

# ***One Up Offroad***

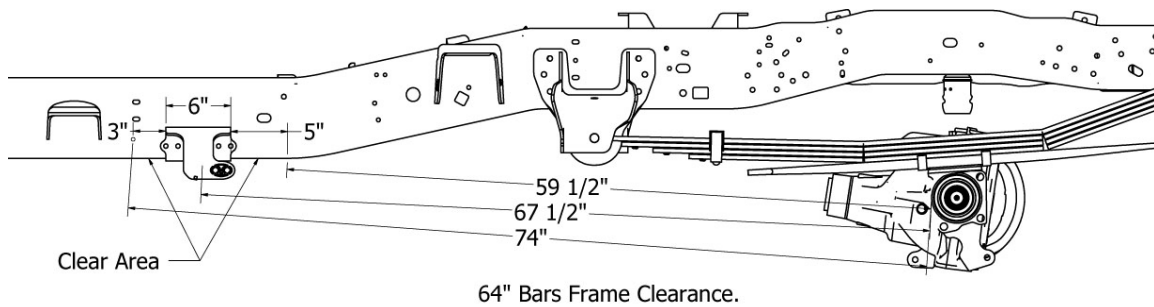
## ***Fixed Traction Bar Installation***

***If you have Adaptable Bars go to the Adaptable 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.

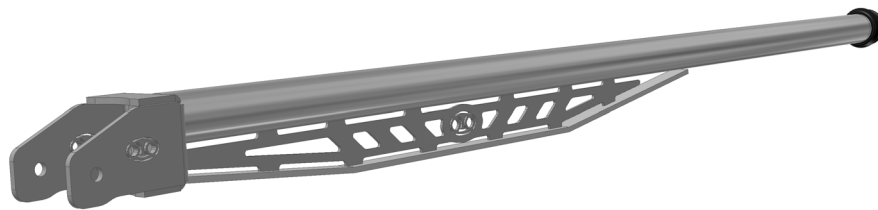
We assume that you have mechanical ability and have worked on a truck before. If you have not worked on a truck before, and drilling holes or replacing a rear axle scares you, then please take your truck to a shop and have the work done. If you get your truck apart and can't get it back together it will 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.



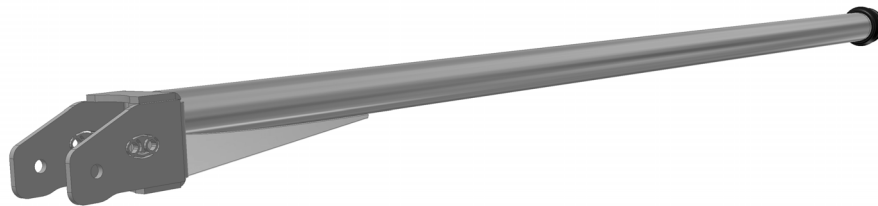
Traction Blocks, Weld On Rear Mounts and Bolt On Rear Mounts mixed with different lift heights produces slightly different rear mounting locations. This affects your front mounting locations. Be sure this area is clear on your frame before you order the fixed bars.

For 72" fixed bars you will need the clear area to be 82" and 67.5" forward of the axle tube.

If it is close, order the adaptable bars. We build the Adaptable Bars to be sure this variance is not an issue. Do you really want to pay freight both ways to exchange them?



