

CALTRACS

TRACTION BARS

HD TRUCK - SPRING ABOVE AXLE

INSTALLATION GUIDE

PLEASE READ BEFORE INSTALLING



1984 Ford Ranger, Tony Dávila
CalTracs, CR Series Rear Shocks



1966 Ford F100, "Ol' Blue", Austin Price
CalTracs



2002 Chevrolet S10, "The Bad Apple", Jon McGovern
CalTracs, Split Mono Leafsprings, Sliders

BEFORE YOU BEGIN

- Verify that 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 may be required.
 - If your truck came factory equipped with round u-bolts, verify you received/purchased square type bolts. If your truck came with factory square u-bolts, you will reuse the original u-bolts.
 - 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.
 - Use grease on any bushing or threads. Grease is required to help prolong the life span of any wear and tear item. You kit comes with packets for this purpose.
- ➔ **NOTE: If you have a flip kit installed on your truck, please refer to our Standard Installation Guide.**

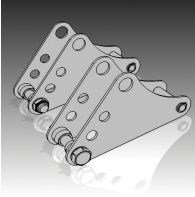
ILLUSTRATIONS IN THIS GUIDE

- Illustrations are generic and will not represent every kit in detail.
- For clarity, some objects such as brakes, shocks, beds are not shown. Removal of these parts is not needed.
- While jack stands might not be illustrated, we strongly recommend using jack stands or hoist to suspend the frame. A jack is required to suspend rear end housing.

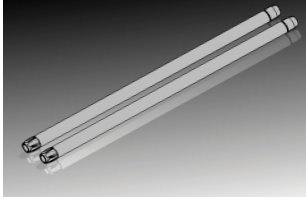
CALVERT RACING

THE LEADER IN LEAF SPRING INNOVATION

Included in HD CalTracs sets:



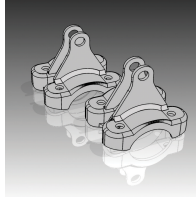
2 Pivot Assemblies



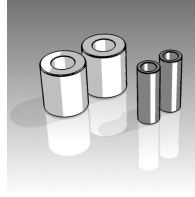
2 Force Transfer Links



4 Rod Ends

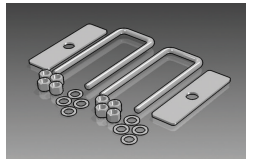


2 Real Axle Mounts

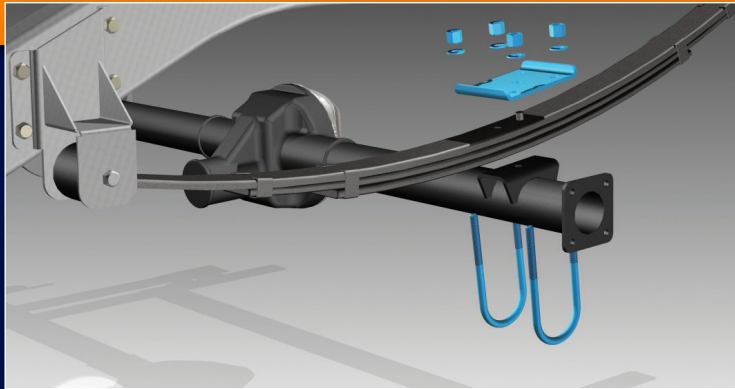


2 Bushing/Insert Kits

OPTIONAL ITEM*
*Included in some kits when square factory u-bolts are not standard on application

