



TJ Double Shear Adjustable Track Bar Installation Instructions

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Shipping Checklist:

Box 1 (36x6x6)

- ☐ Instructions
- ☐ Invoice
- ☐ Iron Rock Off Road logo decal (1)
- ☐ TJ/XJ/ZJ double shear adjustable track bar 92185 (1)
 - ☐ Track bar male threaded end 92004 (1)
- ☐ TJ Double shear track bar bracket 85051 (1)

Hardware Kits

#20 - Front track bar (1)

- ☐ Track bar bushing half (4)
- ☐ 7/16" I.D. track bar bushing sleeve (1)
- ☐ 7/16 x 2 1/2"lg gr8 hex bolt (1)
- ☐ 7/16 gr8 hex nut (1)
- ☐ 12mm track bar bushing sleeve (1)
- ☐ 7/16 flat washers (2)
- ☐ 12mm x 80 hex bolt, class 10.9 (1)
- ☐ 12mm hex nut, class 10.9 (1)
- ☐ 7/8-14 jam nut

#109 – Double Shear Bracket

- ☐ 3/8" I.D. track bar bracket frame sleeve 85055 (2)
- ☐ 3/8" x 3 1/2" Hex bolt, gr8 (2)
- ☐ 3/8" Nylock hex nut (2)
- ☐ 3/8" USS flat washer (4)
- ☐ 1/2-13" x 2" Flange bolt, gr8 (1)
- ☐ 1/2" Nylock hex nut (1)
- ☐ 1/2" USS flat washer (1)

Installation Instructions:

Safety Warning: ***Important! Read before installation.***

We recommend that this track bar system be installed by a qualified professional. Knowledge of suspension component function is necessary for safe installation and post installation inspections. Be sure to re-torque all suspension components after the first 100 miles of use, and frequently inspect all safety critical suspension components.

Before you begin:

- ☐ Read all safety warnings.
- ☐ Read and understand installation instructions.
- ☐ Contact Iron Rock Off Road with any questions before, during, or after installation.
- ☐ **Ensure that all parts are present and in good condition per attached shipping checklist!**

Installation:

1. Install jam nut onto threaded end of track bar. Apply anti-seize compound to the male threads.
2. Adjust the length using this guide as a starting point. This may need to be adjusted after a short test drive. Do not tighten jam nut at this time.

TJ 3" lift	32 1/2" center to center
TJ 4" lift	32 3/4" center to center
TJ 6" lift	33 1/8" center to center
TJ 8" lift	33 3/4" center to center

*****Safety Warning: Maximum track bar length is approx. 34 center to center.**

If you are near this maximum length, you MUST verify that you have at least 1" of thread engagement. Failure to perform this simple double check can cause track bar failure, which may result in serious injury or death.

3. Lift front of vehicle and support with tall jack stands under the frame.
 - Tip: break lug nuts loose before lifting vehicle if necessary.
4. Ensure that vehicle is safely supported.
5. Remove front tires if needed.
6. Support front axle with a floor jack (do not lift vehicle).
7. Remove existing track bar.
8. Mount new bracket to existing track bar mount with 1/2" flange bolt, washer and nut. Ensure bracket is straight and level, then tighten nut.
9. Using the upper bracket holes as a guide, drill two 3/8" holes all the way through the frame rail. (see picture) Be sure to keep drill level.
10. Unbolt and remove the new bracket.
11. Enlarge ONLY the outboard side holes in the frame rail with a 1/2" drill bit.
12. Clean burrs and paint from holes
13. Insert frame crush sleeves from outboard side, ensuring they line up with smaller hole on inboard side. (see picture)
14. Mount new bracket again, installing flange bolt, washer and nut, and two 3/8" bolts, with washers and nuts. Ensure bracket is straight and level, and torque through-frame bolts to 37 ft. lbs. Torque 1/2" nut to 90 ft. lbs.



15. Lubricate track bar bushings and bushing sleeves with multi-purpose grease and install into track bar: smaller I.D. bushing sleeve is installed at axle end (without adjusting threads), and larger I.D. sleeve at frame end (with adjusting thread).
16. Install the track bar and torque bolt at axle to 74 ft. lbs., and bolt at bracket to 80 ft. lbs.
17. Tighten jam nut very tight.

Adjustments and Safety Inspection:

18. Check all components for clearance for suspension to fully cycle up and down. Make adjustments as needed.
19. Go for a short test drive.
20. Check if front tires are centered side to side under vehicle. A good way to measure this is from the top of the tire to the frame, through the coil spring. Adjust the length of the front track bar as needed.

* Re-torque all fasteners, including lug nuts, after 100 miles, and frequently inspect all safety critical suspension components.

