



Part#: 124601

Product: **Front Adjustable Track Bar (6-7" Liff)**

Application: **1997-2006 Jeep Wrangler TJ**

BDS Suspension are proud to offer a high quality product at the industries most competitive pricing!

**READ AND UNDERSTAND ALL INSTRUCTIONS AND WARNINGS PRIOR TO INSTALLATION OF SYSTEM AND OPERATION OF VEHICLE.**

**PARTS LIST**

Part #	Qty	Description	753	1	Bolt Pack
A148	1	Front Adjustable Track Bar		1	9/16"-12 x 2" bolt grade 8
01352	2	Rod End Misalignment Bushing		1	9/16"-12 prevailing torque nut
M02888R	2	Track Bar Bushing		1	9/16" SAE flat washer
51792	1	0.625 x 0.060 x 1.375 Sleeve		1	7/16"-14 x 1-1/4" bolt grade 8
01359	1	Front Track Bar Bracket		1	7/16" SAE flat washer
01356	1	7/16" Nut Tab		1	1/2"-13 x 2-1/2" button head bolt grade 8
01549	1	Stabilizer Mount		3	1/2"-13 prevailing torque nut
01363	1	Support Tube		5	1/2" SAE flat washer
766	1	Bolt Pack		1	1/2"-13 x 3" bolt grade 8
	1	1/2"-13 x 1-1/2" bolt grade 8		1	1/2"-13 x 2-1/2" bolt grade 8
	1	1/2"-13 x 5" bolt grade 8			
	2	1/2"-13 prevailing torque nut			
	3	1/2" SAE flat washer			
	1	7/16" USS flat washer			

**SAFETY WARNING** BDS Suspension Co. recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

**INSTALLATION INSTRUCTIONS**

**FRONT INSTALLATION**

1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Disconnect the positive and negative battery cables from the battery.
3. Disconnect the sway bar end link from the passenger's side axle. On some models the end link bolt has a serrated shank that is pressed into the mount.
4. Disconnect the OE steering stabilizer from the axle. Save hardware
5. Disconnect the track bar from the axle and the frame (Fig 1A, B). Disconnect the track bar from the frame by remove the cotter pin and nut. Strike the track bar mount near the track bar end with a hammer to release the tapered end from the frame mount. Remove and discard the track bar and hardware.