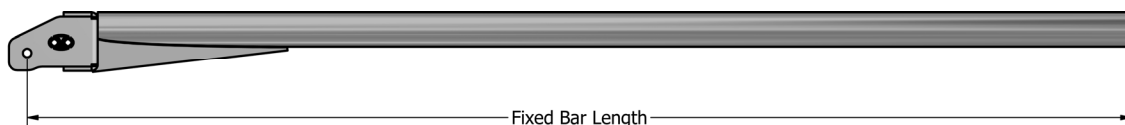
Fixed Length Long Gusseted Bars



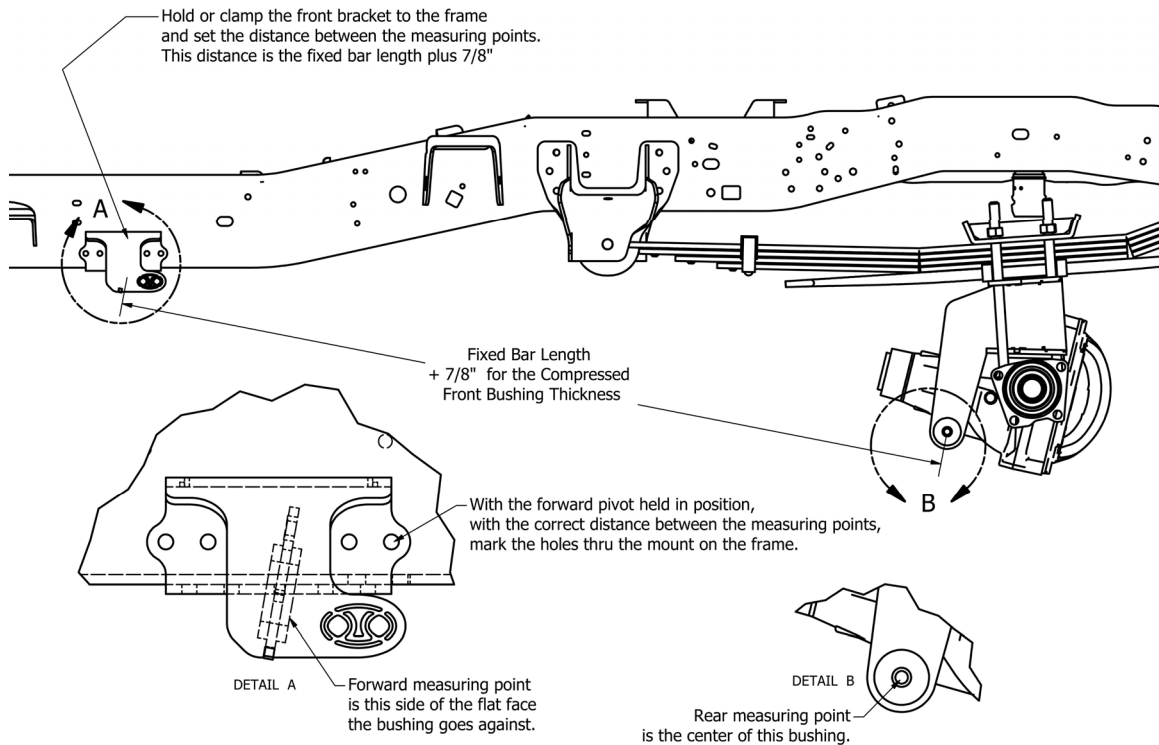
Fixed Length Short Gusseted Bars

**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. With your truck on the ground at ride height. Your trucks **NOT** in the air, all the weight on the suspension, go to the next step.

1<sup>st</sup>, Measure the fixed bars



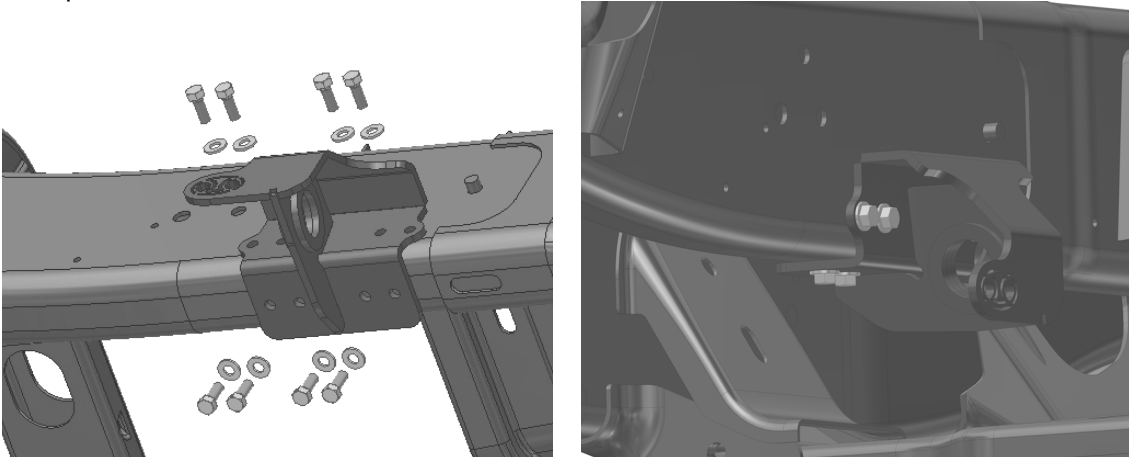
Fixed bar length is from the center of the hole in the back of the bar to the end of the bar with the threads in it. Look close at where the arrows point in the diagram.



