

Spohn Performance, Inc.

494 E Lincoln Ave Myerstown, PA 17067

1-888-365-6064 www.spohn.net

Part# D94-02-TB-DS – Adjustable Front Track Bar

Dodge Ram 4x4 with 0"-4" Lift | 1994-2001 1500 & 1994-2002 2500 & 3500

USE OF THIS PRODUCT IS ACCEPTANCE OF SELLER'S DISCLAIMER OF WARRANTY!

By their very nature, competition components are constantly pushed to their limits. While our components are designed to withstand intense race conditions, it is impossible to control the quality of installation or the varying conditions in which they are used. It is for this reason that absolutely no warranty or guarantee is either written or implied. Neither the seller nor the manufacturer will be liable for any loss, damage, or injury – direct or indirect – arising from the use of or inability to determine the use of any product. Before using, the user should determine the suitability of the product for its intended use, and the user shall assume all responsibility in connection therewith. Spohn Performance, Inc. makes no guarantee as to the legality for any specific class. Spohn Performance, Inc. makes no claims, nor does it intend its products to be used in street driven vehicles. Spohn Performance, Inc. reserves the right to make changes in design or add to or improve on their product without incurring any obligation to install the same on product previously manufactured. The Buyer agrees to indemnify and hold Spohn Performance, Inc. harmless from any claim, action or demand arising out of or incident to the Buyer's installation or use of products purchased from Spohn Performance, Inc.

INSTALLATION INSTRUCTIONS

Removal of the factory front track bar:

1. Lift the front of the truck and place jack stands under the frame and remove the front wheels.
2. Remove the cotter pin and loosen the nut (22mm wrench) at the ball stud at the frame end of the track bar. Use a brass hammer (if you care about the old bar) to tap the ball stud loose from the bracket, then remove the nut and lower the end of the track bar down.



3. Remove the bolt (18mm wrench) at the axle end of the track bar. The flag nut is secured with Loctite – an impact wrench makes bolt removal much easier. Pull the track bar free from the axle. The bolt and flag nut must be re-used.



4. Unbolt (13mm wrench) the brake line clips from the back of the frame crossmember so that the track bar bracket can be installed over the crossmember.



Installation of the Spohn Performance adjustable front track bar:

1. Some 1994 models use a small ball stud and the tapered factory frame bracket must be drilled out to 5/8".
2. Mount the supplied upper mounting bracket by bolting it through the factory frame bracket using the 5/8" x 2 1/2" long bolt (15/16" wrench). Next, run the 1/2" x 5" long bolt with (2) 1/2" flat washers under the bolt head up through the ear on the front of our bracket, then through the existing frame holes below the steering shaft end, and install (1) 1/2" flat washer and the 1/2" lock nut on the end of the bolt (3/4" wrench). Tighten the nut but do not crush down on the frame.
3. Remove the pilot bit from a 3/4" hole saw. Using the two 3/4" holes in our bracket as a guide, drill through the back of the frame crossmember (under the engine). Do NOT drill through the front of the crossmember.

