



2013-2025* THUREN FABRICATION FRONT TRACKBAR INSTALL INSTRUCTIONS

These instructions are applicable to the following Trucks:

- 2014-2025 Ram 2500 *Not for the 2013 Ram 2500. See the 2003-2013
- 2013-2025 Ram 3500
- 2014-2025 Power Wagon *Not for the 2013 Power Wagon. See the 2003-2013

WARNING

This Trackbar model comes pre-set to length and pre-torqued to spec, ready to install. If you change the length, it is your responsibility to re-torque properly. If done incorrectly you will void your Warranty, and risk your safety if the Trackbar fails.

1. Pre-Assembly Notes

This Trackbar is pre-set to 39-1/16" in length for any 1" to 3" lift height. The length specs noted are referencing a straight line to the center of each mounting hole. If you do not have a lift added to your front suspension, you may want to change the length to the 0" to 1" spec to dial in the geometry better. It is not mandatory to adjust our Trackbar, it will perform on a stock height truck without adjustment.

If you have an aftermarket lift kit installed that utilizes a Trackbar drop bracket, understand that most drop brackets use the OEM track bar measurement of 38 7/8".

After adding a lift to your front suspension, it's possible that your front axle will not be perfectly center in the chassis for a couple of reasons:

Reason One - The axle needs to land close to center on the bump-stops when the truck bottom out. When you add lift to your truck, the suspension/axle Arc is altered and shifts the axle to the drivers side at ride height. You cannot lengthen the Trackbar too much to compensate for this or the bump stop landing position will be altered and outside ideal spec.

Reason Two - When the Track Bar is too long, the differential shifts too far to the drivers side and can hit the frame causing metal to metal contact before you reach full compression.

If you notice the axle looks to be shifted 1/8" to 1/4" more to the drivers side, this is normal.

IF YOU DO NOT NEED TO ALTER THE PRE-SET LENGTH OF THE TRACKBAR, SKIP TO STEP 4.

WARNING

Never adjust the Trackbar length so more than 1/2" of threads are showing outside of the jam nut. Doing this is very dangerous, as the Trackbar could pull apart while driving!!

If the threads pull out of the bar, the Warranty is void.

2. If you need to alter the length of the Trackbar:

This length does not have to be perfect. Just shoot for as close as you can get. If you have an unmodified stock height Power Wagon, you'll have a small lift compared to the normal Ram 2500, the 39-1/16" Trackbar length will apply to your truck.

- 0.0" lift to 0.5" lift = 38-7/8" center to center straight length
- 1.0" lift to 3.0" lift = 39-1/16" center to center straight length

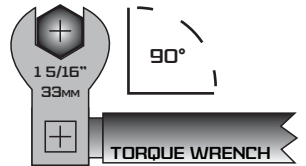


PRO TIP

If you needed to adjust your Trackbar length, and your truck has a 2.5" receiver hitch, tighten the jam nut by putting the bushing end of the Trackbar in the receiver and put your hitch pin through the sleeve to keep the Trackbar from rotating as you torque the jam nut.

3. Torque Heim Jam Nut

After setting the length of your Trackbar **you must torque** the Heim Joint jam nut. Acquire a 1 5/16" or 33mm Crowsfoot and applicable torque wrench. Torque the Heim Joint jam nut to **200 foot-pounds**. The Heim Joint and the bushing end do not need to be perfectly parallel after the Jam Nut is torqued down, just as close as you can manage. Make sure to position the Torque Wrench 90° - - - >



If need be, you can purchase a 33mm Crowfoot directly from our website on the Trackbar product pages.

4. Installing Your Trackbar

The easiest way to install your trackbar is with the truck under it's own weight at normal ride height. If you put the truck on a lift with the axle at full droop, you will generally be fighting the axle to get the bolts lined up and installed. There's no need to remove the wheels, just park on somewhat level ground.

If you already have an aftermarket Trackbar, frequently the axle pocket has collapsed and will need to be opened up with a pry bar or large adjustable wrench just a bit to allow the Heim end of the trackbar to slide in easier.

Position the Trackbar with the grease zerk pointing down at frame side mount.



Normally you will need to shove the chassis a bit side to side to line the second mounting/frame hole up. If this becomes difficult, using a helper to turn the steering wheel a little makes it easy to line up. A ratchet strap can assist in lining up the chassis as well if you're by yourself.

Step One: Install the axle side Heim joint into the axle pocket then slide the bolt through, start the nut.

Step Two: Bring the frame side up and slide the bolt through, start the nut.

Step Three: The frame side flag-nut "arm" must point up vertically. If you do not address this and the arm of the nut points down, the axle will violently crash into this arm when the suspension cycles.

Step Four: Apply 215 ft / lbs torque to each mounting bolt and re-verify the frame side flag nut arm is pointing up vertically and out of the way.

WARNING

Using only an impact gun will not be enough torque on the bolt. You need to get a manual torque wrench on the bolt heads and verify the torque properly. Using only an impact gun will most likely result in a shifting or popping feeling due to improper Trackbar install, which will still require proper torque with a torque wrench.

5. Straightening the steering wheel

Most of the time after installing a new track bar, you will need to re-align the steering wheel. This is very easy to do by altering the length of the Drag Link (the steering link in parallel with the track bar going from the steering gearbox to the passenger side axle) to bring the steering wheel back straight.

Often this will take a few test drives and re-adjusts to get right. Make sure when you tighten down the adjuster that both end joints of the drag link are very close to parallel to each other. If they are not set close to parallel, the joints can bind and cause issues as the steering is cycled.

Note: On 2018 and newer trucks, if the truck is driven with the steering wheel heavily cocked to one side, the traction control system may kick-in and give you a dash warning. This may take a few key-cycles to erase. Before this happens it's best to correct the steering wheel alignment as soon as possible.

6. Future Maintenance

- Re-torque mounting bolts after 500 miles. Grease zerks at every oil change. Put Torque Stripe or Paint Marker across jam nut and threads of heim to visually check that the nut has not backed off.

- The frame joint holds very little grease, so you won't feel the grease gun substantially pump grease through the joint. If the grease gun handle feels firm on pressure, the joint is happy and full of grease so no need to force the pressure, or worry that there is an issue.

- The Acetal/Delrin we machine our bushings from is a very forgiving material. It is very slippery so it does not need much grease at all, and it can use almost any kind of grease. If using a Non-Synthetic grease try to use an NLGI#1 spec, as it is thinner so it can penetrate the tight wear surface. If using a Full Synthetic grease, either NLGI#1 or #2 is just fine, as the base grease is thinner, regarding Full-Synthetic.

THANK YOU & ENJOY THE RIDE