

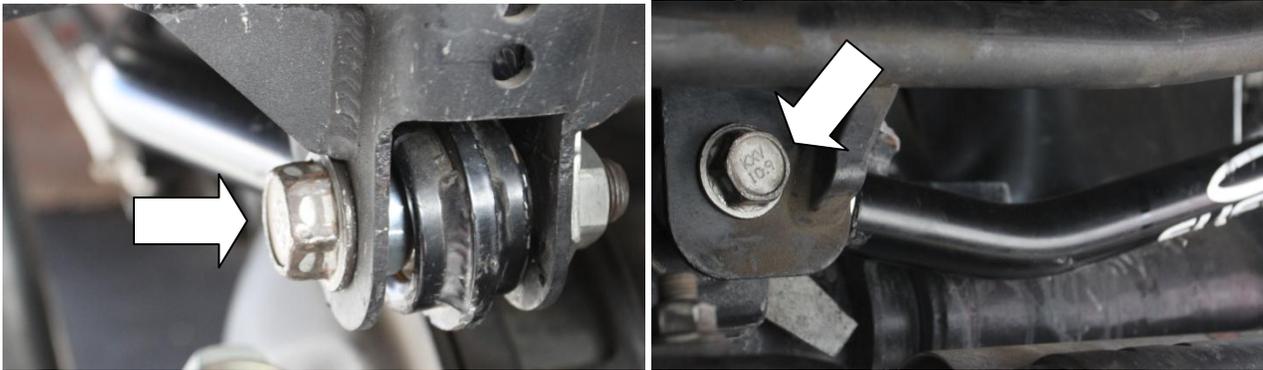
VIDEO INSTRUCTION: <https://youtu.be/eyeQvtXb1sg>

What's Included

- AP-TBRE – 7/8" Heim Joint
- (Qty 2) 18MM Misalignment Spacers (black)
- AP-TBJN-03 – 7/8" Jam Nut

Disassembly:

1. With the truck on the ground, remove Carli track bar from the vehicle by removing the frame & axle side hardware. The truck can be under its own weight or on a lift; this step is at the discretion of the installer.



Installation:

2. Secure the Uniball end of the track bar (with mis-alignment spacers installed) in a bench vice and use a block of wood to elevate the Johnny-Joint end.



3. Using a torch, heat the threaded end of the bar to melt the loctite applied in the initial installation.



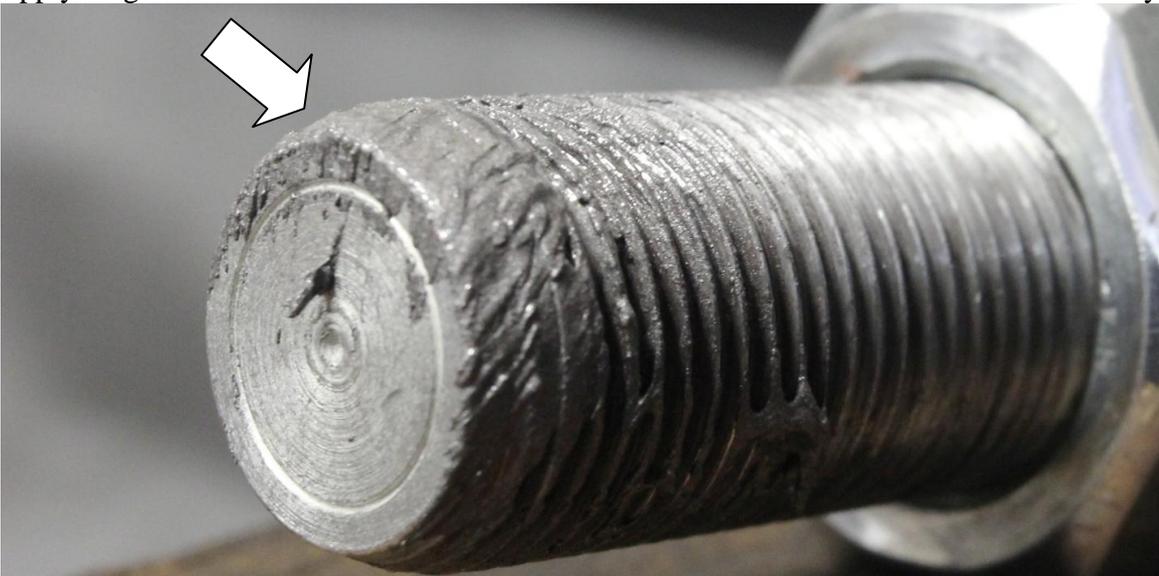
- Using a large pipe-wrench, break the machined jam nut loose and remove the Johnny-Joint and jam nut.



