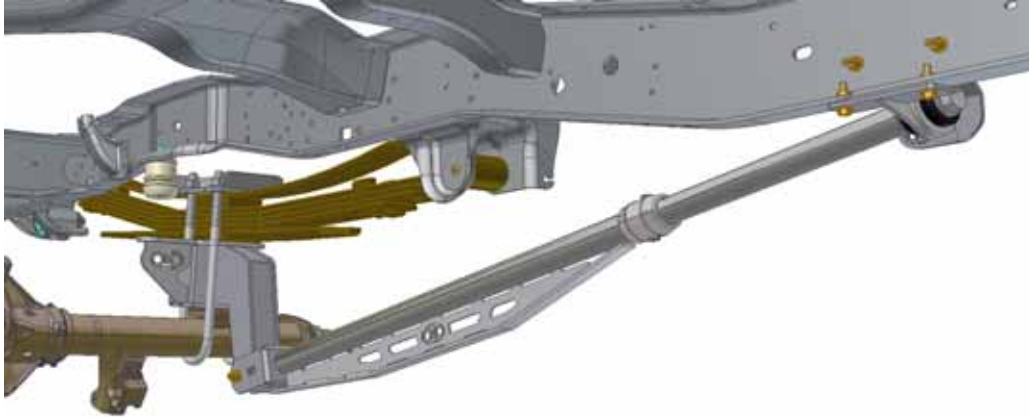


One Up Offroad Traction Block Install



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, and drilling holes or replacing a rear axle scares you, then please take your truck to a shop and have the work done. If you get your truck apart and can't get it back together it will be stuck where you disassembled it.

A picture is worth a thousand words. Take the time to read the steps. If you do it wrong, the system will not work correctly, the ride will be harsh & your time & money will be wasted.

Note; It is a good time to think ahead here. If your truck is really tall you should think about your pinion angle, is it correct or does it need to change?

We build blocks that are parallel top and bottom from 4" to 7" tall. We also build blocks with pinion angle change of 5 degrees built into the bottom of the blocks from 4" to 10".

If you need to exchange your blocks to a different angle or height we have an exchange program. We will work with you, we can't adsorb the cost of exchanging the blocks, but we will take your block in on trade.

You will pay freight in both directions and you will pay a re-boxing fee of \$35.00.

If the blocks are not in NEW condition you will be charged an additional \$90 refinishing fee.

If you install the blocks they will not be in New condition. If you don't pack them well when you ship them back to us they will not be in New condition.

If the block you want to exchange to does not sell for the same price you will pay the difference.

We can exchange U-bolts also.

You will pay freight in both directions and you will pay a re-boxing fee of \$15.00.

If the U-bolts are not in NEW condition they cannot be exchanged. (If you thrash them and try to exchange them we will not give you any credit for them and if you want them back we will charge you freight. They must be as NEW or we can't re-box them and sell them.

If you don't pack them well when you ship them back to us they will not be in New condition.

If the U-bolts you want to exchange to do not sell for the same price you will pay the difference.

This Program is thru One Up Offroad Direct and parts need to be shipped to and from One Up Offroad. Because the dealers can't powder coat and re-box parts.

We want you to have your truck at the height that looks good to you. We will try our best to make it happen within reason and with out loosing money.

