

One Up Offroad

Adaptable Traction Bar Installation

If you have Fixed Bars go to the Fixed bar installation.

The Fixed Bar installation is not the same as the Adaptable Bar installation.



All One Up Offroad Parts are for racing use only. They are not for highway use. They may not be legal in your state. This is a common policy in our industry. Many motor and suspension mods say this in the fine print, we choose to do in big print before you buy the parts. All One Up Offroad Parts are built at higher standards than typical light duty truck parts and are much stronger than the OE parts they replace. While not indestructible, these parts are designed to last the life of the truck they are installed on. The owner / driver of the vehicle assumes all responsibility for misusing these parts or operating a vehicle with One Up Offroad Parts installed on it. We cannot control how the parts will be installed, who installs them or how the end user operates a vehicle with the products installed on them. If you purchased these parts and were not informed of this or you are not comfortable with this policy please return the unused products in new condition for a refund.

We assume that you have mechanical ability and have worked on a truck before. If you have not worked on a truck before, and drilling holes or replacing a rear axle scares you, then please take your truck to a shop and have the work done. If you get your truck apart and can't get it back together it will be stuck where you disassembled it. A picture is worth a thousand words but take the time to read the steps. If you do it wrong, the system will not work correctly, the ride will be harsh & your time & money will be wasted.

One Up Offroad Adaptable Traction Bar Installation

If you have Fixed Bars go to the Fixed Bar installation.
They are not the same as the Adaptable Bar installation

Adaptable Traction Bars are adjustable at install only. Once you install the bars and lock down the coupler they are not changeable. The benefit of Adaptable Bars is, they fit any truck bed or cab. The bars can be adjusted from 52" to 82" long at install. They fit the length you want exactly for the lift of your truck. Cab mounts, fuel line mounts and e-brake cable mounting all obstruct the frame mounts. With the OUO Adaptable Traction Bar system you have 30" of variance to mount the bars to the frame. Fixed Traction Bar systems have no variance and are the length they are built. If your truck is lifted or you are installing traction blocks you can be sure the bars will fit your truck exactly at your ride height.



Adaptable Traction Bars with Long Gusset



Adaptable Traction Bars with Short Gusset

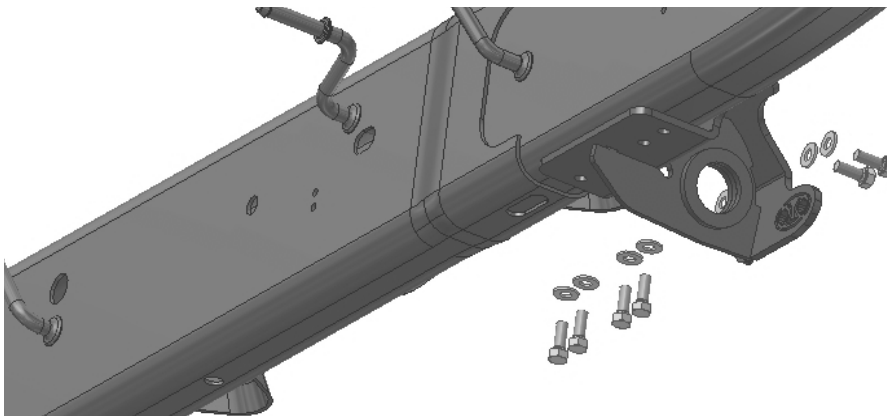
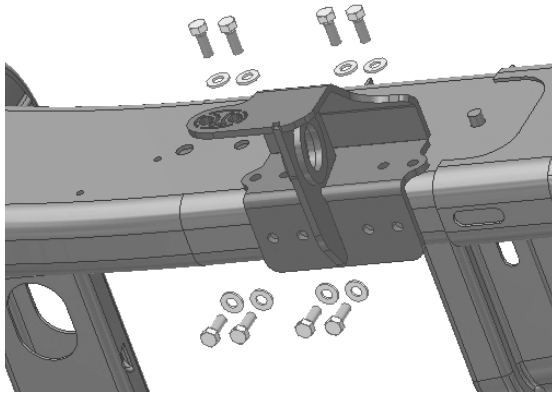
In all systems install the rear mounts system first. If you don't have the rear finished, see **Traction Block and Axle Mounts Installation**, get the rear done and then start here.