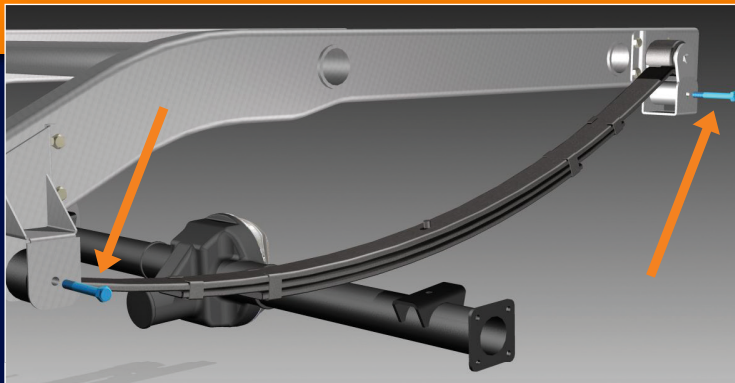


Square U-Bolts Kit*

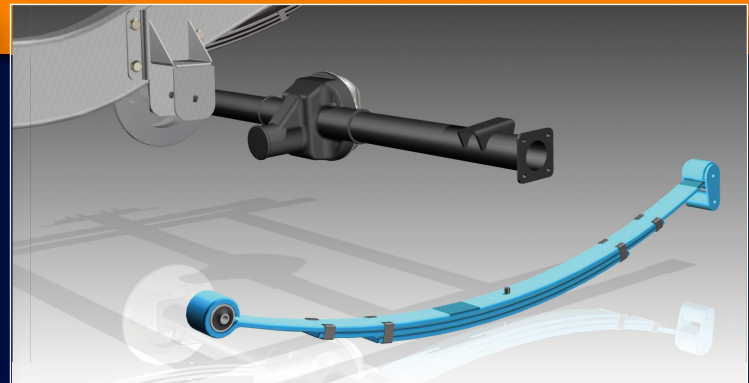


#1 Using jack stand or hoist, suspend the frame. Use jack under rear end when removing all original hardware to keep load off the parts being removed. Remove original u-bolts, nuts, washers, and spring plate.

NOTE: If truck is originally equipped with square u-bolts, you will re-use the original factory u-bolts. New U-Bolt sets are available separately.



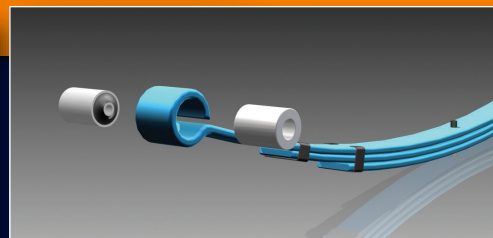
#2A Remove front hanger bolt and rear shackle bolts. Rear shackle can stay on leafspring but loosening might be required to re-install.



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



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

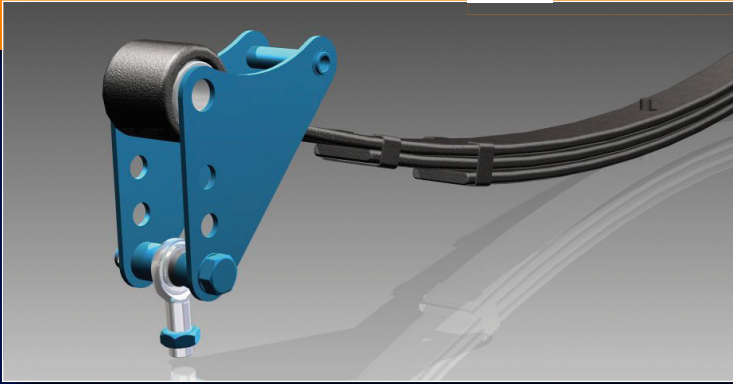


#3B Be sure to remove complete bushing, including the outer steel sleeve. The eyelet should be just the bare spring.



#3C Apply grease to outer diameter of bushing. Use a press to install the CalTracs aluminum bushing. Do not use a hammer or any other tool that might cause damage to inner bore of bushing. Pressed bushing should sit flush on both sides of the leafspring.

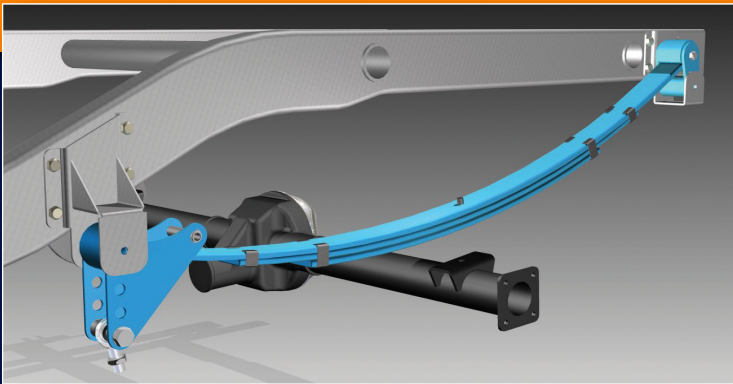
HD TRUCKS



#4A Install Pivot Assembly on front spring eye. In some cases, slight grinding on side of leafsprings might be needed to allow assembly to mount without binding.