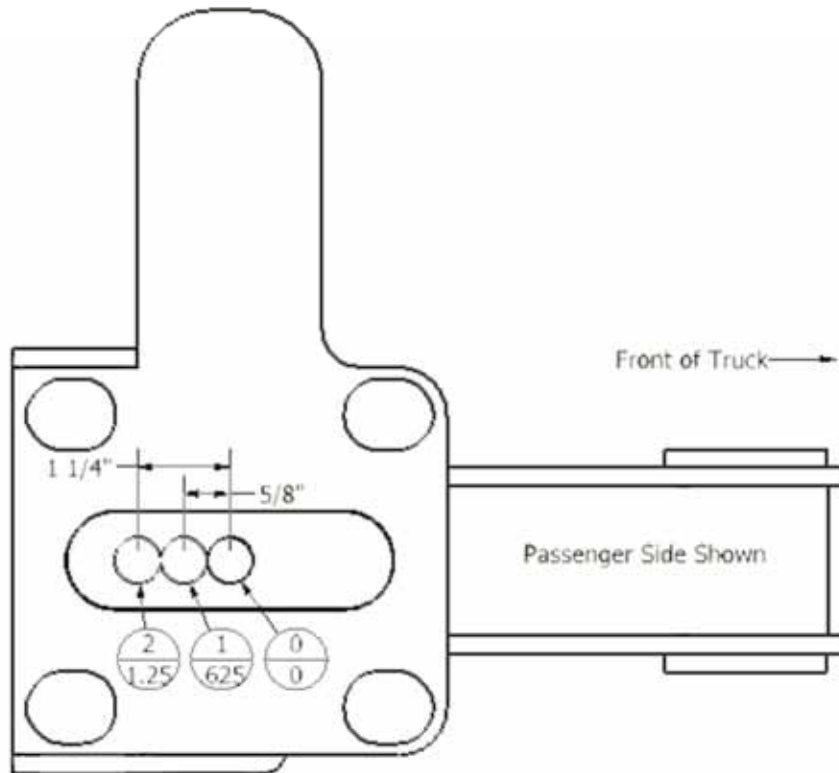
1st, Install bushings & spacer in the block with Silicone lubricant.



2nd, Install the bottom pin plate in the bottom of the block. the bottom pin plate has the pin welded in it. Install the Universal Adjustable Pin Plate in the top oval in the block. The additional holes go to the rear of the block. See Image 8 on page 3. These additional holes allow moving the rear axle forward in the truck. Hole 0, closest to the traction bar mount, is centered on the block as the normal block hole would be. Hole 1, is 5/8" center to center from Hole 0 and Hole 2 is 1 1/4" from hole zero. Moving the rear axle forward can help with driveline length and allows for more clearance between the tire and the back of the rear fender. You will need the position adjustable top plate to use this feature. If you didn't get the position adjustable top plate you can only use the 0 position. See



Image # 8



Ford & Chevy trucks usually use 5/8" pins and the adjustable position pin placement is available for all trucks with 5/8" leaf spring pins.

2004 thru 2008 F150 Ford trucks use Dual 1" pins and the adjustable position pin placement is NOT available. This system uses the below the frame front pivot mount

1994 thru 2002 Dodge trucks use 3/4" pins and the adjustable position pin placement is available for all trucks with 3/4" leaf spring pins.

2003 thru 2008 Dodge 2500 / 3500 trucks use Triple 1" pins and the adjustable position pin placement is NOT available.

We also have blank un-drilled pin plates for installers to drill to fit.

If you have a Toyota, Nissan S10 or other truck, clearance around the axle pad is usually the only obstacle stopping these from going on your truck, shock mounts brake lines / cables ect.

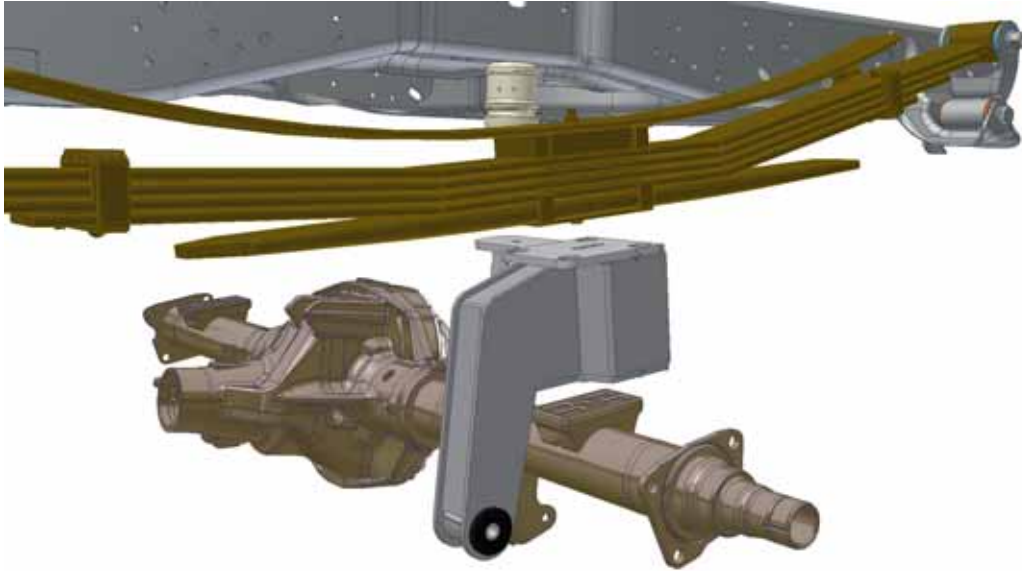
The frame front pivot mount is available in for below and beside the frame.

