

CALTRACS
TRACTION BARS

INSTALLATION GUIDE



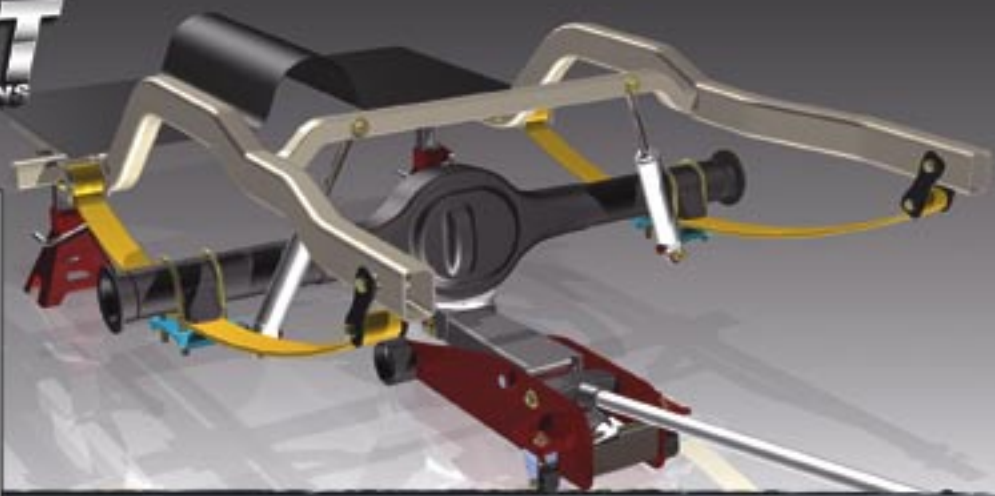
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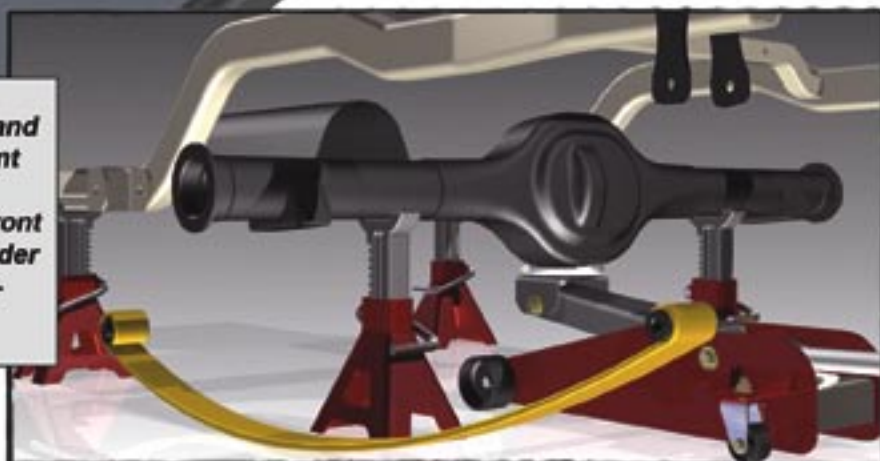
1 Begin your installation by supporting frame with jack stands. Remove the rear wheels. Continue by supporting rear end with a jack and applying a small amount of load. This will aid in keeping the pinion from rotating downwards.



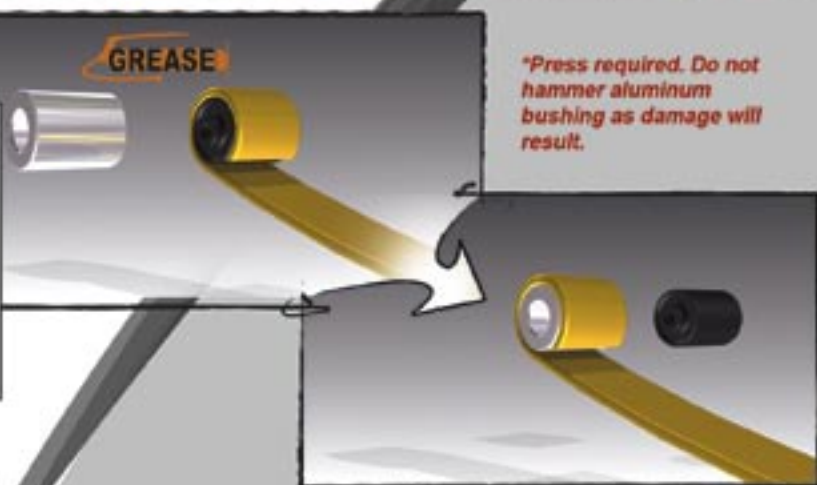
2 Disconnect and remove the rear shocks. Place two jackstands below the axle tubes for support. Continue by unfastening ubolts and removing the original lower shock plates. Use a floor jack to lift the rear end up off the springs. Support the rear end with jack stands and place the floor jack below the pinion to help keep it level.



