



Dodge Off Road, LLC

Specializing in Dodge Ram Solid-Axle 4x4
Suspension and Steering for Off Road Applications

dodgeoffroad.com 855.9009.DOR

Lakeview, Arkansas

DODGE OFF ROAD TRACK BAR KIT INSTALLATION INSTRUCTIONS

For all 1994-2001 Dodge Ram 1500 4x4 Trucks, and all 1994-2002 Ram 2500 and 3500 4x4 trucks.

Place vehicle on level ground with the wheels blocked, parking brake set and the transmission in park for automatics, or reverse for manual transmission.

Remove the ball stud at the frame end of the OEM track bar. Remove the cotter pin from castle nut, remove nut (22mm wrench). Hit the casting with a hammer to remove the stud from the frame.

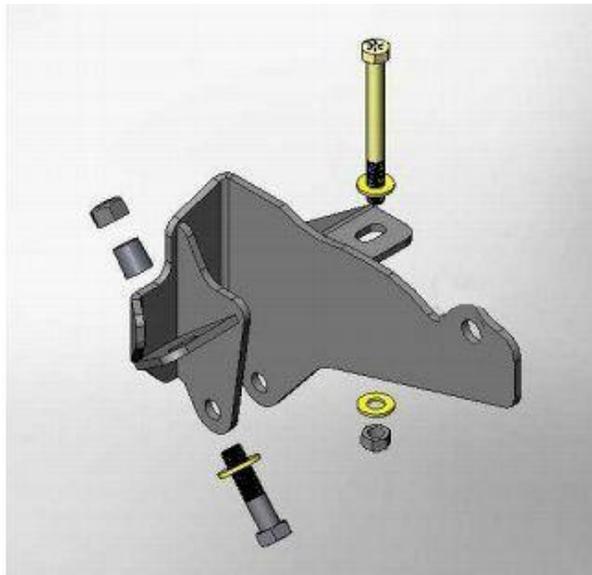
Remove the bolt (18mm wrench) and nut from the axle end of the OEM track bar. Pull the track bar free of the vehicle. Retain bolt and nut clip for re-installation of the new Dodge Off Road Track Bar.

Some 94-95 models have a bolt-on brace from the engine cross-member to the cast track bar mount. Remove and discard this brace.

Unbolt the brake line clip from the cross-member.

Some 94-95 models use a small ball stud. The tapered OEM cast frame bracket must be drilled out to 5/8" to accept the new bracket bolt. The tapered aluminum adapter is not used on these models.

Install the tapered aluminum adapter into the OEM cast frame bracket from the bottom.



Mount the new DOR track bar bracket to the frame with a 5/8" x 2-1/2" bolt and locknut thru the tapered aluminum adapter just installed. Install the 1/2" x 5" bolt down thru the existing frame hole under the steering box input shaft, then thru the front ear on the DOR bracket. Secure with 1/2" locknut. The head of the bolt will sit at a weird angle. This is okay, so just tighten the nut, but do not crush the frame.

With the DOR track bar bracket positioned, use the bracket as a drill guide and drill thru the crossmember under the engine with a 9/16" drill bit. Drill all the way through both sides.

Install the 9/16" x 3" bolt through the bracket and crossmember, and secure with a 9/16" locknut.

Drill pilot hole in cross-member to reattach brake line.

Optional: If you want to weld your bracket to the frame, we still recommend having all of the bolts installed and tight prior to doing so. Remove powdercoat and prep frame/crossmember. Welding should be done by an experienced professional. Spray paint or coat welds after they cool down so the bracket does not rust.



Track Bar Assembly

Install heim joint and Johnny Joint into track bar tube. The Johnny Joint is right-hand threaded and goes in the end where the tube adapter has no markings. The heim joint is left-hand threaded and goes into the end where the tube adapter has lines machined all the way around the hex adapter. We typically pre-install the Johnny Joint for you to help avoid confusion.

Bolt up the Johnny Joint end at the axle first, using the stock bolt and nut. If you need to replace your stock bolt and nut, use a 14mm or 9/16" bolt that is 3" long. Check your axle mount holes for elongation (oval shaped), and if you find the bolt is loose in the mount, you may need to fix this with a weld washer. Torque spec for this bolt is 150 ft.lbs.

Raise the track bar into position and bolt the heim into the frame bracket using the misalignment spacers. If you have our heim seals, the heim will be a very tight fit into the track bar bracket. You can adjust the track bar length as needed to make the heim slide into place, and then you will adjust the track bar length once both ends are bolted in and tightened down. Torque spec for this bolt is 180 ft.lbs.

For lifted trucks, on the passenger side you will need to grind a notch in the spring bucket gusset right above where the track bar will pass so the track bar won't hit the gusset. Remove as much material as needed to ensure that the track bar does not contact the bracket when your suspension is at full droop. A Dremel with a cutoff wheel works great for this, or a plasma cutter if you have access to one.

Centering Front Axle

An alignment shop will be able to get the front axle positioned much more accurately, however if you want to center the axle yourself, you only need to find a common point on both sides of the axle and then use a plumb bob to gauge

how those spots sit under the frame on both sides. The easiest thing to do is to watch your sway bar end links and see when they both have the same angle, but keep in mind that the sway bar can move around inside it's frame mounts, so this method is not bullet-proof. Your shocks can also show you if the axle is not centered. If the track bar is not perfectly centered, the only ill-effects are the tires might rub on one side but not the other. You can drive like this until you are able to get an alignment.

Adjusting the track bar is very easy. Just loosen the jam nuts and then the bar will rotate while still mounted on the truck. If you find it difficult to twist the bar by hand, you can use a wrench on either end (or both ends) of the track bar on the hex adapters to help turn the bar. Once you have centered the axle, just tighten the jam nuts down by holding a wrench on one of the tube adapters and then tightening the jam nut with another wrench. Do this on both ends. The jam nut torque spec is 225 ft.lbs.

Final Notes

Recheck that all fasteners are properly tightened. Check all areas around the track bar for interference.

The installation of the DOR track bar does not alter your alignment's toe measurement, however you will notice that the steering wheel is off-center. There is an adjusting sleeve on the stock drag link that can be loosened using a 15mm socket and then you turn the sleeve to adjust the steering wheel. This can be time-consuming and an alignment shop will be able to get it done quickly and accurately.

It is ultimately the buyer's responsibility to have all bolts and nuts checked for tightness after the first 500 miles and then every 1000 miles. Just like checking your lug nuts or anything else, you should make it a habit to monitor critical items on your truck periodically. You should grease the Johnny Joint as often as needed, depending on your climate and how you use the truck. The heim joint is sealed and cannot be greased, but you can spray the ball with WD40 to keep it clean. If you purchased our optional heim seals, you can pump grease under the seals using a needle gun.

If you have any questions, please do not hesitate to call or email us at sales@dodgeoffroad.com ! Thanks again for your purchase. Please consider our other steering and suspension upgrades as part of your truck's upgrade plan. We have many high quality products to keep your truck in great shape for years to come.



DOR Heavy Duty T-Style Steering Linkage, the strongest aftermarket bolt-in steering kit in the world!



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