The blocks fitting on the axle limit only to the application for this product.

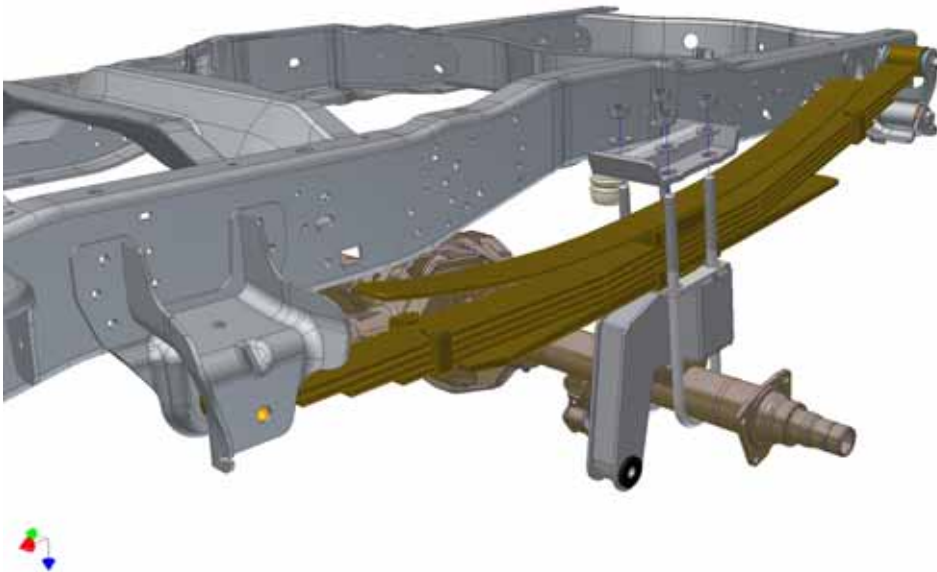
If you have a truck you want to run these on, send us some photos of your rear axle so we can help you determine if they will work for you. You will need to find out your leaf spring pin diameter. We will work with you to get your project in action.

We have weld to the axle mounts that fit any axle tube size.
We have bolt to the axle mounts for 4" and 3 5/8" axle tubes.

3rd, Install the blocks or bolt on or weld on brackets on the rear axle first. When installing the blocks the bump stop pad points to the center and the big bracket is down and in front of the rear axle. Separate the axle from the rear springs with enough clearance to get the block between them. Be mindful of the E-Brake cables, brake lines and wires as not to damage any of these items by letting the axle hang from them. No 2 installations are the same but you most always will need to replace the brake lines with longer systems.



4th, Lube the threads with anti-seize or a light lubrication oil, but not cutting fluid. For 3/4" u-bolts torque the u-bolt nuts to 320ftlbs. For 5/8" u-bolts torque the u-bolt nuts to 180ftlbs.