1st, Install Frame Bracket to Frame Rail.

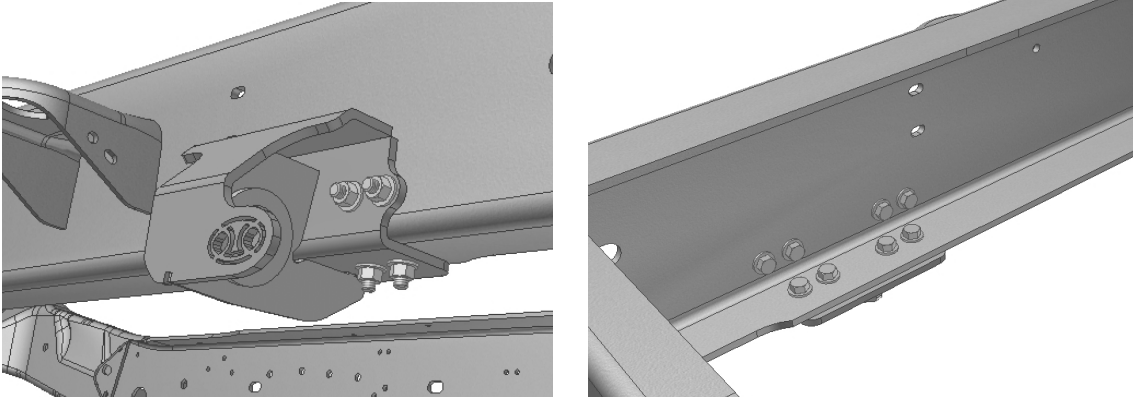
Notice OUO logo position pointing to the rear of the truck in the image below. The brackets are unique to drivers & passengers side. Find an unobstructed place on the flat frame that accepts the bracket without interference. Clamp the bracket to the frame. Be sure to check on both sides of the frame to see that the bolts will clear the items on the inside of the frame. Measure from the bracket to a cab mount on the frame on both sides to be sure the brackets are uniform side to side. Double-check your work. Protect the fuel lines inside of the frame with wood or some other material to stop the drill bit from cutting the fuel line. This is so you don't damage them when drilling from the outside. Mark the hole drill locations in the frame thru the holes in the mount.



Trucks with boxed frames will need to be drilled 5/16" and tapped 3/8-24 to eliminate the need to put nuts on the backside. If you have a boxed frame, torque the grade 8 hardware to 18ftlbs Starting and 5ftlbs then 12ftlbs then 18ftlbs to be sure you don't over torque any one bolt pulling the threads out of the frame. Use Red Lock-Tight on these fasteners.

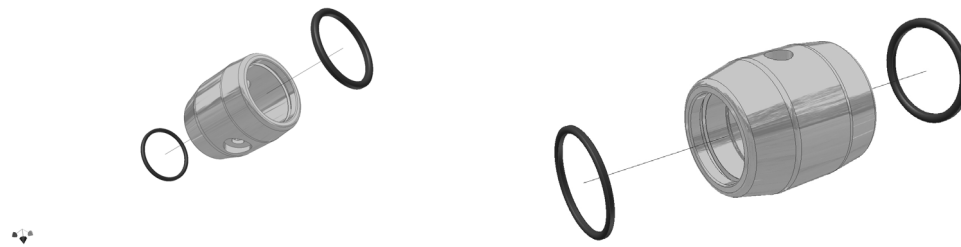


If your system has an open frame it should be a thru bolt application Drill the Holes thru the frame to 3/8" and torque the nuts on the bolts to 18 ft lbs, Use Red Lock-Tight on these fasteners.

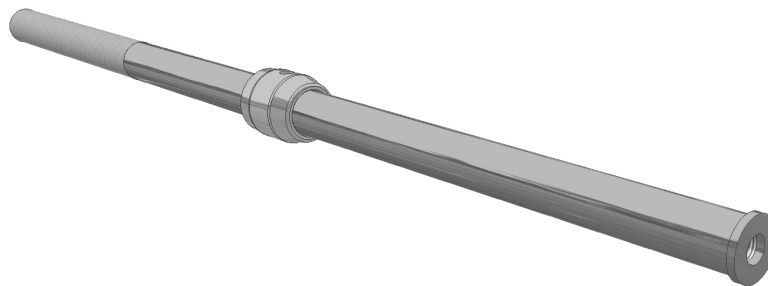


The Drivers & Passengers Mounts should be installed for good at the end of step 1.

