

CALTRACS

TRACTION BARS

INSTALLATION GUIDE

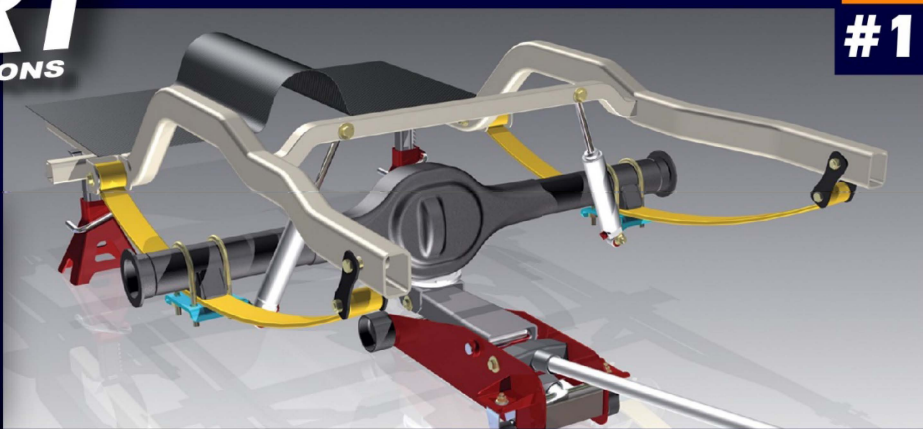


 **CALVERT**
RACING SUSPENSIONS

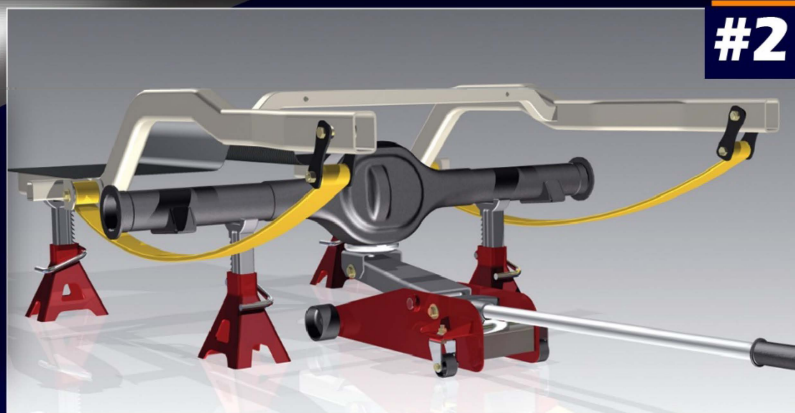
CALVERT

RACING SUSPENSIONS

#1 Begin your installation by supporting frame with jack stands. Remove the rear wheels. Support the rear end with a jack stand. Apply a small amount of load. This will aid in keeping the pinion from rotating downward.



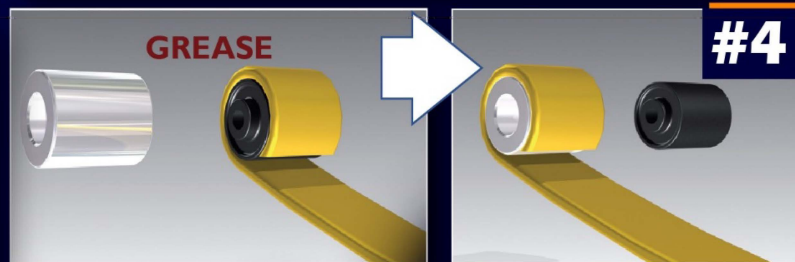
#2 Disconnect and remove the rear shocks. Place two jack stands below the axle tubes for support. Unfasten the u-bolts and the original lower shock plates. Use a floor jack to lift the rear end up off the springs. Support the rear end with jack stands and place the floor jack below the pinion to help keep it level.



#3 Unbolt the rear shackles from leafsprings and drop rear portion of springs. Remove the front hanger bolts and remove springs. Camaro/Nova applications must remove front hanger pocket with the leafsprings first to access the front spring eye bolt. Then disconnect front hanger from spring.



#4 Press out the original bushing from the front spring eye. Be sure to remove any steel ring that might be left in the spring eye. Continue by pressing the CalTracs bushing into the front spring eye. Apply grease or anti-sieze around surface of CalTracs bushing and inner spring eye. Press CalTracs bushing into the front spring eye.



