

One Up Offroad 2003-2007 Dodge Cross Member Drop

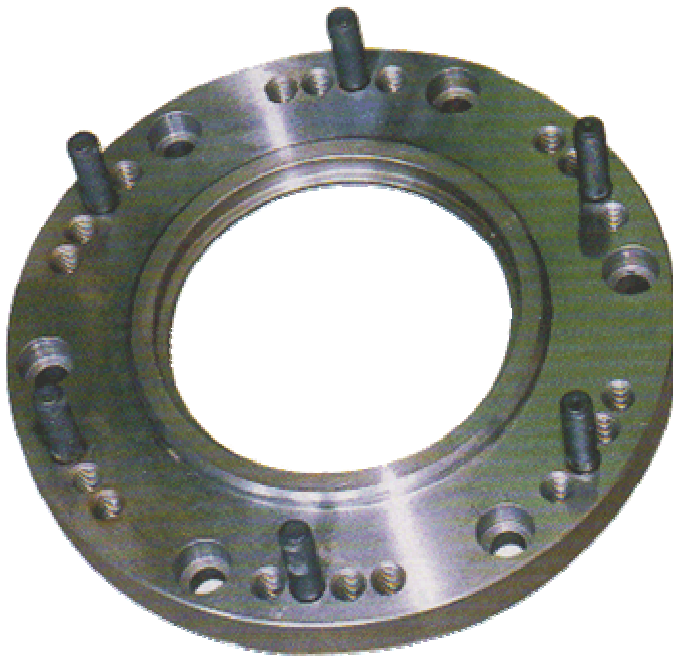
All One Up Offroad Parts are for racing use only. They are not intended for highway use. The owner / driver of the vehicle assumes all responsibility for misusing these parts or operating a vehicle with One Up Offroad Parts installed on it. We assume that you have mechanical ability and have worked on a truck before. If you have not worked on a truck before, then please take your truck to a shop and have the work done.

Problem:

Dodge 4x4 trucks transfer case turns the front output all of the time causing the driveline to rotate whenever the truck is in motion. The axle disconnect keeps the power from being transmitted to the ground while in 2wd. But the drive system is always turning. When a lift is installed on the truck, the front drive shaft angle is increased causing noise, vibration and premature failure.

Solution Part 1:

Attitude Performance has developed a clocking ring that repositions the transercase lowering the front output in the truck reducing the front driveshaft angle. This clocking ring will rotate the transfer case 10 degrees in the truck with no crossmember modifications. This works well for 6" lifts, Find Matt at <http://www.attitudeperformance.com/>



Solution Part 2:

What if the truck has a taller 8" plus lift?

The clocking ring can be repositioned to get 20 degrees rotation from the transfer case.

But drive shaft contacts the OE cross member.

One Up Offroad developed a simple cross member drop to allow more clearance.

Moving the OE cross member down in the truck 3.5" Gained the clearance needed.