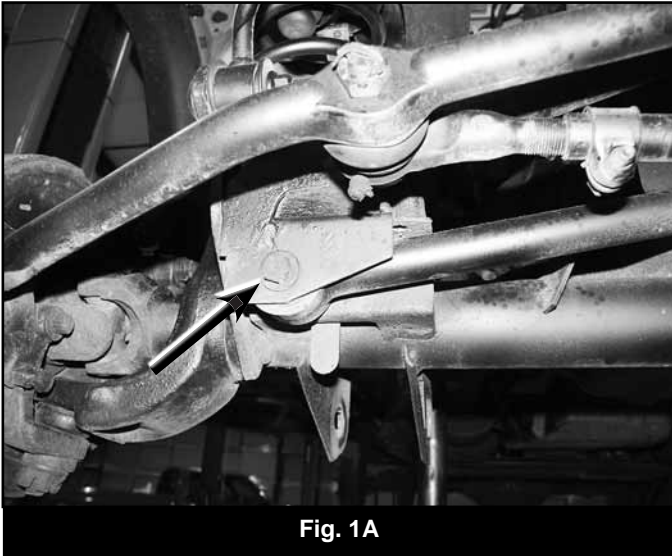


Fig. 1A

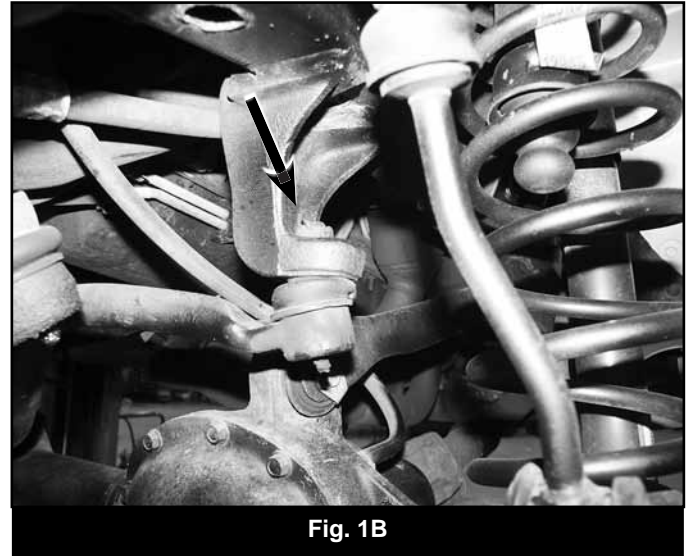


Fig. 1B

6. Locate the top of the original stabilizer mount on the passenger's side of the axle. Mark from the front edge of the bracket toward the rear  $\frac{3}{4}$ " and mark on the top of the bracket (Fig 2). Make a line along the top of the bracket, parallel to the front face at the  $\frac{3}{4}$ " marked distance. This will be a reference line for installing the new stabilizer mount/support gusset.

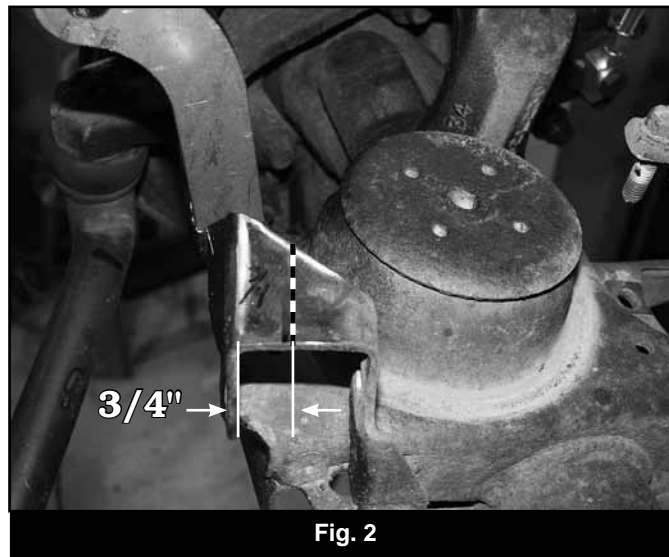


Fig. 2

7. Position the new provided stabilizer mount (01549) on the top of the original mount so that the hole is to the driver's side and the front surface is aligned to the line marked on the top of the OE bracket (Fig 3). The bracket will butt up to the passenger's side link mount.



FIG. 3

8. Check that the stabilizer mount is perpendicular to the top of the OE mount and position against the link mount and tack weld in place. Double check the position and finish weld the mount to the OE bracket and the link mount.
9. With all welding complete allow the brackets to cool and then paint any raw metal to prevent corrosion.
10. Reattach the passenger's side sway bar link to the axle with the original hardware. Torque hardware to 60 ft-lbs.
11. Using a 9/16" bit, drill out the tapered hole in the factory track bar mount on the driver's side frame. (Fig 4)

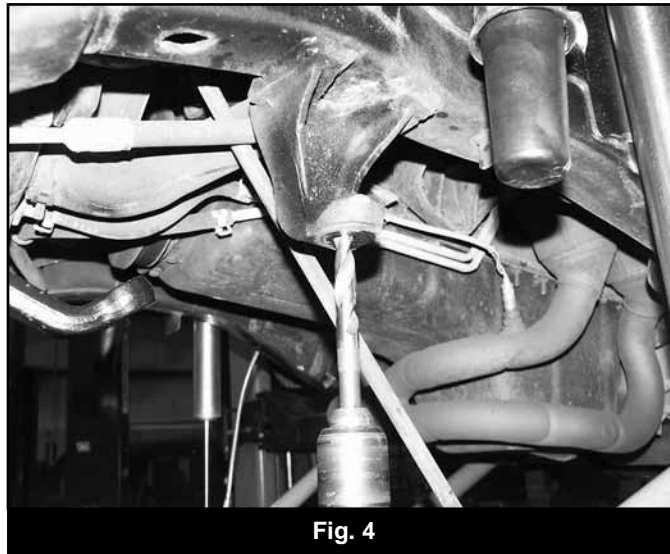


Fig. 4

12. Attach the provided front track bar bracket (01359) to the original frame mount with a 9/16" x 2" bolt, nut and 9/16" SAE washer (BP 753). Place the washer on the bolt and run the bolt from the bottom up through the OE mount and fasten with the nut (Fig 5).

