PN: CS-BRATB-21

596 Crane Street | Lake Elsinore | CA | 92530
(888) 992-2754 | Info@CarliSuspension.com

INSTALLATION NOTES

Please review the product instructions prior to attempting installation to ensure installer is equipped with all tools and capabilities necessary to complete the product installation. We recommend thoroughly reading the instructions at least twice prior to attempting Installation.

We recommend all fasteners that do not utilize a locking nut (Crimp-Lock or Nyloc), or reuse a lock nut (as these are technically one-time use), use a medium-strength thread-locker to ensure a good, mechanical connection. We use Loctite 243 in-shop. Further, all torqued bolts should be torque-striped/paint-marked for future inspections confirming hardware has not loosened.

Recheck all torque after the first 500 miles.

LIFETIME WARRANTY

Carli Suspension provides a limited lifetime product warranty against defects in workmanship and materials from date of purchase to the original purchaser for all products produced by Carli Suspension.

For full Warranty details, see: **https://www.carlisuspension.com/warranty/**

PARTS CHECKLIST

Before beginning disassembly of the vehicle, check to ensure you've received all parts necessary to complete installation to avoid potential down-time in correcting discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

- □ (QTY 1) **CS-BRATB-21** - Bronco Rear Track Bar
  - □ **INSTALLED:** (QTY 1) AP-FTBRE — JMX14T-770 Track Bar Rod End
  - □ **INSTALLED:** (QTY 1) AP-JAMMIT-7/8-EXT — JAMMIT Lock Nut, 7/8"-14
  - □ **INSTALLED:** (QTY 4) MP-BRATBSPCR-16MM (Zip Tied to the Joints)

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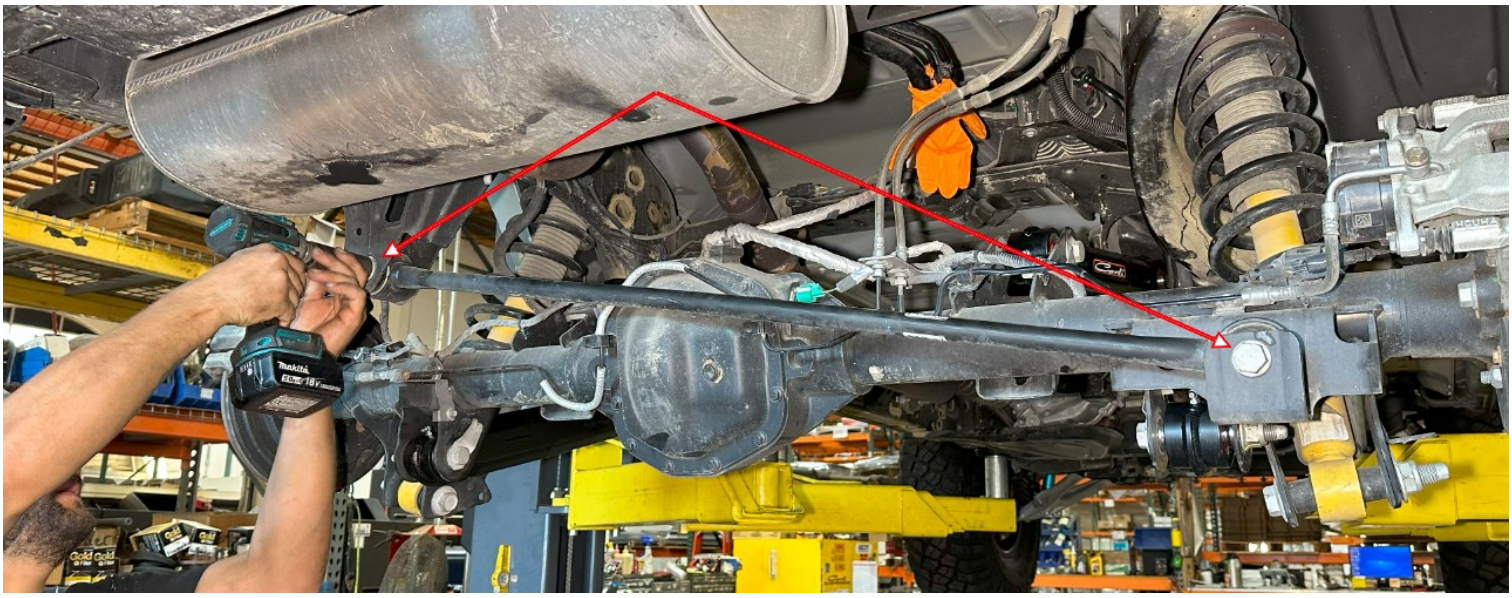
1. Jack the Bronco up in the air and support the frame rails with suitable jack stands. The rear suspension should be at full extension and wheels/tires should be off the ground.
2. **24MM Socket** — Remove the two bolts securing the factory track bar and remove the bar. The factory hardware will be reused.



3. Remove the zip ties securing the misalignment spacers to the Carli track bar.

4. Place the fixed end of the Carli Track bar into a VERY securely mounted bench vise (we use a machinist's vice secured to our metal shock-tuning bench). Rest the other end on an elevated block of wood to support the assembly while torquing the Jammit-nut.

   There's a lot of rotational force in the torquing process. If you don't have a vice that can take the torque, we've had customers insert the fixed end into their trailer hitch and use the 5/8" hitch pin to hold it.