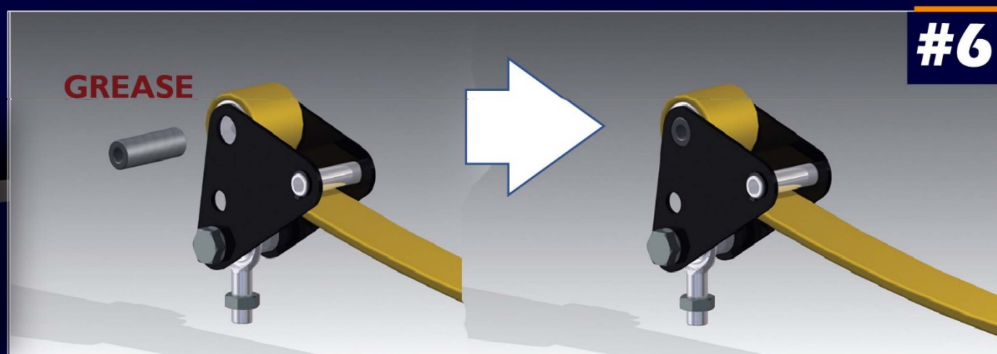
#5 CalTrac installations on most Mopar and S-10/ S-15 applications: Because OEM springs have two different sized springs, we supply two sets of bushings. The second set is not for the rear eye.

#5

NOTE: In the kits that include aluminum washers, these are placed between the inside hanger and outside face of the pivot plate.

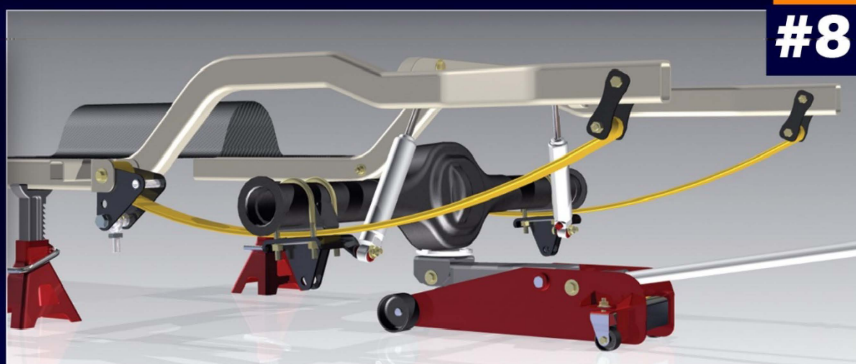
GALAXIES (60-64): The bottom side of the front hanger needs to be cut and removed to allow the pivot plate to hang down from eye bolt. We recommend fabricating and welding a steel plate over the front of the hanger.

#6 Place the CalTracs pivot assembly over front spring eye. Make sure that the roll pin is contacting upper surface of the spring. Grease the steel insert and push through front spring eye bushing.



#7 On 1962-70 Fairlanes and 1968-76 Torinos, a perch bushing is included to insert in the 1.437 hole of the factory spring perch. You will need to remove the factory rubber hat and insulator from the perch.

#8 Begin reinstalling by mounting the leafsprings back to the front hanger. Then connect the rear shackles. Place the rear end on springs, making sure the dowel pin is located. Continue by fastening u-bolts to the CalTracs rear shock plate and re-connecting the shocks.



TORQUE SPECS: U-Bolts 65-70 ft/lbs

#9 Compress the suspension before attaching transfer links. Apply grease or anti-sieze to rod end threads. Thread both end into link as illustrated. This will ensure that rod ends thread out equally.



#10 While holding the rear rod end by hand, begin to turn the link. Continue turning while applying forward pressure until rear rod end lines up with the lower mounting point. Tighten rear mount bolt and set a slight air gap between roll pin and spring's upper surface.



#11 Now you can remount the wheels. Remove the jackstands and set car on the ground. You're now ready for baseline adjustments.



Questions? **66 1-728-9600**
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ADJUSTING YOUR CAL TRACS

BARANGLE

For your baseline adjustment, set the transfer link on whichever hole makes it most parallel (level) with the ground. This is a good baseline for your first time out. We encourage you to experiment with both adjustments as success varies from one application to another.



SET-UP

Before any preload adjustments are made, make sure that the car is on a level surface (garage floor, concrete slab, etc.). Put all the weight on the car, including driver's weight and any ballast you might run. Preload should always be set with the car "race ready".

BASELINE

Make sure the CalTracs have no preload before adjusting. Start off by lengthening the transfer link until the roll pin on the front pivot assembly makes initial contact with the upper surface of the spring. This is our zero point. Both sides must be set to zero before continuing to preload. Turn the bar continuing to preload for 1/4 turn (2 flats on hex side of transfer link). Repeat on other side.

ADJUSTMENTS

The CalTracs are very versatile and can be effective from daily driven street vehicles to outlaw 7 second cars. There are many adjustments that can be made. Typically changes can be made through 1/4 turn adjustments. Preload should never exceed one full turn. Adding excessive preload to springs for tire clearance is not advised; the leafsprings could be damaged. Ride height is only to be adjusted through spring arch.

Calvert Racing also offers:

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Calvert 90/10 Front
Shock (race only)

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