. If pivot contacts any interference on the frame before rod end/ bracket alignment is made grinding might be required. Verify there is sufficient air gap between the upper roll pin and spring, then proceed to put wheels/tires on vehicle and set on ground.

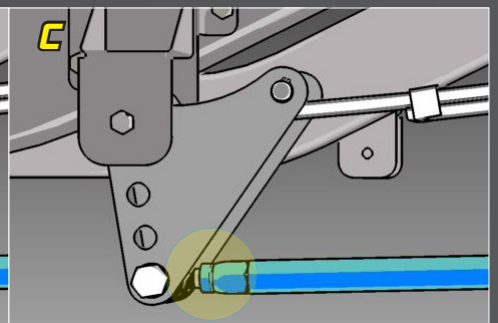
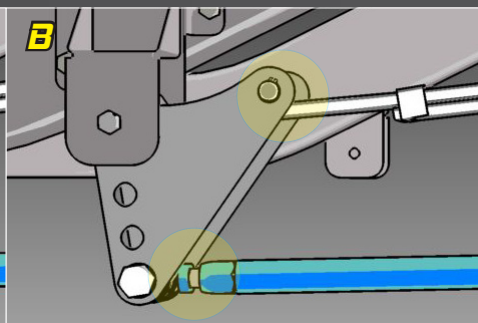
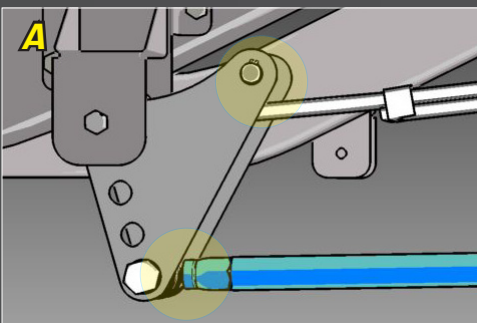
**BASELINE ADJUSTMENT - TUNING**

When adjusting your CalTracs be sure to have the suspension in a compressed state. It is recommended that the application is set on the ground with all the weight on the wheels/tires. Be sure you are on a level surface before adjusting.

**A.** Begin by making sure there is an air gap on both sides.

**B.** Lengthen link until the upper roll pin makes contact with spring then add 1/2 turn of pre-load. Adjust bars equally side to side.

**C.** Tighten jam nuts on front and rear portion of adjustment links.



CalTracs Traction Bars is a product of Calvert Racing Suspensions