ⓘ *Note: A washer will not be used on the nut side. Leave hardware loose.*

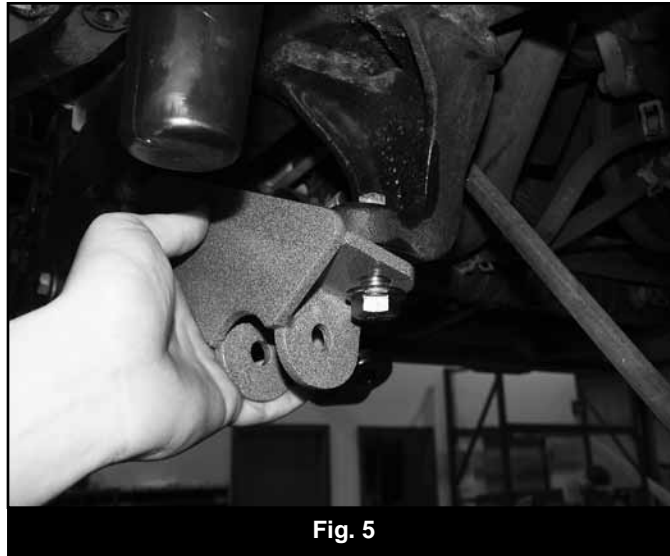


Fig. 5

13. Rotate the track bar bracket so that the front end fits flush against the bottom of the frame. The front edge of the bracket should be roughly parallel to the welded edge of the steering box mount. The front outside edge of the bracket should be flush with the outside of the frame. Mark the hole to be drill on the bottom surface of the frame (Fig 6).

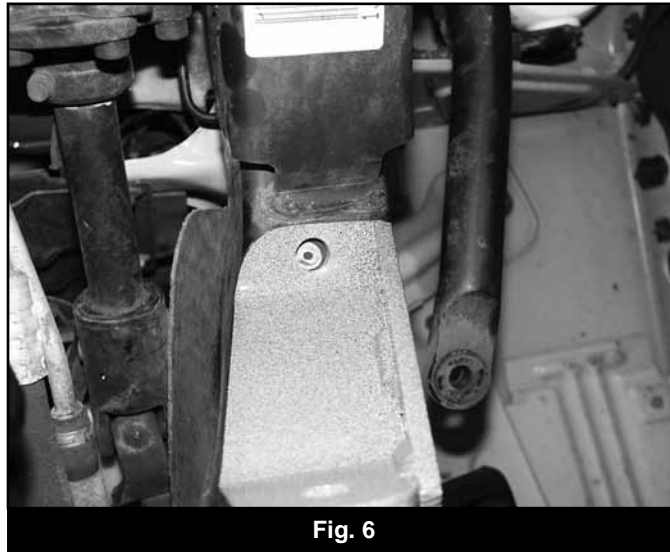


Fig. 6

14. With the hole position marked for the track bar bracket, rotate the bracket out of the way and drill a 7/16" hole at the mark. Only drill through the bottom surface of the frame. Attach the track bar bracket to the bottom of the frame (Fig 7) through the new hole with a 7/16" x 1-1/4" bolt, 7/16" SAE washer (BP 753) and provided nut tab (01356). Use Loctite on the bolt threads. Leave hardware loose.

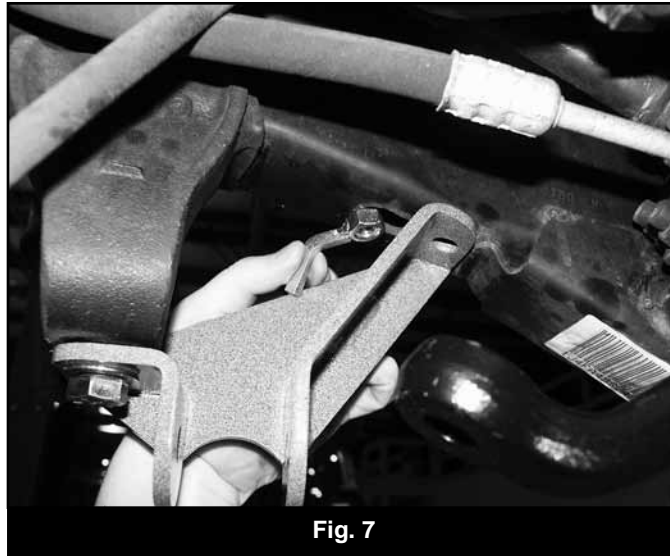


Fig. 7

15. With all track bar bracket hardware installed, torque the 9/16" bolt to 95 ft-lbs and the 7/16" hardware to 45 ft-lbs.
16. Locate the new front track bar bracket support tube (01363).
17. Attach the straight end of the new support tube to the inside of the track bar bracket just installed on the frame. Align the hole in the support with the upper hole in the bracket (above the track bar hole and loosely fasten with a 1/2" x 1-1/2" bolt, nut and washers (BP 766). Before fastening the support tube, make sure the opposite end set relatively flush to the bottom of the passenger's side frame rail. If it doesn't flip the tube over (Fig 8).

