

# ***Installation Guide for 64420***

## ***Traction Bars***

Buick Apollo (1973-1975)

Chevy II/Nova (1962-1979)

Chevy Camaro/Firebird (1967-1969)

Oldsmobile Omega (1973-1978)

Pontiac Firebird (1967-1970)

Pontiac Ventura II (1971-1978)



# Parts List



1	(2) Traction Bars	4	(4) U-Bolt Flat Washers
2	(2) U-Bolt	5	(2) Bumper, Lock Washer & Nut
3	(8) U-Bolt Jam Nuts	6	(2) Lower Spring Mount Bolt, Flat Washer, & Nut

## Read Before Installation

Thank you for your purchase of this set of JEGS Traction Bars.

Before installation, please be sure to verify that all of the kit components have been received. Reference the parts list on the previous page. If any components are missing or damaged please contact customer service at: 1.800.345.4545.

Installation of this kit can be done with basic hand tools. If you are having issues, or have any questions, please contact our technical support department at: 1.800.345.4545.

Installation of the traction bars requires jacking up your car and disconnecting the rear shocks. If you are not comfortable with these processes contact a trusted repair shop to perform the installation.

**Return Information:** Before modifying any of the parts in this kit, please trial fit all components. **Modified parts will not be accepted for return.**

## Installation

1. Park your car on a level surface.
2. Raise the rear of the car. Using jack stands, support the car by the front spring hangers allowing the axle to hang.
3. Remove the rear wheels.
4. Disconnect the shock absorbers from their lower mounts.
  - Rear sway bars, if fitted, may have to be modified or removed to fit the traction bars.
5. Unbolt the U-bolts and remove the lower spring clamping plates.
6. Do not remove the insulator pads. Replace if worn or damaged.
7. Position the traction bars over the leaf spring center bolt and reconnect the U-bolts. Leave the nuts finger tight.
  - Decide which shock absorber mounts you want to use. It may be necessary to remove mounts that interfere with the backing plates. This can be done with a hacksaw.
8. Position the bars so that they are under the center of the springs at the front. Once positioned tighten the U-bolts around the axle housing.
9. Reinstall the wheels and carefully lower the car onto the ground. Check for tire clearance issues.
10. Adjust the amount of bumper height required to fill the gap at the front of the bars. Select the best bumper location.

Continued on next page. 

## Installation Contd.

- On competition cars: No gap is ideal.
- On street/strip cars:  $\frac{1}{2}$  in. gap on the right bumper (passenger side) and a  $\frac{3}{8}$  in. gap on the left bumper (driver side).
- Due to the wide variety of leaf springs it may be necessary to shim the traction bars with a wedge to achieve the desired gaps. Please visit [www.jegs.com](http://www.jegs.com) to see the different wedge options available.

11. Lift the rear of the car again.

12. Adjust the bumpers:

- Left (driver) side: Rear hole
- Right (passenger) side: Front hole

13. Do not try to level the car with the bumpers.

This will cause severe preloading of the springs resulting in torque steer problems.

14. Support the rear axle with jack stands and lower the car. Reinstall the rear shocks.

- If required, use a sleeve for the shock bolt to reach the correct bushing size.

15. Install the supplied  $\frac{3}{8}$  in. jam nuts all the way up on the front bar U-bolts.

16. Position the front bar U-bolt over the spring and through the strap on the top of each bar. Using the supplied washers and nuts tighten until snug to the spring.

- Make sure the spring is centered in the U-bolt.
- Lock with the previously installed upper jam nuts. Do not adjust the bar height with the front U-bolts.

## Adjustment

1. Ensure equal tire pressure in both rear tires.
2. To resolve unequal traction:
  - If the right wheel has more traction, raise the left bumper, or move it forward.
  - If the left wheel has more traction, reverse the above instructions.

## Note

When installed correctly, the front (bumper) end of the traction bar will either be at an upward angle, or parallel with the chassis. Under no circumstance should the front of the bar be angled downward. If the bar cannot be adjusted to the required upward or parallel angle traction bar wedges will be required.