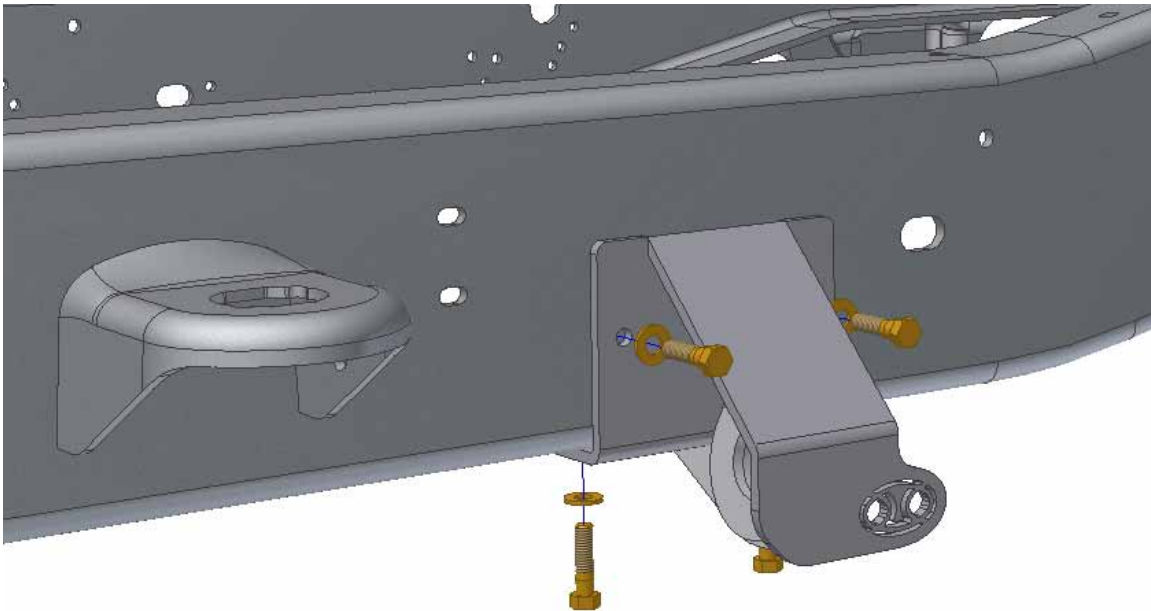
5th, Install Frame Bracket to Frame Rail.

Notice O/U logo position pointing to the rear of the truck. The brackets are unique to drivers & passengers side. Find an unobstructed place on the flat frame that accepts the bracket with out interference. Clamp the bracket to the frame. Be sure to check on both sides of the frame to see that the bolts will clear the items on the inside of the frame. Measure from the bracket to a cab mount on the frame on both sides to be sure the brackets are uniform side to side. Double-check your work. Protect the fuel lines inside of the frame with wood or some other material to stop the drill bit from cutting the fuel line. This is so you don't damage them when drilling from the outside. Mark the holes thru the mount.

Trucks with boxed frames get 3/8-24 grade 8 bolts and washers and the frame will need to be drilled 5/16" and taped 3/8-24 (included with kit) to eliminate the need to put nuts on the backside. Torque 3/8-24 tapped hardware to 30 ft lbs and red Lock-Tight is recommended on these fasteners.

If your system has an open frame and came with 1/2-13 grade 8 bolts, nuts and washers it should be a thru bolt application Drill the Holes thru the frame to 1/2" and torque the nuts on the bolts to 100 ft lbs, Red Lock-Tight is recommended on these fasteners.

If your system has an open frame and came with 3/8-16 grade 8 bolts, nuts and washers it should be a thru bolt application Drill the Holes thru the frame to 3/8" and torque the nuts on the bolts to 50 ft lbs, Red Lock-Tight is recommended on these fasteners.



Some 2003 + Dodge Trucks with boxed frames a combination of hardware.