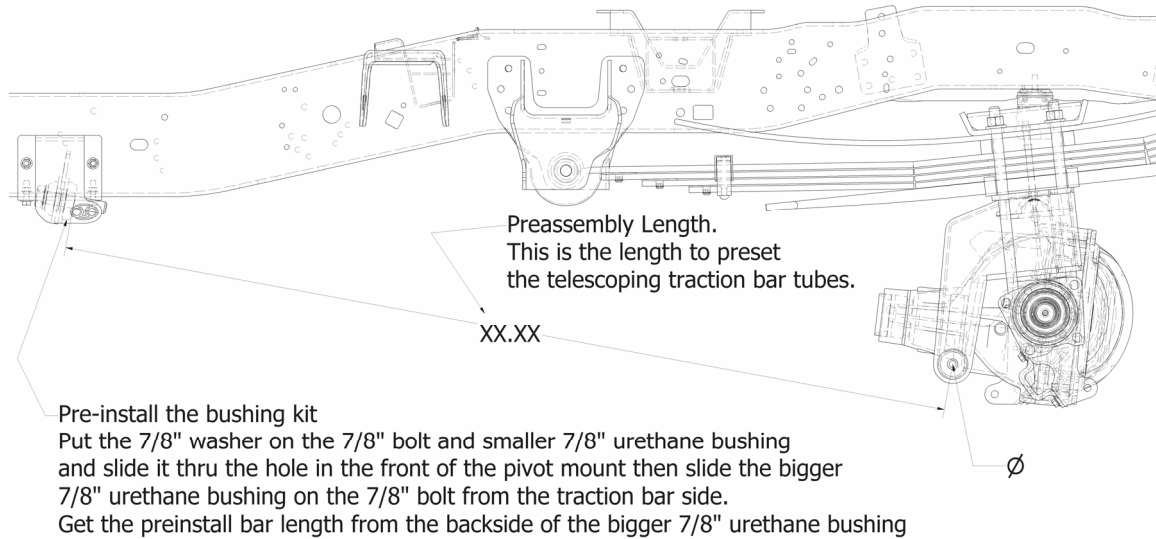
2nd, Pre-assemble Traction Bar Coupler by Inserting o-rings using silicone lube.



3rd, Slide coupler on 1 3/4" tube using silicone lube.

