

4X4 B U I L D E R [®]

- DIRT
- MUD
- ROCK
- SAND

TOW RIG TUNE-UP

**Budget Buildup
To Get You
There & Back**



**JEEP ON
A DIET**
ALL-ALUMINUM
LIGHTWEIGHT BODY

MAY 2005



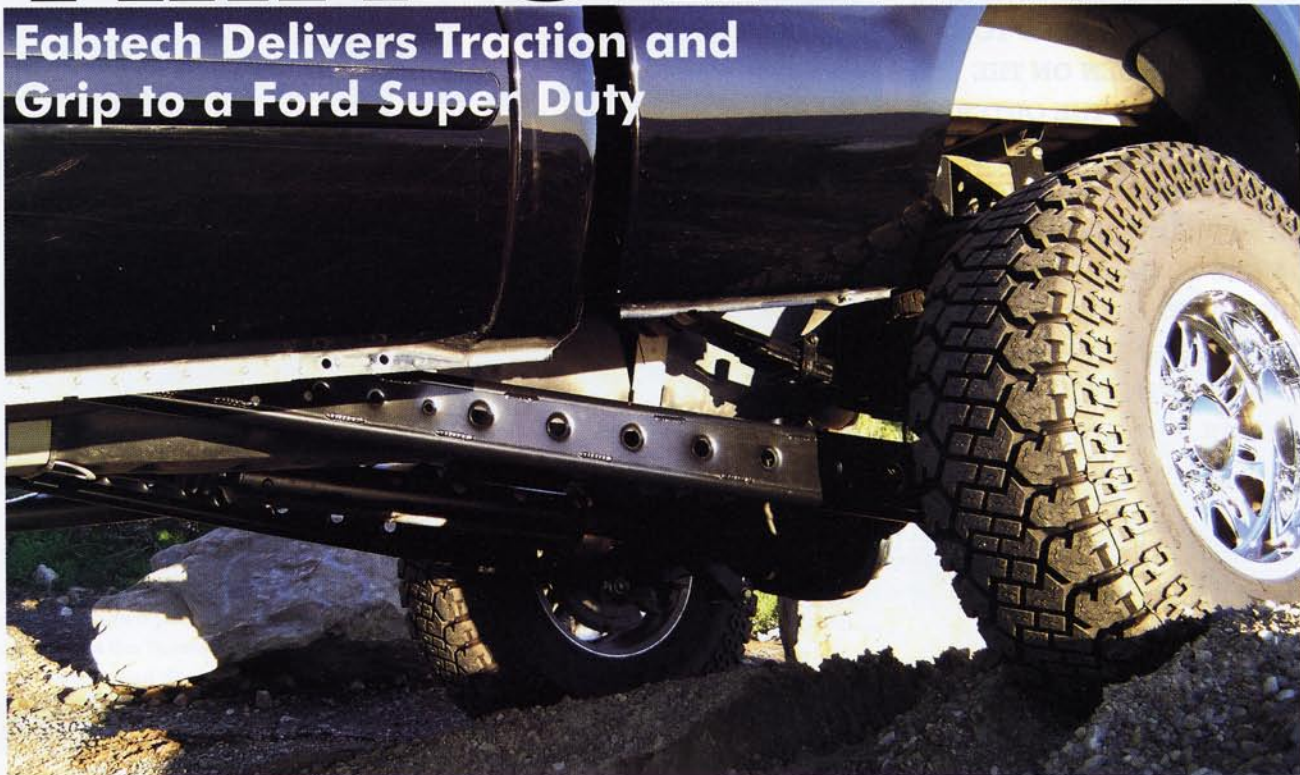
**PROJECT: BUILDING
A ROCK
BUGGY
FROM
SCRATCH**





THAT'S A WRAP

Fabtech Delivers Traction and Grip to a Ford Super Duty



One thing we love about Ford's Super Duty line of trucks is that they can do virtually everything you ask of them. After installing an 8-inch lift kit on an '01 Super Duty Crew Cab 4x4, we began to feel that although we liked the lift, if we really wanted the truck to perform to its lifted potential, we were going to have to do more. The F-250 had the ground clearance, the torque and the tires for what we thought we needed, but we felt the rig was still a little short on traction.