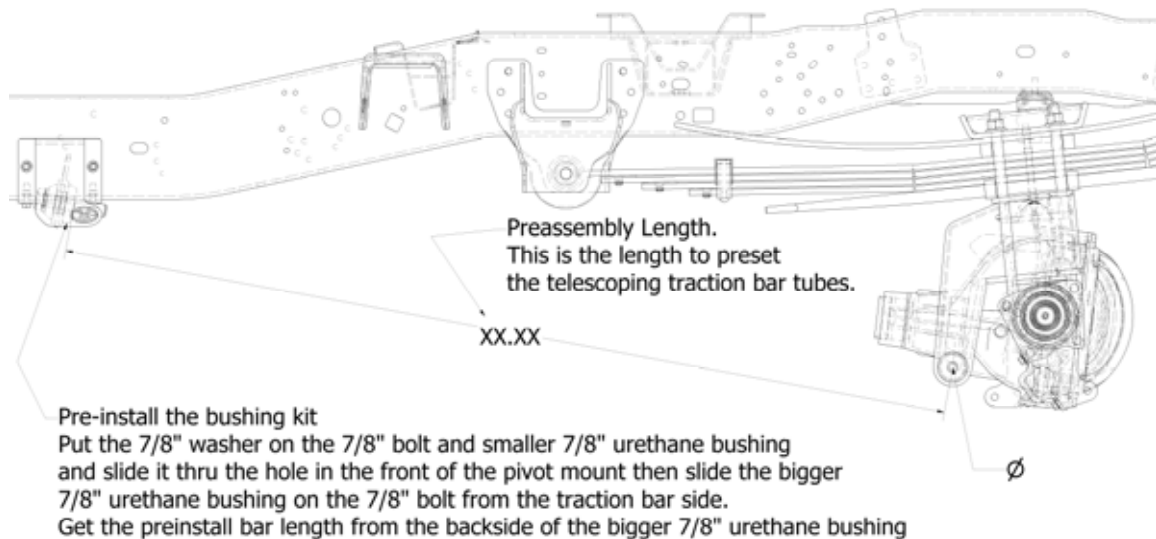
Up in the bottom in the frame gets 3/8-24 grade 8 bolts and washers and the frame will need to be drilled 5/16" and taped 3/8-24 (included with kit) to eliminate the need to put nuts on the backside. Torque 3/8-24 tapped hardware to 30 ft lbs and red Lock-Tight is recommended on these fasteners. Thru the side of the frame use 1/2-13 grade 8 bolts, nuts and washers it should be a thru bolt application Drill the Holes thru the frame to 1/2" and torque the nuts on the bolts to 35 ft lbs. This mount is a channel and goes on both side of the vertical frame. Do not over-torque these bolts and smash the frame. Red Lock-Tight is recommended on these fasteners. See image 12 on page 6

Image #12



The Drivers & Passengers Mounts should be installed for good at the end of step 5.

6th, Measure your preinstall length to set your adjustable traction bar to. Set the truck at ride height. This is the height of the truck with the weight on the axles. Both front and rear suspensions need to be at operating height to get this measurement correct. If you don't set the truck at ride height you will be getting the wrong measurement, your installation will be incorrect, the ride and handling of the truck will be undesirable.



7th, Pre-assemble Traction Bar Coupler by Inserting o-rings using silicone lube.



8th, Slide coupler on 1 3/4" tube using silicone lube. Note: the end of the tube has no powder coating to help the two tubes slide together.

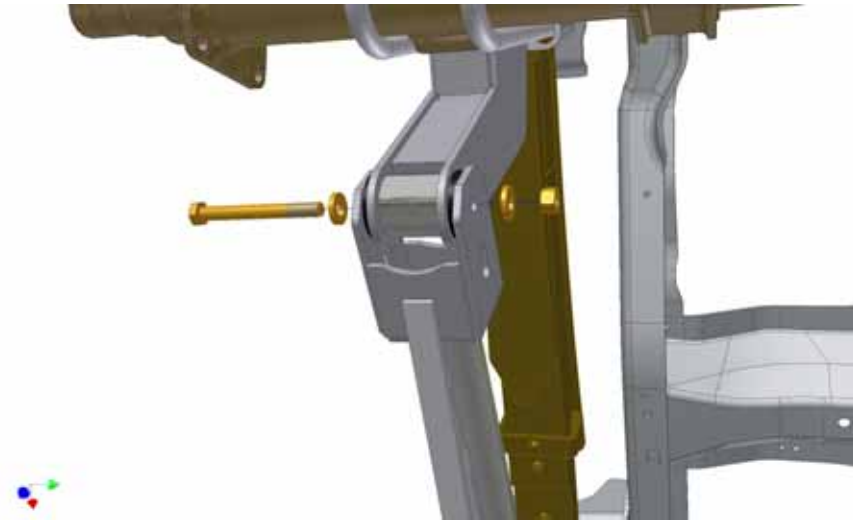


9th, Assemble telescopic traction bar tubes.