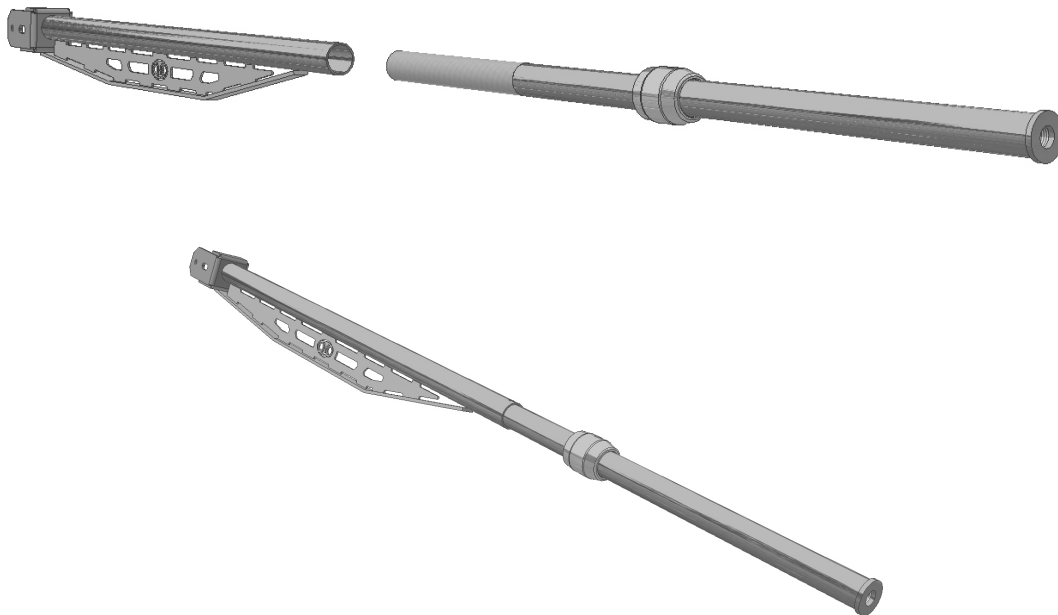


4th, Measure your preinstalled bar length to preset your adaptable traction bar. Set the truck at ride height. This is the height of the truck with the weight on the axles. Both front and rear suspensions need to be at operating height to get this measurement correct. If you don't set the truck at ride height you will be getting the wrong measurement, your installation will be incorrect, the ride and handling of the truck will be undesirable and your system will fail.

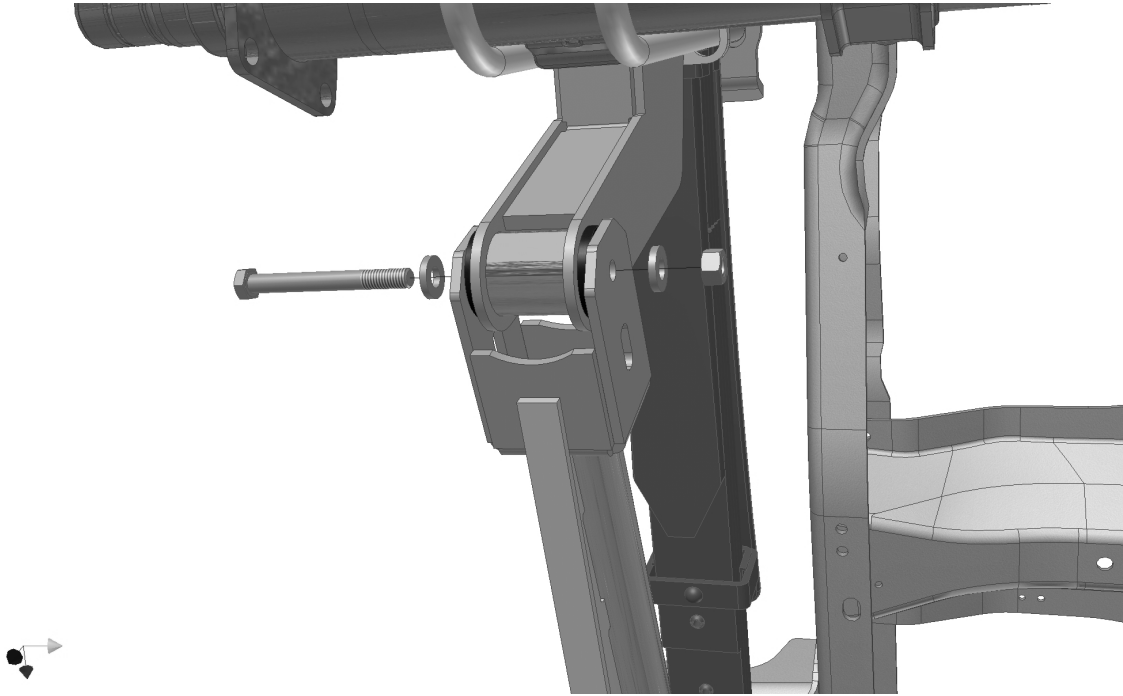


5th, Assemble telescoping traction bar tubes.

