

**1994-2001 Dodge Ram Truck
DT PRO FAB TRAC BAR INSTALLATION GUIDE**

1. Page 1 of 3

First check your package that it has all the components shown on full layout drawing. (see attached sheet)

Warning: Never work under the vehicle unless you have jack stands supporting the vehicle.

1. Place vehicle on level ground with the wheels blocked, parking brake set and the transmission in park for automatic or reverse for manual transmission.
2. Raise the front of the vehicle so the front wheels are off the ground and support it securely on jack stands placed behind the front axle one on each side of the vehicle and lower vehicle until weight is on jack stands. **Check to see if vehicle is secure.**

3. Remove tires and let front axle go to full droop.

REMOVAL OF OEM TRACBAR

4. Remove cotter pin from castle nut, remove nut (22mm wrench) at the ball stud at the frame end of the tracbar. Hit casting with hammer to remove stud from frame. See fig 5



- 5.
6. Remove the bolt (18mm wrench) at the axle end of the trac bar. Pull the trac bar free from the axle. Retain through bolt and nut clip from axle end connection for re-installation of new DT Trac bar.



7.

NOTE: Some 94-95 models have a bolt on brace from engine cross member to OEM cast tracbar mount; discard this.

8. Unbolt brake line from cross member



NOTE: For some 94-95 models use a small ball stud. The tapered OEM frame bracket must be drilled to 5/8" to clear the DT bracket bolt. The tapered aluminum adapter is not used on these models.

9. Insert tapered aluminum adapter into frame bracket from the bottom of the bracket mount where stock Trac bar tie rod ball stud was.
10. Mount the new DT frame bracket by first bolting it through the OEM frame mount with one 5/8 x 2 1/2" bolt. Next, run the 1/2 x 4- 1/2" bolt (with washer at the head end) down through existing frame hole under steering box input shaft, then through front ear on the DT frame bracket. Install the 1/2"

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484 EZ St., Prescott, AZ 86301

Tech Line 928-776-4129 Fax 928-776-2405 E-Mail dproducts@qwest.net

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1. Page 2 of 3

washer and locknut on the end of the bolt. *This bolt will sit at a weird angle. This is okay, tighten the nut but do not crush frame.*

11. With DT frame bracket in location, take a 3/4" hole saw, remove the pilot bit, using the DT Frame bracket as a guide, drill backside of cross member only.



12. Re-install the 1/4" pilot bit into the hole saw. Now using the DT frame bracket and the newly drilled 3/4" hole as a guide, drill only a 1/4" pilot hole through the front side of the cross member. Straight as possible.



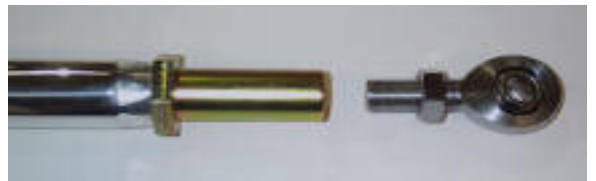
- 13.
14. Now using a 1/2" drill bit, enlarge each of the newly drilled 1/4" holes in the front side of the cross member to 1/2".

15. Insert the (2) 3/4" dia tube crush sleeves and 2-1/2 x 2 1/2" bolt with flat washers on both front and rear. Install nuts and tighten.

16. Drill pilot hole in cross member to re-attach brake line.

17. Trac bar Assembly

18. Install hiem joint with jam nut into hiem joint adapter.



19.

20. Assemble bushing adapter by installing bushings, **lubricate**, push sleeve (1" x 1.600" long) into bushings.



21.

22. *For lifted trucks, on the passenger side you will want to grind a notch in the spring bucket gusset right above where the tracbar will pass so the tracbar wont hit the gusset. See figure 23*



23.

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1. Page 3 of 3

24. Install Tracbar into axle housing end, re-use stock bolt
25. Install rod end into new frame bracket with one steel adapter on each side with chamfer towards rod end.



- 26.
27. Install 5/8 x 3" bolt and locknut. Turn the trac bar tube to adjust length to install this bolt keeping adapters centered.



- 28.
29. **Centering front axle:** Before you install your tires, put the jack stands under axle so it will load front suspension. Install the measure tool (provided) on suspension link mount (as shown fig 30). Measure distance between straight edge and frame. Check both sides. Adjust trac bar in or out till axle is within 1/16" side to side.



- 30.
31. Then tighten jam nuts, tighten the heck out of these, as the torque rating is 575 ft lbs.
32. **Recheck all fasteners to be properly tightened.**
33. After test drive to center steering wheel, adjust steering relay link and retest until wheel is centered

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