Slide the 1 3/4" tube with the coupler installed on it into the 2" tube to your preinstalled length. This is a tight fit and will require considerable force to get the bar to your preinstalled length. We suggest putting the bars on the floor next to each other and sliding them by each other (not in each other) until they are at the preinstalled length and then put some marking tape on the 1 3/4" bar at the point where you would stop sliding the 1 3/4" tube in the 2" tube. This will help you see where to stop while your compressing the bar. Tap the washer end on a wood or protected surface as not to damage the powder coating until it compresses to the preinstalled length. Use the weight of the heavy end to do the work while you tap the bar assembly on the protective surface. Take your time, because if you compress it too far it is really hard to get it back apart and it will scratch your powder coating. **DO NOT DRILL OR INSTALL COUPLER BOLT!!** If your application requires a very short bar you can cut the 1 3/4" bar shorter from the un-powder coated end if needed. Be sure to have at least 8" of overlap of the bars.



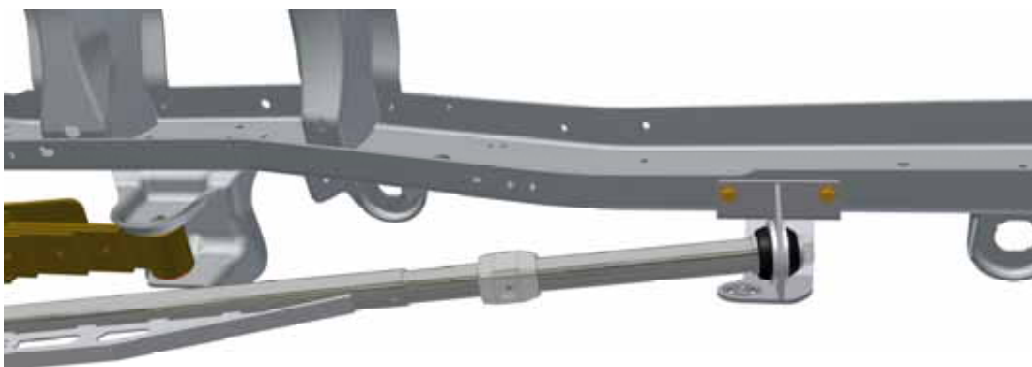
10th. Install rear of bar with ½-13 grade 8 hardware. Torque to 110 ft lbs.



11th, Bring the front of the bar up to the frame mount and start the bolt in the threads in the end of the bar. The big bushing goes on the bar side the small bushing goes on the bolt side.

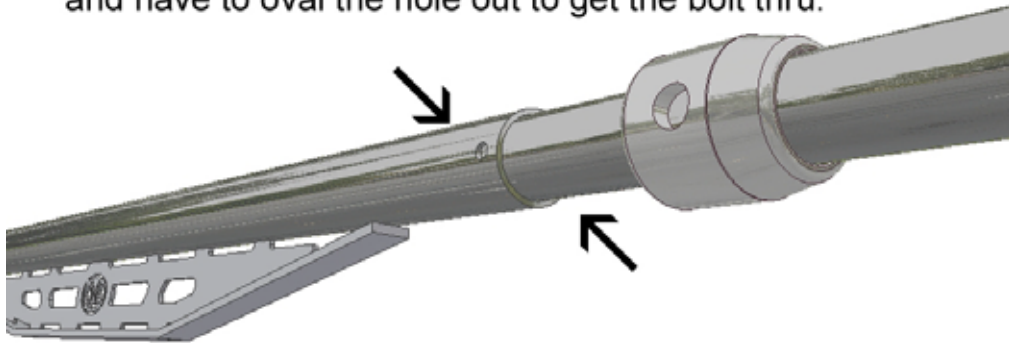


12th, Tighten the 7/8" bolt into the bar until the threads bottom against the shank of the bolt. The bolt should stop turning. Don't over tighten it because when it stops turning the threads are bottomed. Stop tightening when the bolt stops turning. About 175 ft-lbs of torque



