

Drive Line Drop  
 List \$192.00  
 Fits 1999-2008 Fords F250/F350 & 2003-2008 Dodge 2500/3500  
 Alignment is the #1 cause of premature failure of carrier bearings and isolators.  
 This simple bracket allows a wide range of adjustment of drive line carrier bearing.  
 Minimum carrier bearing drop is 1/2" Max is 3 1/4".  
 Forward to aft adjustment range is 3 1/4".  
 Angle adjustment maxes out at 15 degrees.

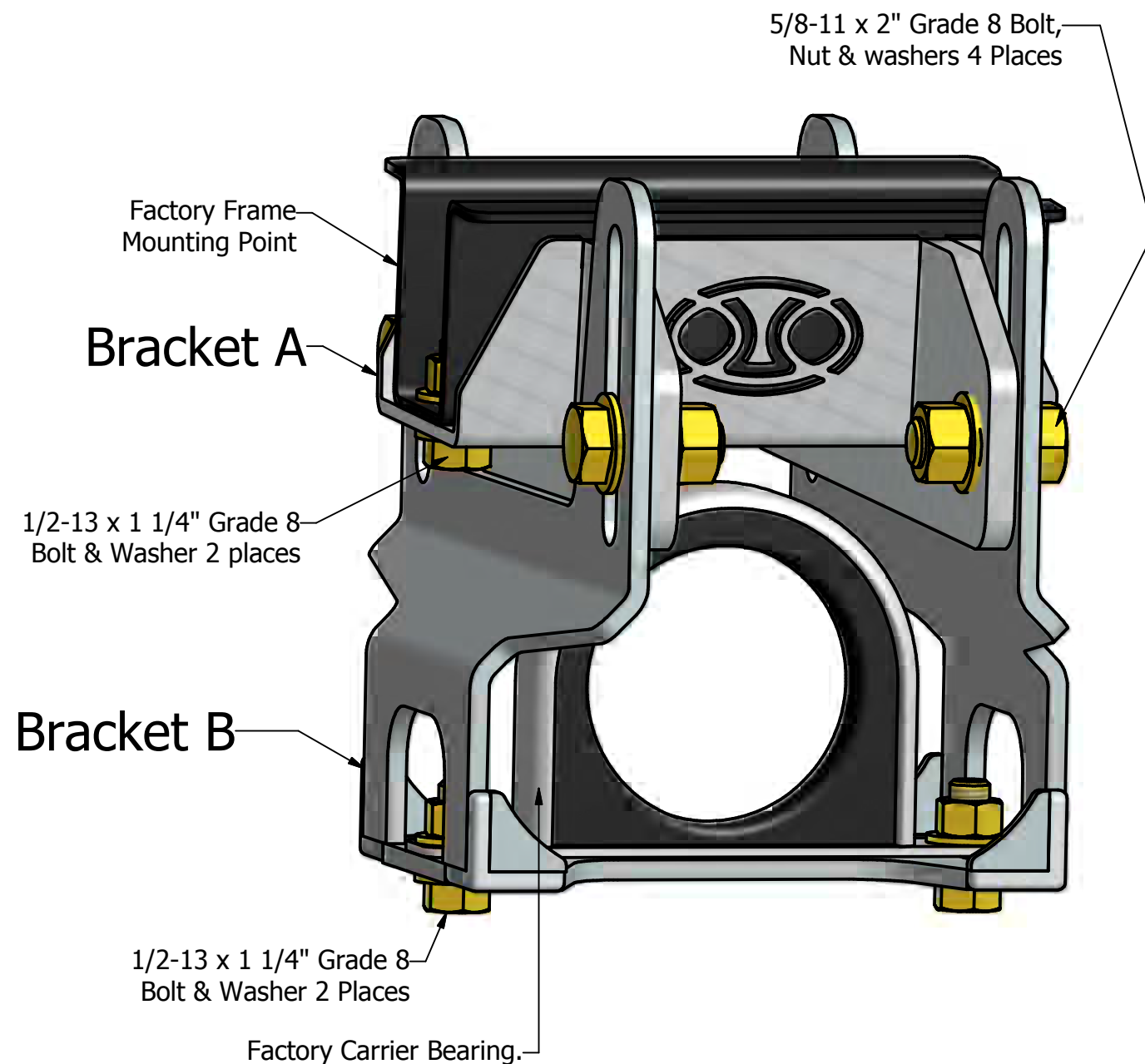
Notes.  
 This unit was designed for 1999 to 2008 Ford F 250/ F350 lifted trucks with a 2 piece drive line. Trucks lifted over 12" with a 2 piece rear shaft should have a CV joint installed at the center joint behind carrier bearing. The pinion angle will need to be adjusted to line up with the rear shaft, +/- 3 degrees. The intermediate shaft should be adjusted to line up with the transfer case output shaft, +/- 3 degrees.  
 If you have at least a 1 1/2" carrier bearing drop now but can see that the isolator is in a bind this will fix your alignment problem.