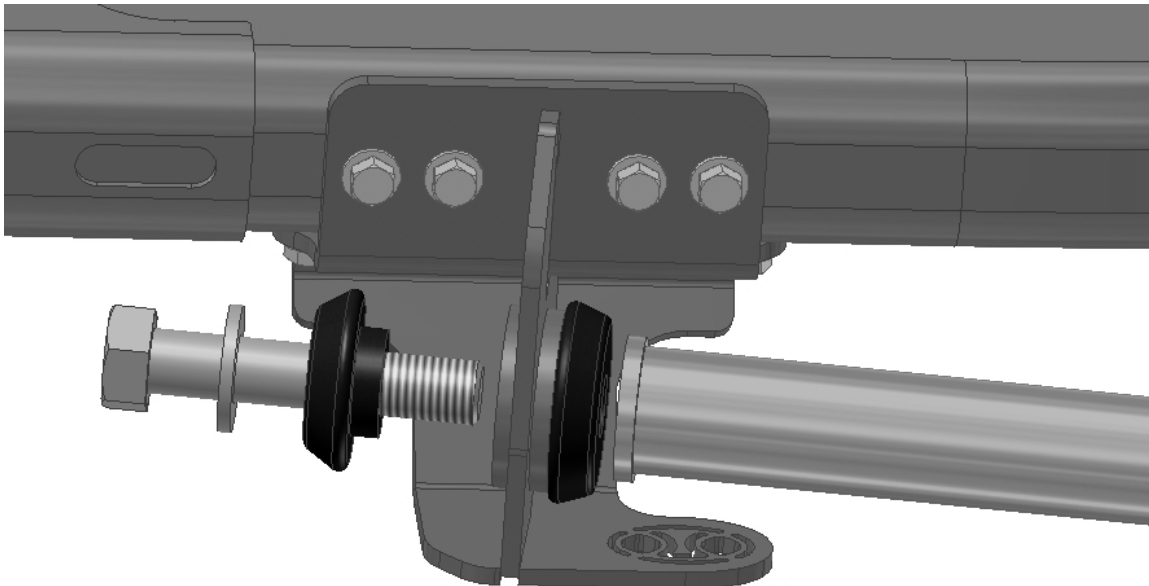
Slide the 1 3/4" tube with the coupler installed on it into the 2" tube to your preinstalled length. We suggest putting the front and back bars on the floor next to each other and sliding them by each other (not in each other) until they are at the preinstalled length and then put some marking tape on the 1 3/4" bar at the point where you would stop sliding the 1 3/4" tube in the 2" tube. This will help you see where to stop while your compressing the bar. Take your time, because if you compress it too far it will scratch your powder coating when you slide it back out. **DO NOT DRILL OR INSTALL COUPLER BOLT!!** If your application requires a very short bar you can cut the 1 3/4" bar shorter if needed. Be sure to have at least 8" of overlap of the bars.

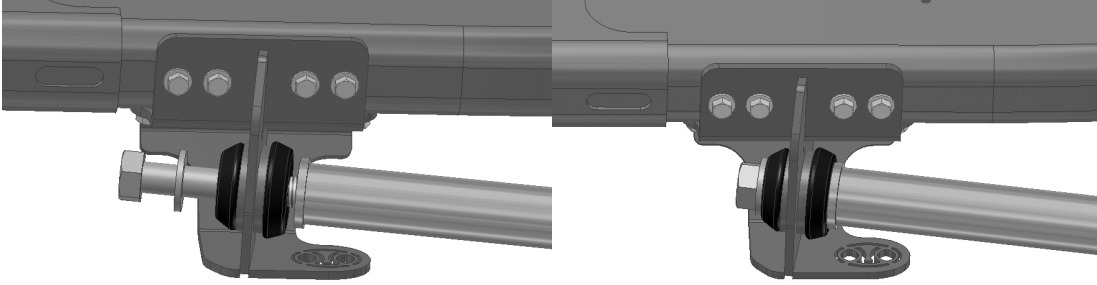


6th, Install rear of bar with Red Lock-Tight on the ½-13 grade 8 hardware. Torque to 80 ft lbs.



7th, Red Lock Tight the threads on the 7/8" Bolts, Put the big bushing on the bar side of the pivot mount the small bushing goes on the bolt side. Bring the front of the bar up to the frame mount and start the bolt in the threads in the end of the bar.