- Thread the new, provided jam nut onto the Heim-Joint if not already assembled. Jam nut should be threaded all the way to the end of the threads so it's tight against the housing.



- Apply a light coat of anti-seize to the last few threads on the rod-end and thread it half-way into the end of the bar.



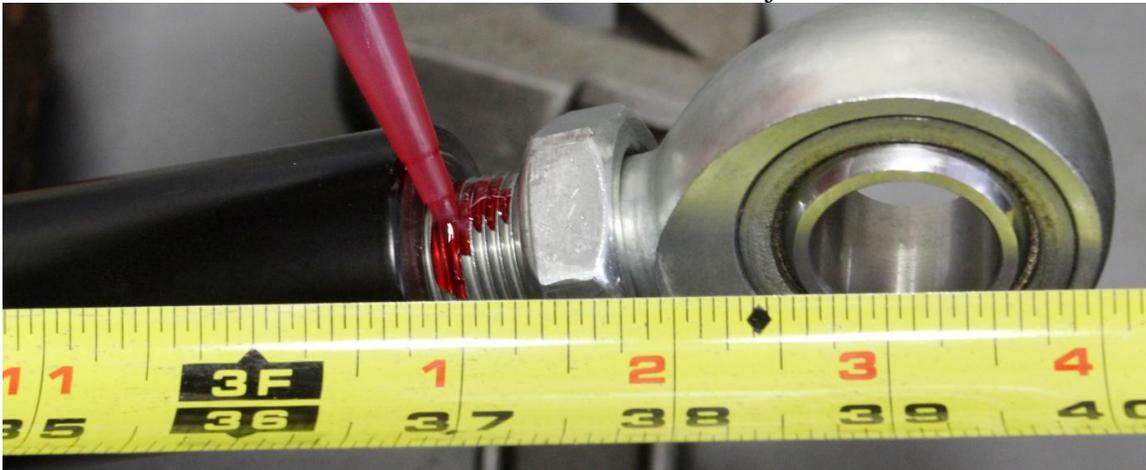
- For a 3", Carli lifted truck, set the Carli adjustable track bar to 39-1/8" from the center of the Heim to the Center of the Uniball.

NOTE: Factory height trucks will require the track bar to be set to 38-7/8". This measurement is also applicable to

any lift that utilizes a track bar drop bracket meant for the factory track bar.



8. **APPLY RED-LOCTITE TO THE THREADS** where the jam nut will assemble to the end of the track bar.



9. **THIS STEP IS VERY IMPORTANT:** Torque the jam nut to 200 ft.lbs (preferably using a crow's foot or huge crescent wrench) ensuring the alignment of the rod-ends is parallel to one another. It may take a few tries to get the two ends parallel as the rod end often turns when nearing 200ft.lbs. The Jam-Nut is what holds the axle end together and it's **IMPERATIVE** for it to be extremely tight and have red-loctite on it.



10. Confirm ends remained parallel during torquing.

NOTE: Note the position of the jam nut. The flat part of the “hex” on the jam nut is indexed so it is parallel to the rod-end’s orientation. This will ensure that the jam nut does not rub the factory track bar pocket. If the “point” of the jam nut faces the rear of the track bar, the jam nut will rub the bracket and could loosen.



11. Assemble (qty. 2) - black mis-alignment spacers to the heim joint.



12. Remove the track bar from the vice

13. Ensure the uniball spacer orientation is correct and the wider, silver spacer is in the front with the shorter, black spacer in the rear.



14. With the bar now assembled, slide the assembled heim joint with misalignment spacers into the axle pocket and assemble with the factory hardware for torquing later.

NOTE: The bend at the frame side of the track bar should protrude forward.

15. Slide the Uniball assembly into the frame side bracket and install factory bolt and nut to secure the uniball.

NOTE: If the bar won't align with the upper bracket, key the truck on and have someone move the steering wheel until you're able to insert the bolt. You will need to extend the drag link to recenter the steering wheel after lifting the vehicle during your alignment anyway.



16. Torque the upper assembly to 255lb/ft.

17. Torque the lower assembly to 255lb/ft.

18. Have truck aligned, or straighten wheels and adjust the steering drag link (longer) to straighten the steering wheel.

19. Package the Johnny Joint/machined jam nut in the box sent by Carli and affix the provided shipping label to the box.

20. Drop it off at your local UPS carrier.

21. Periodically, check the assembly to ensure it remains torqued!