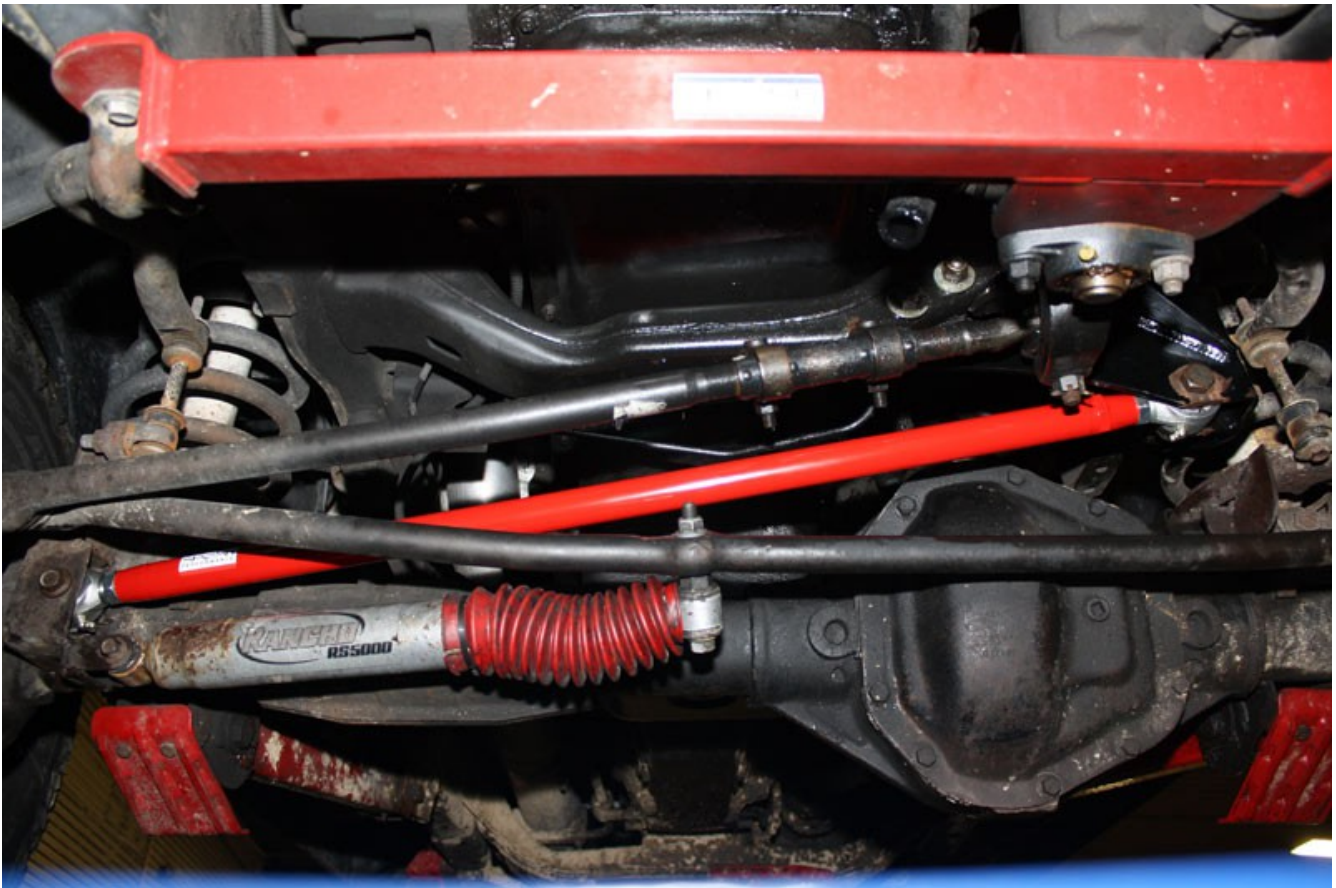


4. Re-install the hole saw's pilot bit and drill through the front of the crossmember from behind using the 3/4" hole as a guide. Keep the holes as straight as possible and do NOT run the hole saw through the front of the crossmember. You must reach above the axle to hold the drill. Using the two pilot holes for a guide, use a 1/2" drill bit to enlarge each hole to 1/2" diameter.



5. Slide flat washers and the supplied crush sleeve on each 1/2" x 2 1/2" long bolt and insert the bolts through our bracket and the frame crossmember. Install 1/2" washers and nuts on the bolt ends and tighten the bolts (3/4" wrench). Use the bolt with the brake line attachment welded to the bolt head in the hole towards the center of the truck.
6. Install the end of our track bar that does NOT have the hex wrench flats to the passenger's side front axle housing mount using the factory bolt and nut (18mm wrench). Do not fully torque yet. The grease fittings should face down.
7. Install the other end of the track bar that has the hex wrench flats to the driver's side upper mounting bracket. Install the 16mm x 80mm long bolt and lock nut (24mm wrench). Note: You may need to turn the steering wheel to correctly align the bolts with the holes for Steps 6 and 7.
8. With all of the bolts installed and snugged up, measure the front axle location and make sure it is centered. Dropping a plumb bob off the fender and measuring to the lip of the rim works well. Adjust the bar as needed for centering. To adjust the bar simply loosen the jam nuts on each end and turn the bar using a wrench on the bar's hex to lengthen or shorten it (for lifted applications you will need to lengthen the bar).
9. Torque the passenger's side track bar to front axle housing mounting bolt to 125 ft./lbs. and the driver's side track bar to upper mounting bracket mounting bolt to 140 ft./lbs.
10. Apply red Loctite® to the threads and then fully tighten both jam nuts.
11. With the front axle properly centered, the drag link may need to be adjusted to re-center the steering wheel. If you have the truck aligned after installation is complete (recommended), make sure they check the thrust alignment.
12. Grease the Del-Sphere™ pivot joints through their grease fittings.
13. Re-install the front wheels and then safely lower the truck to the ground. Installation is complete.