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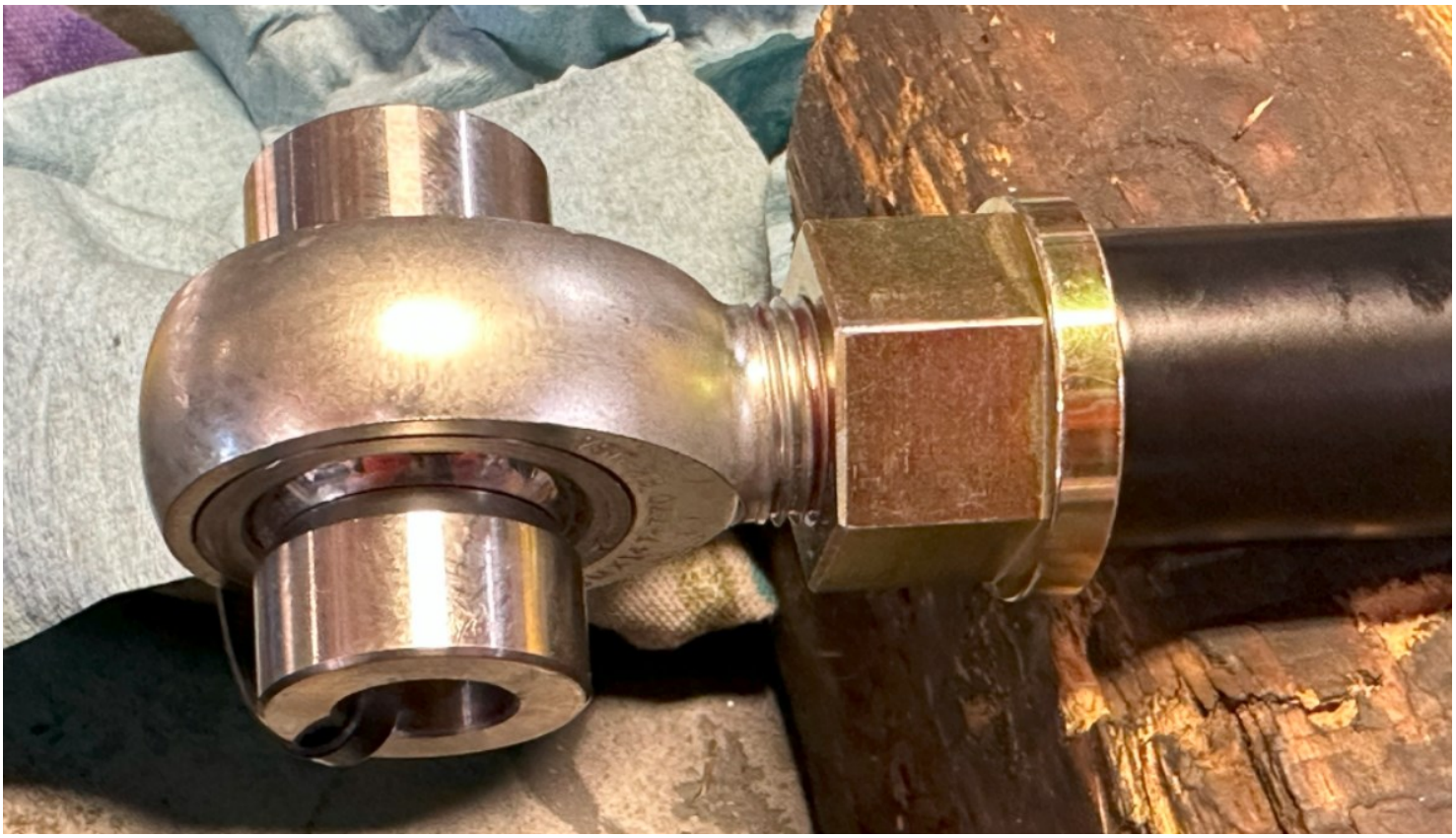
5. Unthread the heim joint from the track bar and remove the jammi-nut. Ensure all threads are clean.
6. Coat the threads of the jammit-nut with a light coat of High Strength Red Loctite (we use 272) and thread the jammit-nut back on.
7. Thread the heim with the jammit-nut back into the bar and set the length to **44-3/8" Center to center**.

   This is the measurement for the lift provided by the Carli-SPEC King Coilovers. Deviation from this lift height will require you to find the bar's proper centering length. So long as there is at least 1.25" of thread in the bar at the centering length, this bar is safe to run.

8. Ensure the two ends are parallel and torque the Jammit-Nut to **200lb/ft**.



9. With everything torqued, remove the bar from the vice and CONFIRM the ends remained parallel. Any adjustments can be made by putting the fixed end back in the vice and clocking the adjustable end with a large adjustable wrench even with the jammit-nut tight (before the Loctite sets). Just be sure the jammit-nut doesn't loosen during the re-clocking, if necessary.

   If one end is clocked differently than the other, the bar's misalignment will be limited as will it's ability to adapt to the fore/aft movement of the rear suspension. This could bind and prematurely wear or break rear end components.

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10. With the misalignment spacers installed into the joint in the fixed end of the track bar, install it into the axle bracket and secure with the factory hardware (loosely, for now).

11. Install the adjustable end into the frame bracket and secure with the factory hardware.
You may need an assistant to push on the axle to line up this bolt hole.

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12. **24MM Socket** — Torque the factory hardware to 160Lb/ft.

All torqued bolts, and the Jammit-Nut, should be torque-striped/paint-marked for future inspections confirming hardware has not loosened.