3 Unbolt the rear shackles from leafsprings and drop rear portion of springs. Remove the front hangar bolts and remove springs. Camaro/ Nova applications must remove front hangar pocket with the leafsprings first in order to access the front spring eye bolt. Then disconnect front hangar from spring.



4 Press out the original bushing from the front spring eye. Be sure to remove any steel ring that might be left in the spring eye. Apply grease or anti-seize around surface of CalTracs bushing and inner spring eye. Continue by pressing in the CalTracs bushing into the front spring eye.



**Press required. Do not hammer aluminum bushing as damage will result.*

5

Place the CalTracs pivot assembly over front spring eye. Make sure that the roll pin is contacting upper surface of spring. Grease the steel insert and push through front spring eye bushing.

GREASE**6**

Begin re-installing by mounting the leaf-springs back to the front hanger. Then connect the rear shackles. Place the rear end on springs making sure the dowell pin is located. Continue by fastening ubolts to the CalTracs rear shock plate and reconnecting the shocks.

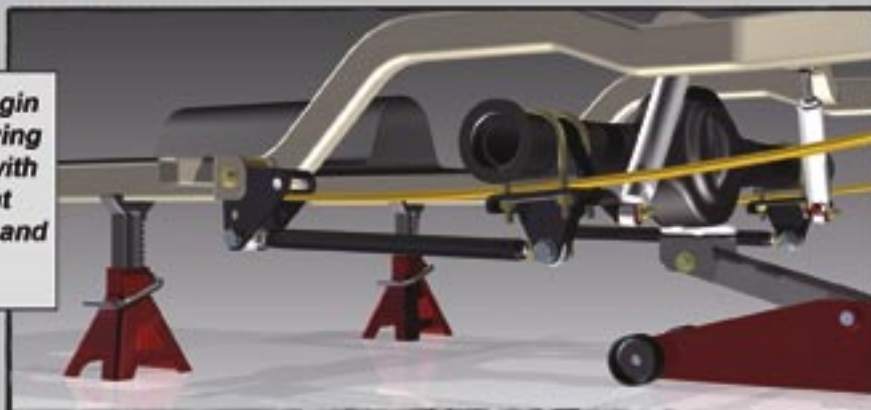
TORQUE SPECS: Ubolts 70-80 ft/lbs

**7**

Compress the suspension before attaching transfer links. Apply grease or anti-seize to rod end threads. Thread both rod ends into link as illustrated. This will insure that rod ends thread out equally.

GREASE**8**

While holding the rear rod end by hand, begin to turn the link. Continue turning while applying forward pressure until rear rod end lines up with the lower mounting point. Tighten rear mount bolt and set a slight air gap between roll pin and springs upper surface.

**9**

Now you can remount the wheels. Remove the jackstands and set car on the ground. You're now ready for baseline adjustments.



Adjusting your CALTRACS

TRACTION BARS

Bar Angle

- 1 For your baseline adjustment set the transfer link on whichever hole makes it most parallel (level) with the ground. This is a good baseline for your first time out. While this is a good starting point, we always encourage you to experiment with both adjustments as success varies from one application to the other.



Set-Up

- 2 Before any preload adjustments are made, make sure that the car is on a level surface (garage floor, concrete slab, etc). Put all weight on car including drivers weight and any ballast you might run. Preload should always be set with the car "race ready".

Baseline

- 3 Make sure the CalTracs have no preload before adjusting. Start off by lengthening the the transfer link until the roll pin on the front pivot assembly makes initial contact with the upper surface of the spring. This is our zero point. Both sides must be set to zero before continuing to preload. Turn the bar continuing to lengthen for 1/4 turn (2 flats on hex side of transfer link). Repeat on other side.

Adjustments

- 4 The CalTracs are very versatile and can be effective from daily driven street vehicles to outlaw 7sec cars. There are many adjustments that can be made and typically changes can be made through 1/4 turn adjustments.

Preload should never exceed 1 full turn. Adding excessive preload to springs for tire clearance is not advised as damage can occur to leafsprings. Ride height is only to be adjusted through spring arch.



We also offer the following:

- Rancho adjustable rear shocks
- Calvert 90/10 front shock (race only)
- Calvert Split Monoleaf springs

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661.728.9600

4530 RUNWAY DR. LANCASTER CA 93536

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