One of the inherent problems in any leaf spring suspension is axle wrap. This condition is caused when torque transferred through the rear axle distorts the leaf springs so much that they rebound enough to slightly pull the wheels off the ground

(unloading). This problem doesn't get any better when you add lift blocks and oversized tires, increasing the axle's torque on the leaf springs. This additional torque makes it easier to cause the leaf springs to wrap up and distort, leading to wheel hop and other adverse traction issues. Unlike most other trucks, the suspension design of the '99-'04 Super Duty causes the rear axle to travel in an arch rather than in a linear motion.

Fortunately for us, Fabtech Motorsports had the exact kit we needed to address our concerns. The company's traction bar kit helps to improve traction by reducing axle wrap. Fabtech also eliminates the problem with its unique shackle system, which allows the traction bars to float with the motion of the rear axle. There's no binding, so the ride on the street is good, and you still get loads of traction off road when

you need it most.

We took this setup and our truck to Off Road Unlimited (818/848-2020) in Burbank, California, for the installation. However, we estimate that the average enthusiast can perform this installation at home in two or three hours. The kit bolts on with only a little drilling, and you do not need any special tools to perform the installation; everything you will need is included in the kit, so you won't have to make a special trip for additional hardware. So follow along with Off Road Unlimited and you, too, can have the benefits of increased traction.

Product Profile

Fabtech Motorsports

Dept. 4x4

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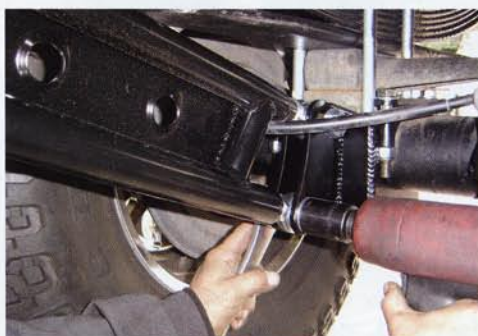
1) Begin preparing for installation by threading the heim joints into both sides of the traction bar. Worry about adjusting them later; this is just to get everything assembled. Leave 3/4-inch of thread visible for now.



2) Install Fabtech's new lower axle brackets one at a time. Slide it over the axle from the bottom and bolt it in place with the upper axle bracket. Notice the placement of the washers above the upper axle mount.



3) Relocate the brake line to the new bracket.



4) Install the new traction bars. Be sure to run the parking brake cable between the individual arms of the traction bar.



5) Install the bushings and sleeve into the end of the shackle with the barrel. Use grease on the bushings to prevent squeaks.



6) To locate the mounting location for the frame bracket, attach the bracket to the traction bar, lift it up to the frame and mark the position the frame bracket will sit in. We made our mark by painting the end of the bolt and tapping the frame with it.



7) Now drill your hole.



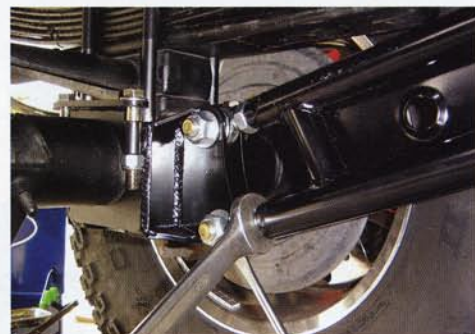
8) You'll also need to drill holes on the bottom of the frame.



9) After drilling all your holes, bolt the bracket in place.



10) Reattach the traction bar to the frame mount shackle. Make sure the upper bolt head is toward the frame. If it isn't, you could have clearance issues.



11-12) Now make your adjustments to the heim joints so that the shackle sits perfectly vertical when at ride height. When you're done, torque the jamb nuts to specs.