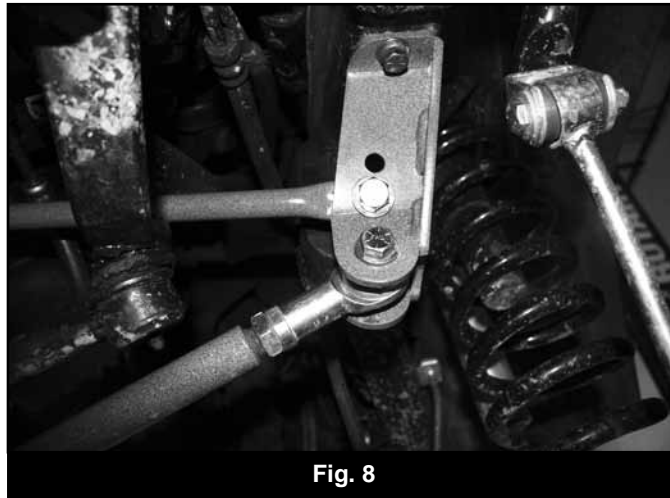


Fig. 8

18. With the support tube loosely attached to the track bar bracket on the driver's side, swing it up to the bottom of the passenger's frame rail. Position the end of the tube so that the hole is approximately 5/8" behind the back edge of the existing hole in the frame. Using the hole in the tube as a guide, mark the hole location to be drilled. This hole location will match up with an existing hole in the top of the frame. Lower the tube and drill a 1/2" hole at the mark (Fig 9).

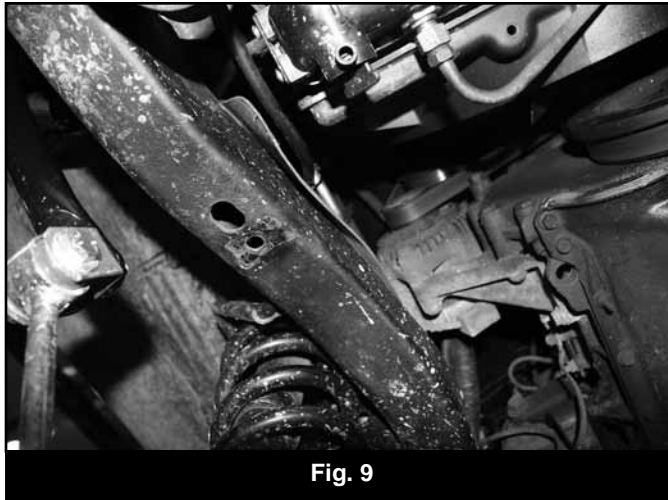


Fig. 9

19. Attach the support tube to the passenger's frame rail through the new lower hole and existing upper hole with a 1/2" x 5" bolt and 1/2" SAE washer (BP 766) run from the bottom up (Fig 10). Fasten the bolt on the top of the frame with a larger 1/2" washer and nut (BP 766).

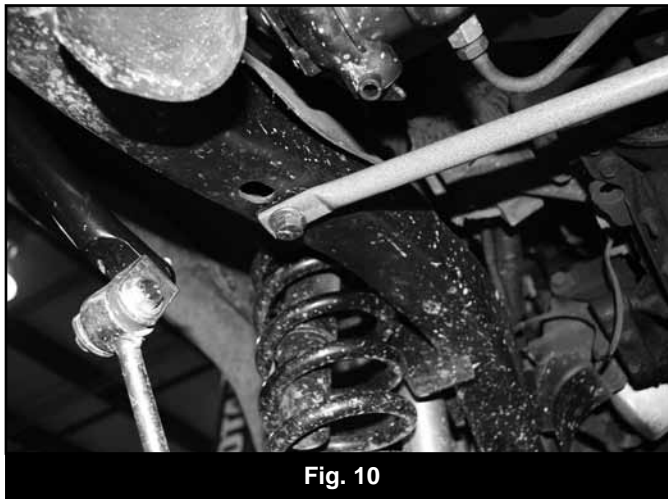


Fig. 10

20. With both ends of the support tube attached, torque the 1/2" mounting bolts to 60 ft-lbs.
21. Install the body end of the stabilizer to the new stabilizer mount on the axle. If using the original stabilizer, use the original hardware. If using a new BDS stabilizer, use the provided 1/2" x 2-1/2" button head bolt, nut and 1/2" SAE washer (BP 753). Run the bolt from the back to the front with no washer on the bolt head (Fig 11). Torque bolt to 60 ft-lbs.