Complete Installation



Driver's Side Upper Mounting Bracket



Passenger's Side Front Axle Housing Mount



Part# DS34TB-X Track Bar Del-Sphere™ Pivot Joint Instructions & Notes

The Del-Sphere™ pivot joints are slightly greased for assembly purposes. The bushings inside of the Del-Sphere™ pivot joints are made of Delrin®, which is self-lubricating. We do not recommend greasing the pivot joint any further than as it is supplied as further grease will only attract and retain dirt and grit. The pivot joints are equipped with grease fittings simply because we know certain customers would want/request them no matter what we say.

Our Del-Sphere™ pivot joints are 100% rebuildable. We doubt you will ever need to rebuild them, but they certainly can be. The Delrin® bushings should last the life of your vehicle. To disassemble the joint remove the snap ring using a snap ring pliers. Re-assembly will require the use of a press (or vise) to push the bushings in hard enough to be able to re-install the snap ring.

Dimensions: This track bar Del-Sphere™ assembly must be mounted inside of a minimum 1-9/16" i.d. mounting bracket to insure the housing does not contact the bracket at full rotation. The joint will provide for 22° of articulation. The housing has a 2.05" outside diameter and is 1.20" wide. The ball is 0.875" wide and has a 0.75" through hole. The thread length is 2.50" and the size is 3/4"-16. The overall length of the joint end to end is 4.92". The length from the center of the ball hole to the start of the threads is 1.50". The length from the center of the ball hole to the end of the threads is 4.0".

What is a Del-Sphere™ pivot joint? Think of the Del-Sphere™ pivot joint as a Delrin® bushed spherical rod end. Designed and manufactured exclusively by Spohn Performance, we have taken suspension performance to the next level. This Del-Sphere™ pivot joint features a one piece forged and heat treated 4130 chrome moly housing, a heat treated and hard chrome plated chrome moly spherical ball, Delrin® bushing races, heat treated retainer washer and snap ring, an external grease fitting, and a beautiful silver zinc plated housing finish. The Delrin® bushing races absorb shock and road noise so you get the quiet and smooth ride of a bushing as well as **22° of rotation!**

What is Delrin®, and why did you choose to use it? Delrin® is an acetal homopolymer made by DuPont. It is characterized as having an excellent combination of physical properties that make it suitable for numerous applications. With extremely low moisture absorption and a low coefficient of friction (self-lubricating), Delrin® is uniquely tailored for wear applications in high humidity or moisture environments. Delrin® will maintain constant physical properties under high moisture conditions and out-perform Nylon or polyurethane under these conditions. Delrin® has a 10,000 psi tensile strength and a 120 Rockwell Hardness rating making it ideal for our Del-Sphere™ pivot joint application.

Replacement Parts:

Part #	Description
DS34TB-RH	Forged Track Bar Del-Sphere™ Assembly - 3/4"-16 RH x 3/4" Bore
DS34TB-LH	Forged Track Bar Del-Sphere™ Assembly - 3/4"-16 LH x 3/4" Bore
DS34TB-Wash	Track Bar Del-Sphere™ End Washer
DS34TB-SR	Track Bar Del-Sphere™ Snap Ring
DS34TB-Bush	Track Bar Del-Sphere™ Delrin® Bushing (2 per assembly)
DS34TB-Ball	Track Bar Del-Sphere™ Hard Chrome Plated Spherical Ball