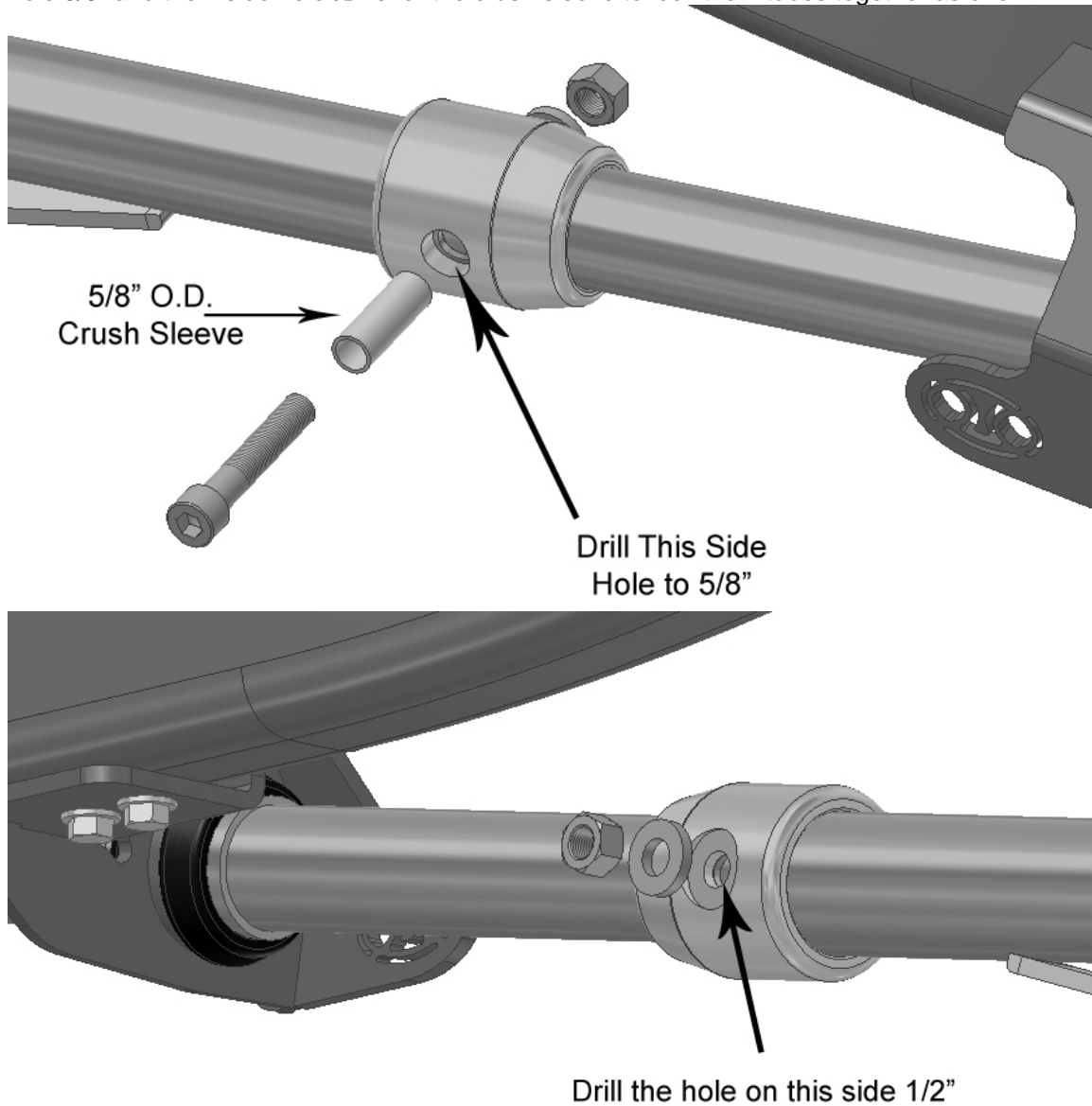
8th, Tighten the 7/8" bolt into the bar until the threads bottom against the shank of the bolt. The bolt should stop turning Tighten bolt 125 ft-lbs of torque.

9th, **Put the truck on the ground at ride height. This is important, be sure to set the truck at ride height. This is the height of the truck with the weight on the axles. Both & front and rear suspensions need to be at operating height. If you don't do this, the bar will be the wrong length and will cause damage to your truck.**

10th, Using a 1/4" bit, drill the Coupler Lock hole thru the pilot hole in the 2" tube, thru the 1 3/4" tube for the coupler lock bolt. Drill thru each pilot hole from the outside in and not in one shot to be sure the hole lines up with the coupler. It is critical to get these holes drilled without the drill bit walking around or the bolt will not go thru the coupler. After you drill the holes at 1/4", open the holes up to 3/8" to be sure the holes don't migrate locations. Next open the holes to 1/2", Drill thru each pilot hole from the outside in and not in one shot to be sure the hole lines up with the coupler.



