

Installation Instructions: #5413 / 5414

High Pinion Dana 44 Trac Bar Sleeve Repair



Parts Included:

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|--|---------------------------|
| 1 Trac Bar Sleeve | 1 Castle Nut |
| 1 3/4"-16 x 4.5" Bolt (Drilled for Cotter Pin) | 1 Cotter Pin |
| 1 USS Washer | 1 Optional Reamer (#6170) |

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6609 Bronco Ln.
Knoxville, TN 37921

Tools Required:

- | | | | | |
|--------------------------|------------------|----------------------|-------------------|----------|
| Sockets/Wrenches | 1lb Brass Hammer | Jack | Charged Batteries | 1/1 8/21 |
| 3/8" Drive Ratchet | Pliers | 2 set of Jack Stands | Cutting Oil | |
| 1/2" Drive Torque Wrench | Bungee Cord | Drill w/ 1/2" Chuck | | |

IMPORTANT: Take your time when using the reamer. It can catch, causing the drill handle to spin. Keep your face and arms clear of the drill handle. Do not reuse your original trac bar bolt or nut!

INSTALLATION INSTRUCTIONS:

BEFORE GETTING STARTED, USE A PENETRATE LIKE KNOCKER LOOSE ON TRAC BAR BOLT

1. Put Bronco in park/gear and chock front and back of rear tires. Watch video @ <https://youtu.be/03z8eN-t3qE> to assist in installation of this product.

SCAN ME TO WATCH ON
BRONCO GARAGE:



2. Remove the cotter pin from your drag link bolt.
 - 2a. Loosen castle nut from the drag link, remove drag link and secure drag link out of harms way.
3. Lift your Bronco by the frame (allowing the axle to droop) and secure the frame with jack stands.
 - 3a. Let the axle droop onto your second set of jack stands.
4. Remove the cotter pin from your trac bar bolt.
 - 4a. Remove the castle nut from your trac bar bolt.
 - 4b. Let you track bar swing down & out of your way while pivoting from the frame mount.
5. Remove your brake line bracket (2 bolts) from the back side of the axle. This will allow you to remove your trac bar bolt.
6. (Optional) Remove your tie rod, this makes drilling easier. If not you may have to operate the drill upside down.
7. Notice the groove on the large end of the split sleeve. **DO NOT** let the bushing go past that groove once installed. The groove on the sleeve must be flush with the hole when installed before installing the new trac bar bolt.

The trac bar mount has a circular indentation that makes a perfect outline for how much material needs to be removed by the reamer.

- The outline also works as a guide while you ream the hole, watch carefully and make sure the hole stays centered in the outline.

- Check the hole depth frequently as you drill by using the split sleeve. Always make sure the hole and the sleeve are free of debris before test fitting.

PRO TIP: Place the drill on a low speed setting, and gradually increase the drill speed while pushing the reamer into the hole. Apply cutting oil frequently (This will go much quicker if you have a helper)

- Do not let the reamer chatter. This will hurt the reamer and cause an improper install.

- Take frequent breaks to remove any debris from the reamer flutes using compressed air or a shop towel. This step is equally as important as drilling the hole straight.

8. Reinstall everything as you took it apart, utilize the new hardware provided for your new trac bar.
 - 8a. Torque all bolts to factory spec.
9. We strongly recommend using new cotter pins in all areas where they were removed.
10. With all steering back in place and torqued down, lift the Bronco off the jack stands and set it on the ground.
11. Recheck torque after the first 100 miles and after every off-road venture.

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