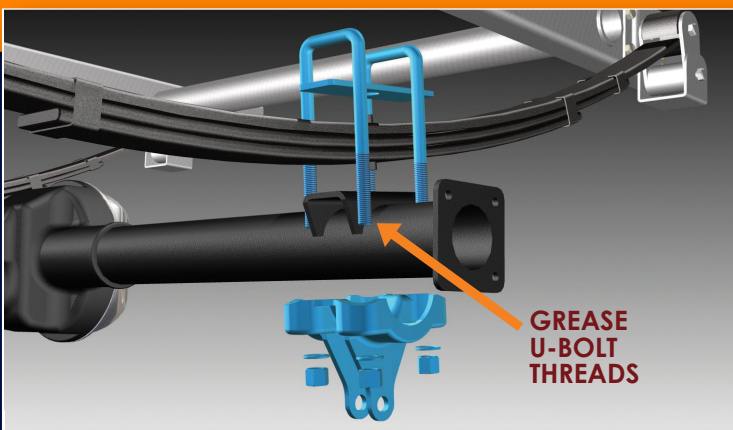
#4B Apply grease to inner bore of aluminum bushing and outer bore of steel sleeve. Slide steel sleeve through the assembly and bushing. Verify that there is no binding.



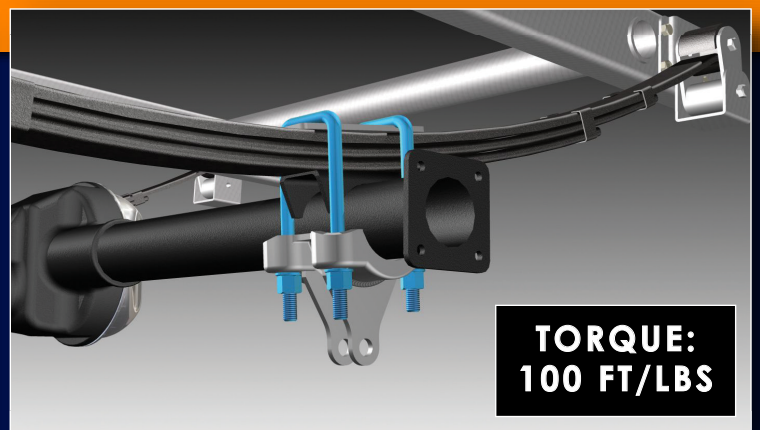
#5A Reinstall spring pack with CalTracs Pivot Assembly in place. Loosening of rear shackle bolts will ease location of spring pack.



#5B Reinstall factory hanger bolts and shackle bolts. Torque to factory specs. The front pivot assembly should rotate freely by hand when torqued. If front pivot is binding, examine rubbing and clear accordingly.



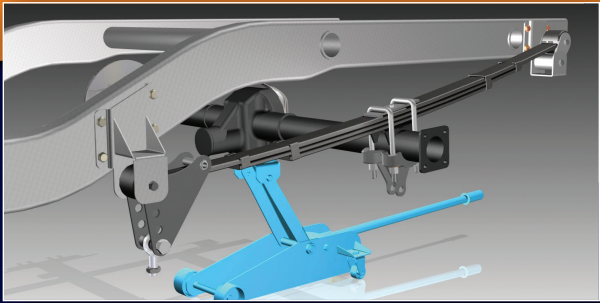
#6A Raise the housing until it locates to the dowel on the spring pack. Install upper spring plate and square u-bolts. Apply grease to U-bolt threads and nuts.