13th, Be sure to set the truck at ride height. This is the height of the truck with the weight on the axles. Both & front and rear suspensions need to be at operating height. Using a 1/2" bit, drill thru the pilot hole in the 2" tube, thru the 1 3/4" tube for the coupler lock bolt. Drill thru each pilot hole from the outside in and not in one shot to be sure the hole lines up with the coupler. Then debur the sharp edge around the hole you drilled so the o-ring is not damaged.

Drill through the pilot hole in the bar from outside in on both sides. Do not try to drill the hole in one shot from one side. This hole needs to be as close to 1/2" as possible. You dont want to let the drill wander and have to oval the hole out to get the bolt thru.

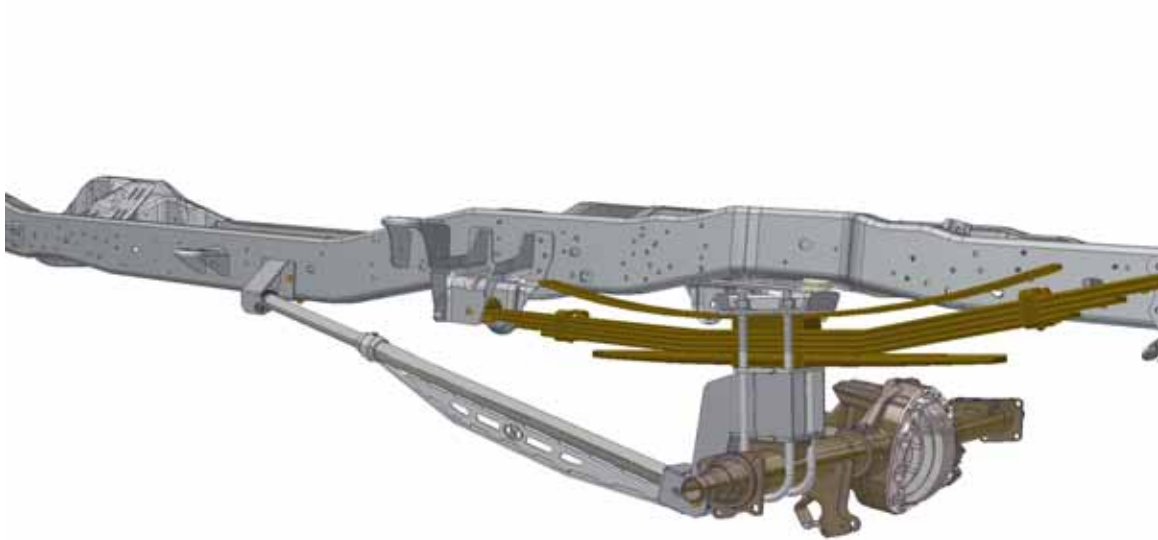


Take your time and do it right so the bar locks into one unit.

14th, Using silicone lube, slide the coupler over the 2" tube. Line up holes in coupler so the big hole is out and the flattened surfaced hole is in. Seal the flat flange inside both holes with silicone sealer to keep out water. Install the Allen head cap screw from the outside in and the Washer & nut on the flattened part of the coupler. Tighten to 110 ft lbs torque.



15th, Check all Bolts to be sure they are tight. Don't assume check it!
It should look like this.



If you have any problems with you install contact us before you get too frustrated and we will help get you back on track quickly.
We would rather you spend 5 minutes on the phone with us then make a mistake on the install.
If something is not going as the instructions direct then get a hold of a dealer or us right away.
No problem is too small.