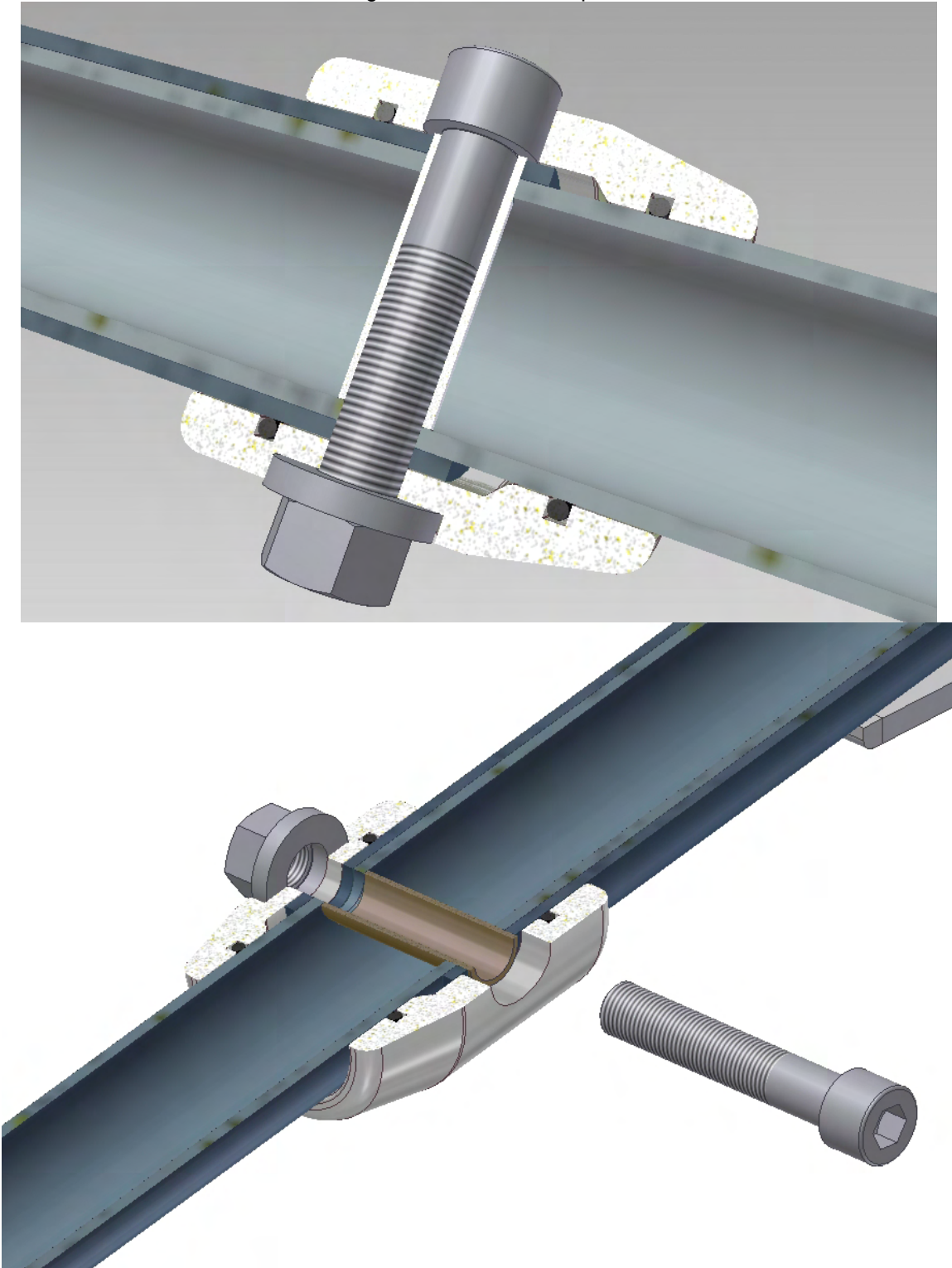
11th, Only open the hole on the outside of the truck to 5/8".
DO NOT DRILL THE INSIDE HOLE TO 5/8" ONLY THE OUTSIDE HOLE. Having the outside hole 5/8" and the inside hole 1/2" is for the crush sleeve to lock the 2 tubes together as one.