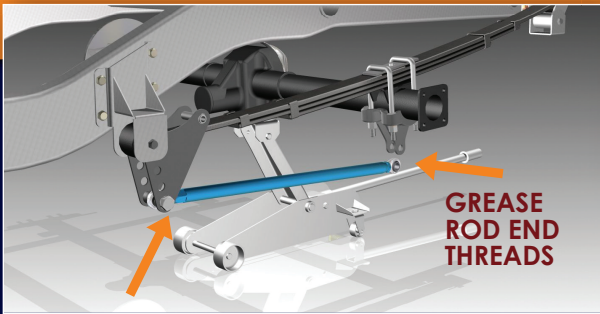
#6B Torque U-bolts to 100 ft lbs. **NOTE:** Re-torquing might be required after break in period.

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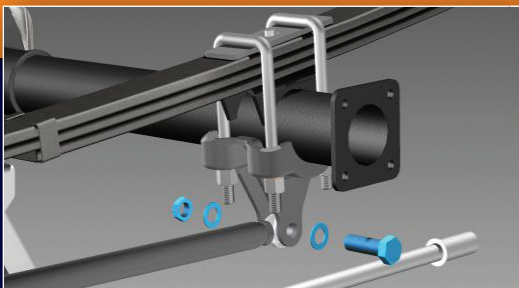
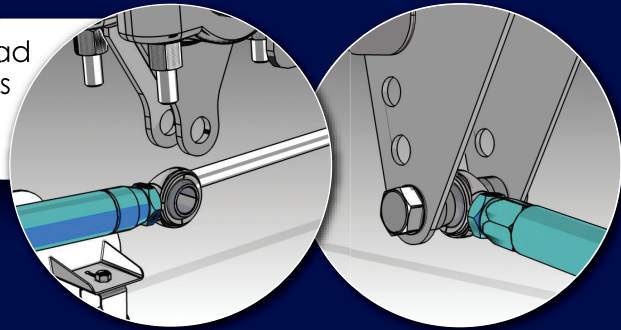
...INSTALLING YOUR HD CALTRACS



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



#8 Grease and thread rod ends and jam nuts completely into both ends of the link.

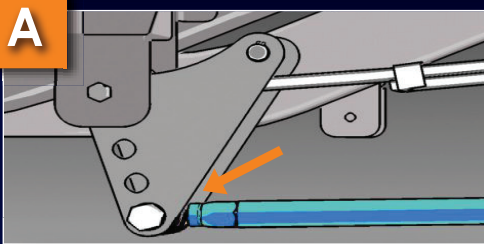


#9 While holding the rear rod end by hand, begin to turn the link. Continue turning while applying forward pressure until rear rod end lines up with the lower mounting point. Tighten rear mount bolt and set a slight air gap between roll pin and spring's upper surface.

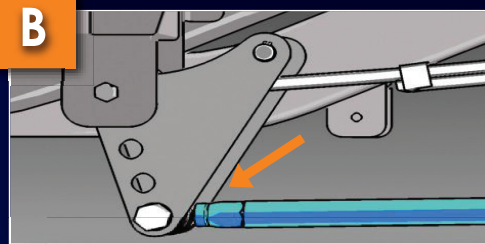
Questions?
661-728-9600
Mon-Fri 8am-4:30pm PST

BASELINE ADJUSTMENTS/TUNING

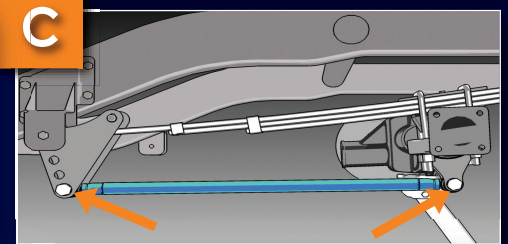
When adjusting your CalTracs, be sure to have the suspension in a compressed state. It is recommended that the truck is on the ground with all the weight on the wheels/tires. Be sure you are on a level surface before adjusting.



A Make sure there is an air gap on both sides of the pivot plates.



B Lengthen link until the upper roll pin makes contact with spring. Then add 1/2 turn of preload. 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.
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