This bracket will not fix:  
 1: Driveline shaking commonly felt at take off and during lows speeds while pulling heavy loads. If you have this symptom and you have changed the carrier bearing to be positive the shaking did not damage it. You need functioning traction bars. These bars will cure the pinion wrap shakes. You want soft springs for good ride and good articulation but soft springs can not control axle wrap. Traction bars keep your ride and stop your shudder at take off. Pulling trailers off road without traction bars could destroy your u joints from wheel hop. We feel trucks with more then 300 hp need traction bars.  
 2: Worn out Parts. If you have been driving your truck with any shaking you could have done damage to your u joints, transfer case, pinion bearing, carrier bearing or isolator. Be sure to have the items checked if your angles are good. Be sure the shaft is balanced as a unit. This is a really sensitive system. there is no room for any slop. Don't be frugal, do it right.  
 3: If you try to cure your take off load shudder by lowering your carrier bearing and do not run traction bars your shudder will get worse. If you try to fix your take off load shudder with this bracket and it does not work then we will assume that you did not read this. So when you contact us and complain that it still shakes at when you take off you will be asked if you read this before you purchased the part. Tell us the password "critical speed" so we know you understand what this bracket is for.

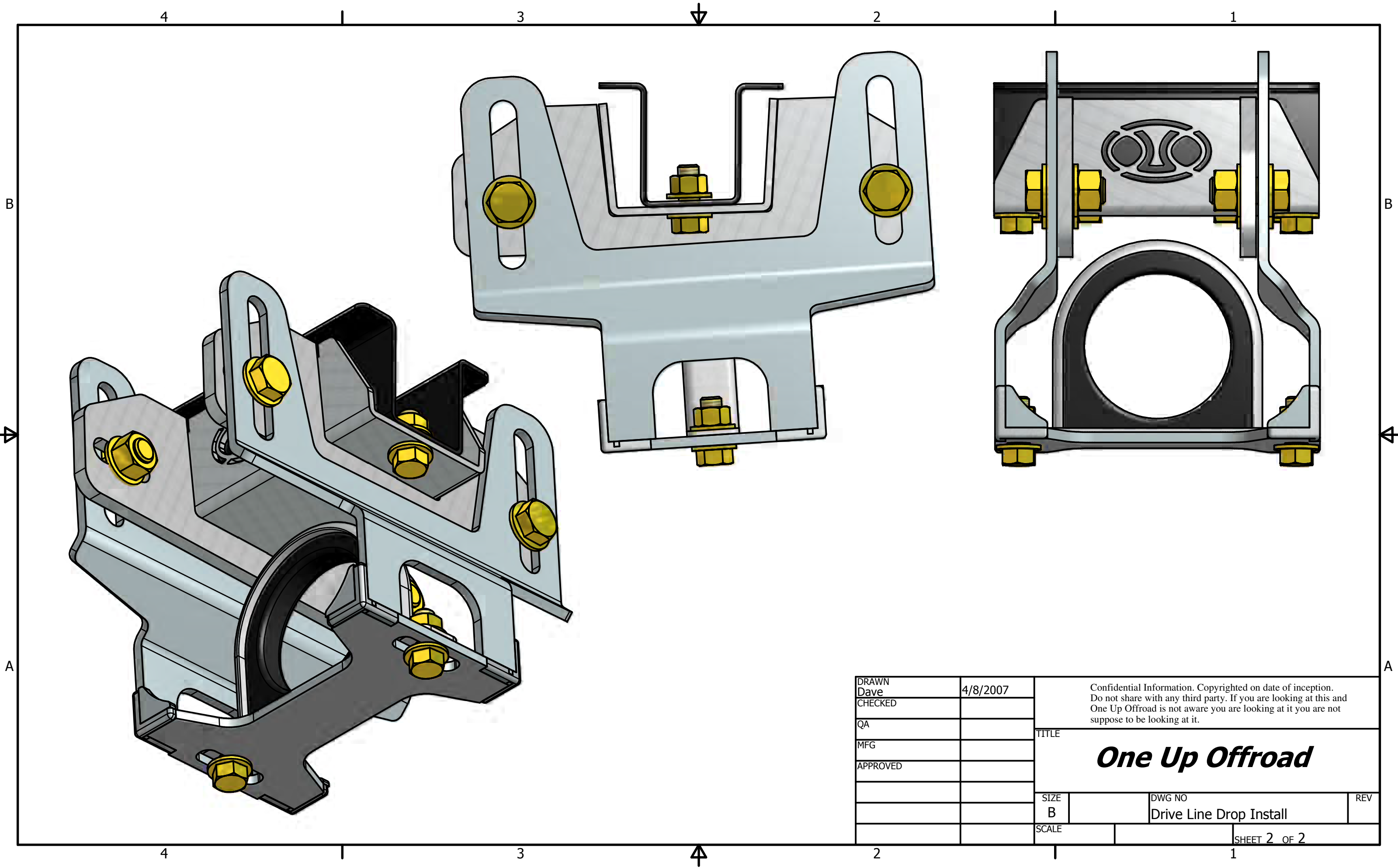
Installation.  
