

Baja Customs

Install Instructions

BC-5080

Jeep JL, JLU, JT Track bar, 2018-Present

Warning: Baja Customs recommends professional automotive knowledge when installing this kit to avoid possibility of injury or damage.

Notice: After installation of this kit an alignment may be required. Check and maintain proper tire air pressure. A trac-bar drop bracket is required for any lift over 4 inches.

Instructions:

1. With the vehicle on flat level ground and the tires straight, start by determining if your current axle position is centered under your Jeep. You can do this by measuring from your frame to a point on the top of your front tire on both sides of the vehicle. Record the difference if any per side for future steps. If you have a stock height vehicle this step may not be necessary, but we still recommend checking this.
2. This bar can be installed with the vehicle on the ground. Begin by removing the stock track bar bolt at the frame side. The vehicle will want to shift after removing the bolt. You most likely will need a ratchet strap attached to your axle and frame to stop the vehicle from shifting. This will help to easily remove the bolt and keep the frame in position with the axle.
3. Next remove the stock track bar bolt at the axle side and remove the stock track bar. Keep the stock bolts and nuts because they will be reused with the new bar.
4. Thread in the 7/8" heim joint into the end of the Baja Customs track bar. To adjust the track bar to the stock length, insert the stainless steel spacers into the heim and uniball. Then lay the new bar on top of the stock bar and adjust the heim until the bolts slide easily through both bars as shown below. Adjusting the heim to 0.6" of thread showing will also get you close to the right length. Every vehicle is slightly different and we cannot guarantee that the bar will not need adjusting or an alignment after installation. Proceed to step 6 if your truck is stock height.



5. Lifted vehicles: If you have a lifted truck you may or may not need to adjust the bar to center the axle under the frame. Usually lift kits over 4" will come with a drop-down bracket at the frame and the bar may not need to be adjusted. If you have a lift and no drop bracket it is recommended to lengthen the bar slightly. You can use the measurements taken in step one to determine the amount of length the bar needs to be set to in order to center the axle. Rotate the heim joint out to add length or in to shorten the bar.

Note: Adjusting the bar will affect the steering wheel position and you may also have to adjust the drag link to get the steering wheel pointed straight again. An alignment shop can do this for you but it is fairly easy.

6. Install the heim spacers and rubber isolators into the heim joint as shown and install the assembly in to the axle side track bar mount on your Jeep. Place the stock bolt into the mount and assembly, do not tighten yet.



7. Install the uniball spacers into the uniball as shown, and install the assembly into the frame side track bar mount on the truck. Place the stock bolt into the mount and assembly, do not tighten yet.



8. With the new bar in and bolts in place, recheck the position of the axle as you did in the first step. If you need to re-adjust the bar, do it now.

Note: If you adjusted the bar to compensate for your lifted vehicle, check that the bump stops will still hit close to center on the bump stop pads. It is possible to adjust the track bar too long especially if you don't have a drop bracket at the frame, this could cause metal to metal axle contact with the frame. It's best to shoot for the axle being shifted closer to the driver side than the passenger side if you are unsure.

Note: If you are trying to match the original position of the stock track bar / axle, your steering wheel position should not have changed. If you find your steering wheel is turned to the left, the bar is too long. If the steering wheel is turned to the right, the bar is too short. You can re-adjust the bar to get your steering wheel back straight.

9. Proceed to tighten the axle and frame side track bar bolts, torque to 110 ft-lb



10. Next make sure the uniball end of the bar is not rotated and is spaced evenly between the mounting tabs of the frame. At the hiem joint end, torque the two Allen head bolts to 17ft-lb. This will lock the hiem joint and bar into position.



11. Test drive the truck. Take it to alignment shop if the steering wheel is not centered and you are not comfortable with adjusting the draglink yourself. Re-torque the bolts after 1k miles.

Replacement Part Numbers:

Hiem joint: P8EMR14T-F1

Uniball: FXSSX16T

For technical assistance call: 949-229-0696 or email: info@bajacustoms.com