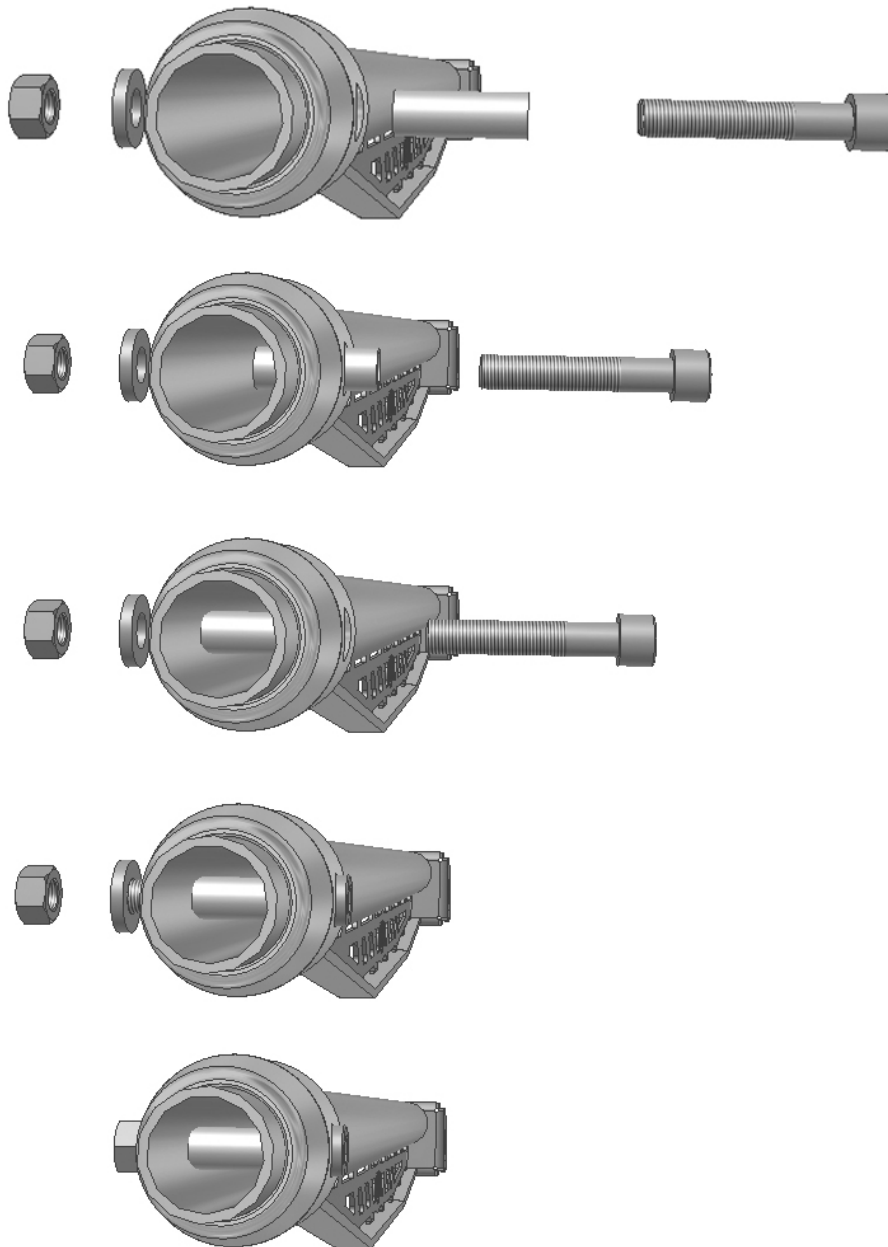


12th, debur the sharp edge around the hole you drilled so the o-ring is not damaged.



14th, Using silicone lube, slide the coupler over the 2" tube. Line up holes in coupler so the big hole is out and the flattened surfaced hole is inside the of the truck. Seal inside both holes with silicone sealer to keep out water. Install the Allen head cap screw from the outside with the Chromoly Crush Sleeve. The washer & nut go on the flattened part of the coupler. Tighten to 100 ft lbs torque.





15th, Check all Bolts to be sure they are tight. Don't assume check it!

You are done.

If you have any problems with you install contact us before you get too frustrated and we will help get you back on track quickly. We would rather you spend 5 minutes on the phone with us then make a mistake on the install. If something is not going as the instructions direct then get a hold of a dealer or us right away. No problem is too small.