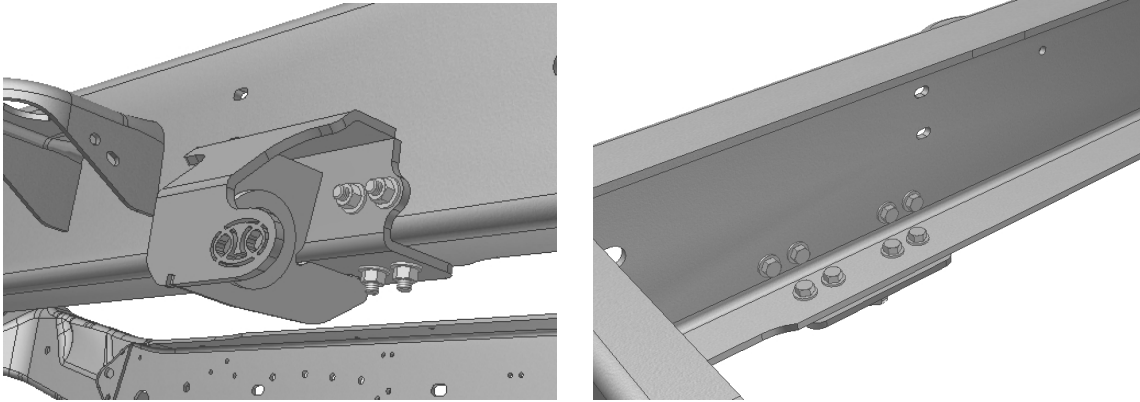
### 3<sup>rd</sup>, Pre-mount Frame Brackets to Frame Rail.

Notice OUO logo position pointing to the rear of the truck in the image below. The brackets are unique to drivers & passengers side. 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. 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.

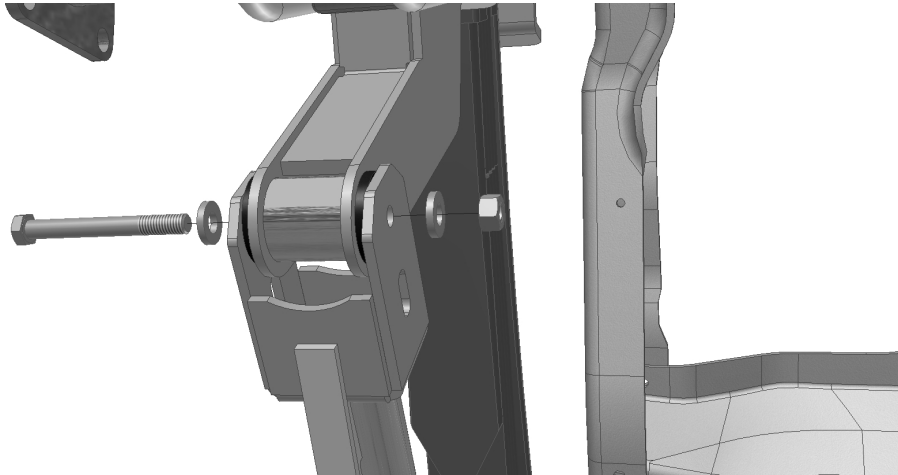
Trucks with boxed frames get 3/8-24 grade 8 bolts and washers and the frame will need to be drilled 5/16" and taped 3/8-24 to eliminate the need to put nuts on the backside. Do not torque the bolts over **15ftlbs**, that will pull the threads out of the frame. Be sure these fit and all the holes line up and **take them back off** the frame.