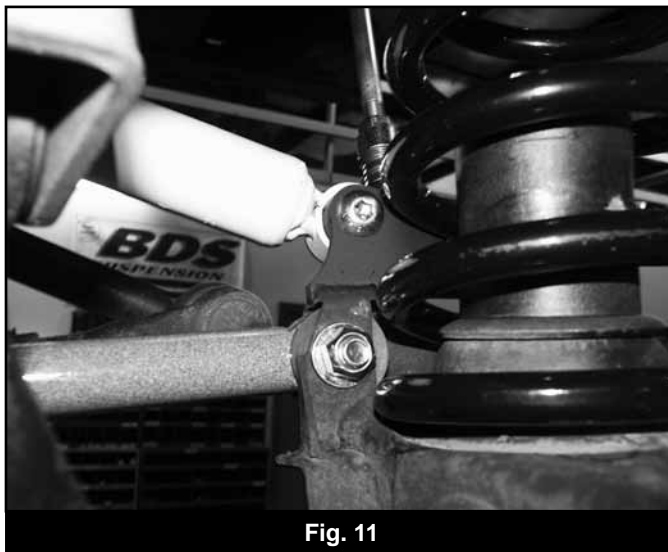
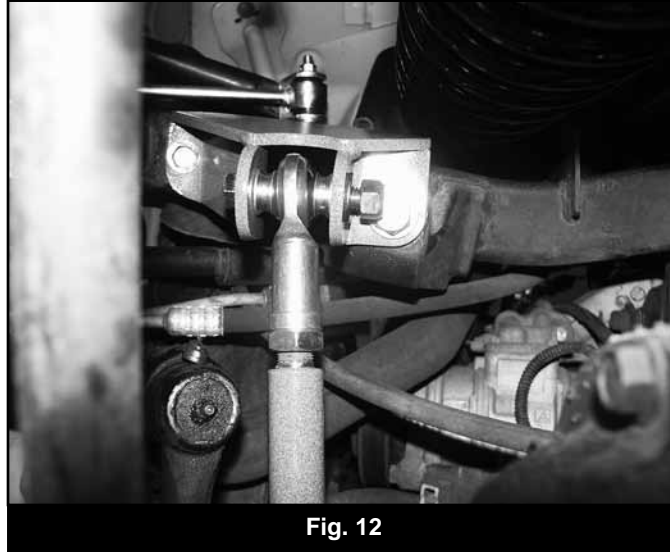


Fig. 11

22. Lightly grease and install the provide track bar bushings (M02888RB) and sleeve (51792) in the end of the new front track bar (A148).
23. Attach the new track bar assembly to the original steering stabilizer mount so that the track bar runs parallel to the axle to the frame rails. Fasten the bar to the mount with a 1/2" x 2-1/2" bolt, nut and 1/2" SAE washers (BP 753). Leave hardware loose. The frame end will be attached with the vehicle on the ground.
24. Bounce the front of the vehicle to settle the suspension. Ensure that the axle is centered under the vehicle.
25. Install the provided misalignment bushings (01352) in the end of the track bar rod end. Adjust the track bar end so that it lines up properly with the mounting hole in the frame track bar bracket. Note: The rod end must be threaded on the track bar a minimum of 3/4" for safe operation. This track bar is design specifically for 6 to 7" lift and if used properly will provided adequate amounts of adjustment while maintaining a proper amount of thread engagement.
26. With the track bar end adjusted to the appropriate length, attach the end to the track bar bracket with a 1/2" x 3" bolt, nut and 1/2" SAE washers (BP 753). Torque 1/2" mounting bolts at the frame and axle to 65 ft-lbs. Be sure the rod end is square in the bracket and lock off the jam nut securely (Fig 12).



**Fig. 12**

27. Be sure to cycle the suspension from full compression to full droop while cycling the steering from lock to lock. This should identify any clearance issues. Recheck all fasteners after 500 miles.