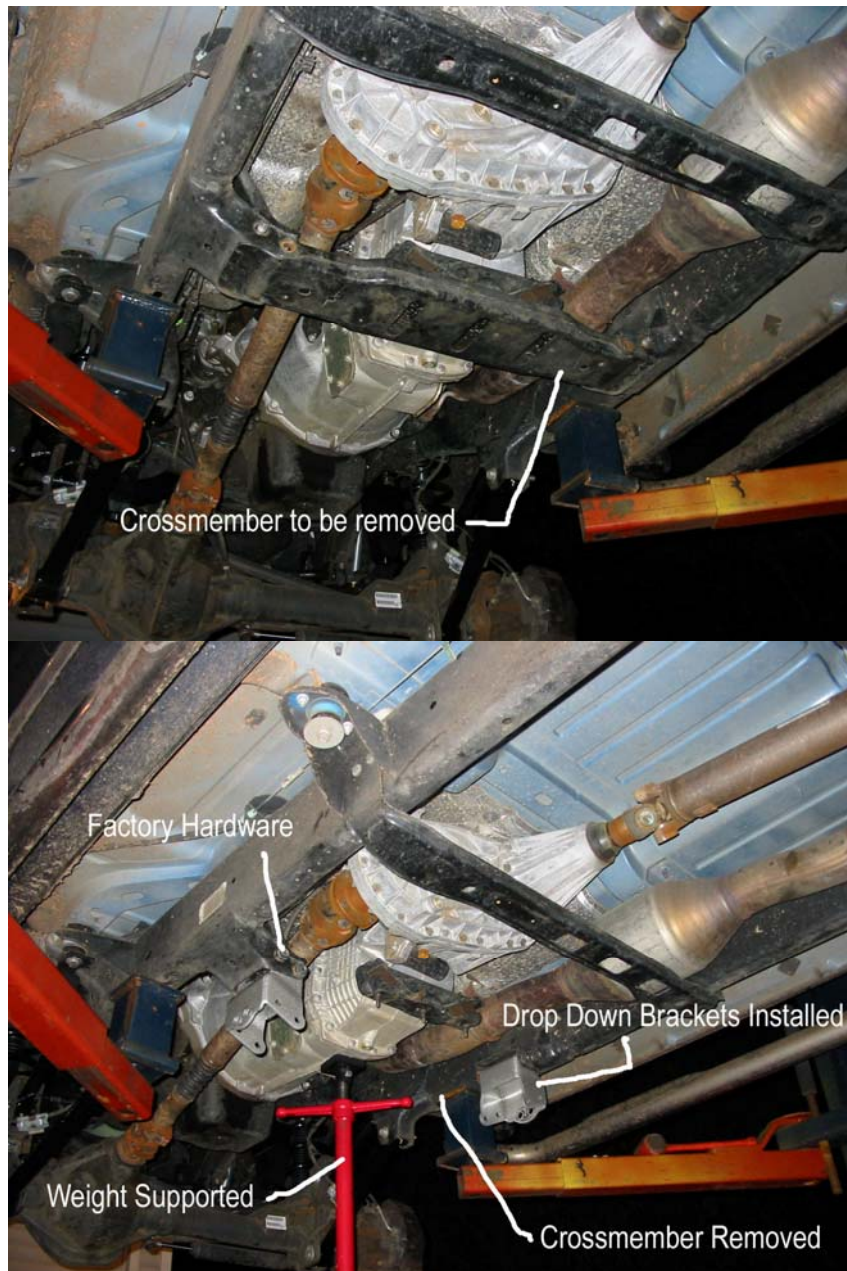
The kit allows the rear transmission mount to be adjusted to fine tune the angle of the rear drive shaft.



Installation

1#. Drive the truck and listen for any vibrations or shakes or noises. If you don't drive the truck you will not know if you fixed a problem, caused one or had no effect. This will not fix bad U-joints. If the drivelines have been vibrating chances they have been damaged and could still vibrate after the angles are corrected. Assume nothing, check everything.

It is possible to do this job with the truck on the ground but the install is best done on a lift, your going to remove the transfer case when you clock it. Support the weight of the rear of the transmission as to be able to remove the transfer case and rear cross member from the truck. Then remove the crossmember and install the clocking ring as per Attitude Performance's Instructions. Hold back on reinstalling the crossmember. If the truck has a skid plate it will not go back on the truck.



#2. After you have the clocking project complete. Install the crossmember drop brackets in the frame. Install the transmission spacer between the transmission mount and the transmission on the crossmember. Set the height of the spacer at 3 ½" to start. Then install the factory crossmember in the drop down brackets. With all of the fasteners in place, but not tight, attach the transmission to the spacer. (leaving these loose makes it easy to get all the bolts in)





#3. Lower the vehicle to ride height and check the angles of the rear driveline. 4 degrees is max difference in the rear joints. Adjust the rear transmission spacer if needed to reach the desired angles. Raise the truck again if your using a lift. If you shortened the spacer, turn the cooling fan with your hand (while the engine is off) before you start the truck to be sure it clears the cooling shroud. Now tighten all hardware. 3/8-16 Grade 8 bolts Max torque is 35 ft lbs. 1/2-13 Grade 8 bolts Max torque is 80 ft lbs. Check all the fasteners twice to be sure you didn't miss any.

#4. Drive the truck and listen for any vibrations or shakes or new noises.

The Goal.



Comes packed in a nice box powder coated silver, Clacking Ring not included.
List Price \$211.00

One Up Offroad LLC.