 It is a challenge to get the carrier bearing to the correct angle at the driveline and at the bearing. This bracket will make this alignment much easier. First you bolt bracket A ( with the OUO logo) to the factory carrier bearing mounting location on the frame with factory hardware. Torque these 2 fasteners to 100 ft-lbs. Then bolt the carrier bearing to bracket B with 1/2" hardware. when installing this hardware, leave hardware loose enough to slide the two parts but tight enough to quickly sung up when in position, but don't completely tighten hardware until the last step. Next slide bracket B up to Bracket A and install 5/8" hardware in slots. Using an angle finder adjust the driveline angle from the transfer case output shaft to the first driveline section to no more than 3 degrees by raising and lowering the carrier bearing. Snug a 5/8" fastener up to hold the position. Check the carrier bearing for alignment, be sure the metal cover is straight with the rubber isolator. If it needs adjustment, Adjust the carrier bearing on bracket B or bracket A on the frame mount. The floating slot system should allow for front to back length changes from a clocking ring. Double check angles and alignment and tighten all hardware 1/2" hardware to 100 ft-lbs, 5/8" hardware to 180 ft-lbs. Drive the truck, triple check angles and alignment and recheck all hardware.

- 1 Qty Bracket A
- 1 Qty Bracket B
- 4 Qty 1/2-13 x 1 1/4" Grade 8 Bolts
- 8 Qty 1/2" Grade 8 Washers
- 4 Qty 1/2-13 Grade 8 Nuts
- 4 Qty 5/8-11 x 2" Grade 8 Bolts
- 8 Qty 5/8-11 Grade 8 Washers
- 4 Qty 5/8-11 Grade 8 Nuts

Comes powder coated silver,  
 Packed nicely in a box so it will show up like new,  
 This is a really heavy duty unit, ships at 18 lbs.



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QA		SIZE B	DWG NO Drive Line Drop Install	REV
MFG		SCALE	SHEET 1 OF 2	
APPROVED				



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TITLE		
<b>One Up Offroad</b>		
SIZE	DWG NO	REV
B	Drive Line Drop Install	
SCALE	SHEET 2 OF 2	