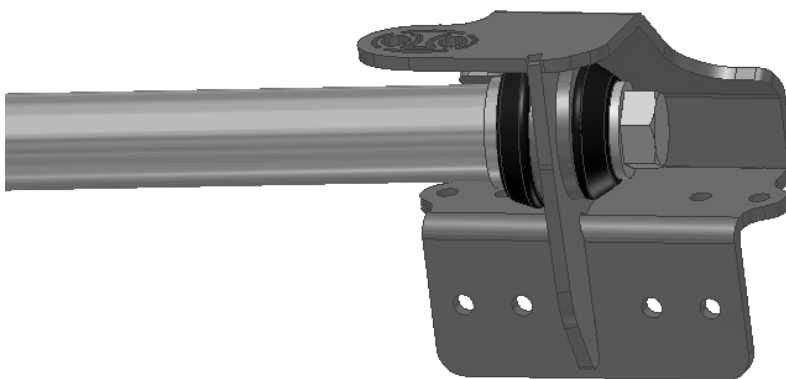
If your system has an open frame it should be a thru bolt application Drill the Holes thru the frame to 3/8" Be sure these fit and all the holes line up and **take them back off** the frame.



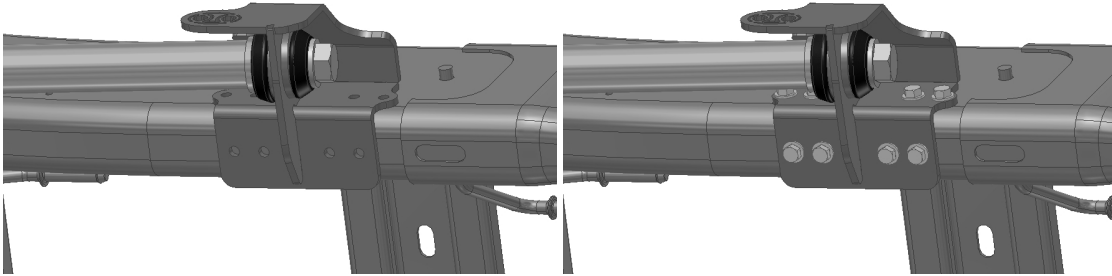
4<sup>th</sup>, Install rear of bar with Red Lock Tight on the 1/2-13 grade 8 hardware. Torque to 80 ft Lbs.



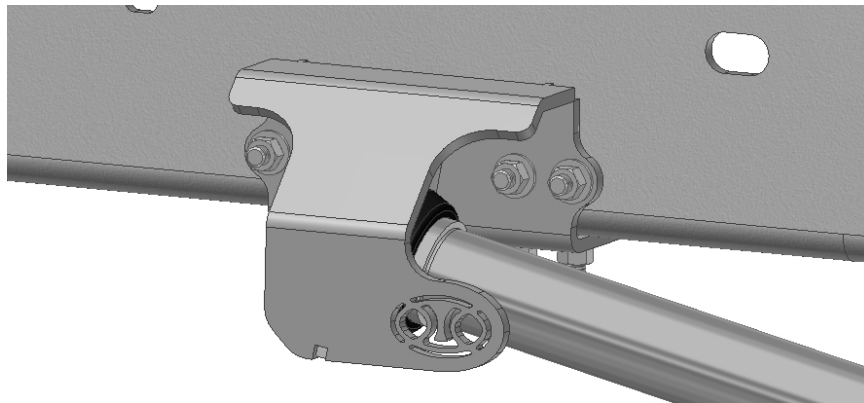
5<sup>th</sup>, Install the pivot mount to the front of the traction bar, Put the washer on the Lock Tight coated bolt first and then put on the smaller black bushing. Slide this assembly thru the hole in the pivot mount with the OUO logo pointing to the back of the truck. The bigger bushing goes between the traction bar and the pivot mount. Tighten the 7/8 bolt into the traction bar until it stops turning.



4<sup>th</sup>, Move the bar assembly into position on the frame and clamp the pivot mount to the frame in position. Take care not to scratch the pivot mount. This will be a little of a challenge and the angles will not be perfect, this is normal, the bushing is designed to work with miss alignment. You will have to deflect the bushing to get it tight against the frame with force from your clamping to align the holes. Put Red Lock-Tight on the 3/8-24 Bolts. Then get one bolt started in a hole but don't tighten the fastener, start another bolt and so on until you have all the bolts in, started but not tightened.



If you have a boxed frame, torque the Bolts 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.



If your system has an open frame torque the nuts on the bolts to **18ftlbs**

Recheck & final tighten the hardware. Tighten the 7/8 bolt into the traction bar until it stops turning. Tighten bolt 7/8" 125 ft-lbs of Torque.



If you have any problems with the 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 contact a dealer or us right away. No problem is too small.