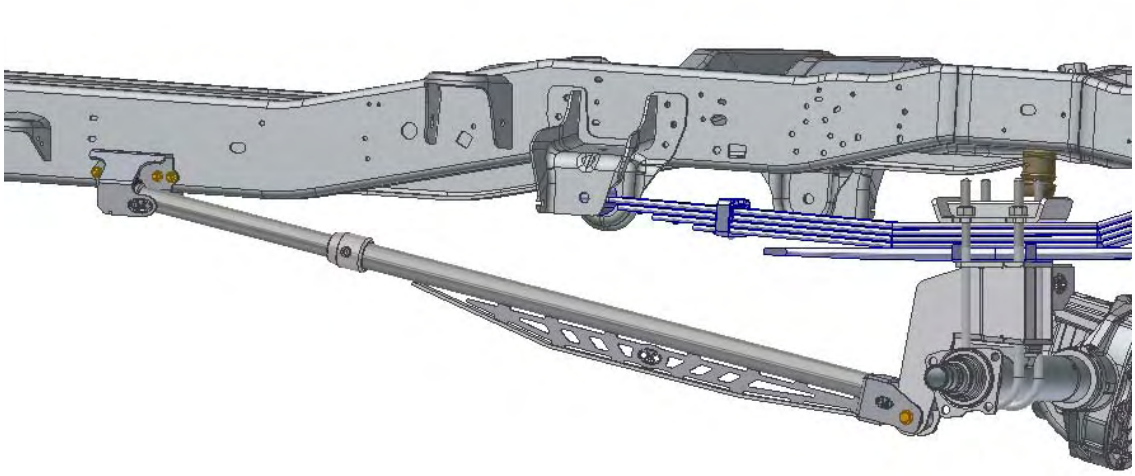
One Up Offroad

Rear Traction Bars, Traction Blocks and Axle Mount Systems

Introduction



Does your truck have driveline shake under acceleration due to spring wrap?
Does your truck have wheel hop under acceleration due to spring wrap?
Does your truck have stacked blocks?
Does your truck ride harsh due to an add-a-leaf?
Do you want to continue to use the proven factory overload & bump-stop system?
Do you have a mini spring pack and now you can't tow a trailer because the driveline shakes so bad when you take off it sound like it is coming thru the floor?
Do you want your truck to work like it is suppose to?

One Up Offroad's Patent Pending Traction Block System correctly controls axle / spring wrap. This system will not fix driveline vibrations due to extreme angles at the U-joints. Your rear dive system is complex, the slightest misalignment in the rear drive shaft will cause vibration. We cannot express enough that driveshaft balance, U-joint condition and slip spline condition all contribute to vibration and need to be checked by a good driveline shop to rule out this being the source of the vibrations. Something as simple as an ungreased slip spline will cause havoc under your truck. Visualize your pinion angle rotating up 8 degrees when you take off, OUO's bars will control the wrap and get power to the ground smoothly. But if your U-Joints are at 5 and 6 degrees of angle, your driveline will still have vibrations at different speeds. We have Carrier Bearing Systems we call the Driveline Drop to get your carrier bearing isolator aligned with the drive shaft on two-piece drivelines. We have one and two-piece drive shafts that can resolve drive line angle problems. We also make cross member solutions for 03+ Dodges that can help with front and rear shaft alignment. If we can make 20" lifted trucks drive with no vibrations we can help you fix your truck.

A good riding, soft leaf spring's biggest disadvantage is not being able to control spring wrap. Now, add the power of a modified diesel engine, taller tires and a mild lift and your rear axle rotates up at the pinion so far the U-joints in the drive line go out of phase causing shaking.

One Up Offroad's Traction Blocks Incorporate a lift block with a traction bar.
With the bar attached to the block, the block can't twist.
The U-Bolts run thru the blocks insuring no twisting or kicking.
The traction bars remove the leverage amplification from the taller block.
You get the soft factory ride and factory load capacity with taller ride height.

Due to the OUO's highly developed design there is no loss in articulation, no loss of wheel travel and no noise transmission to the frame. This system has been design on the same cad software as the trucks were designed on. A no compromise approach to vertical wheel travel, rear axle steer motion during articulation, forward and aft motion of the spring due to the arch in the spring and spring deflection during the design stage has produced a product that out performs all other systems.

We listen to our customers and we hear our competitor's comments about our systems. There are many other traction products on the market. None of them function like OUO'S system. Many guys have tried to throw a bar under a truck, looks easy, weld some mounts on and go. Then, when the end result is, the truck rides horrible due to the incorrect geometry of the bars. The articulation of the truck is eliminated causing bad ride and loss of traction in corners and uneven surfaces. The spring wrap is increased due to incorrect placement at the axle. The cheap 3-point tractor joints or even high quality rod ends prematurely wear out due to the bad guess at where the bars should mount. Road noise is transferred directly from the axle to the frame thru the un-isolated joints.
As the joints wear they rattle under the truck, so you put the bar under tension to stop the rattle and put the suspension in an un-functional bind. When these homegrown systems and big name suspension company's products fail, it makes for the unhappy customers bias against traction bars. OUO's bars do not have these issues and function as claimed.

We often hear "**Never run blocks they are dangerous**".

Reality is, Ford Dodge and Chevy have used rear blocks for 40 years. If this were a failure point they would have changed the design. They use the blocks to improve the ride quality by keeping the spring arch to a minimum. They also use the block to get ride height at a desired level. Our system does not run block alone it is an upgraded traction bar / block system. We highly recommend upgrading to our 3/4" U-bolts to increase the clamping force to the axle 2000 lbs more then 5/8" U-Bolts. OUO has never had one block failure, no Issue of any kind has ever been reported. No kicking, spiting or rocking of any kind, just happy customers.

We always hear "**Never stack blocks it is dangerous**".

Aftermarket lift companies have been using stacked blocks for 20 years. 60% of lifted trucks driving around every day have stacked blocks in the rear. If this were a failure point they would have changed the design. This is not anyone's first choice of suspension design, but it gets used every day without failure. Stacking blocks with out traction bars does cause major axle / spring wrap. We do not agree with stacking blocks done by the big suspension companies, that is why we developed this system to eliminate block stacking and eliminate the spring wrap that blocks cause. Our system replaces stacked blocks with a single unit that is stronger then the axle tube you are mounting them to.

We also hear "**All-Spring lifts are the way to go**"

The truth is even a 6" or 8" "All Spring" lift eliminates the rear bump stop and the overload system. With no overload and no bump stop what stops the tire from hitting the fender at bottom out? If the spring is longer then the OE unit, the rear suspension will get solid when it maxes out the shackle travel. If the spring is not longer, there is nothing stopping tire and fender damage. This is true of most aftermarket blocks also. You can use our Bump Stop Top Plates to fix the bump stop

issue. But our Traction Block system retains the rear bump stop and the OE overload system. The All Spring lift springs have to be stiffer then stock to control the axle / spring wrap so the ride is sacrificed to get this control.

We also hear "**Do a shackle drop**"

Shackle drops work well for ride but do not control axle / spring wrap. Depending on the rear shackle mounting they could make your truck too soft in the rear to tow with. They also defeat the proven factory overload & bump-stop system. If you have a shackle drop, you can use our Traction Blocks, Bolt On Mounts or Weld On Mounts to control your axle wrap issues. You can use our Bump Stop Top Plates to fix the bump stop issue.

We hear "**Run Add-A-Leafs**"

The bad news on these is they ride really harsh. They delete your bump stop and overload protection. They increase the ride height of your truck but don't protect against bottom out so the bigger tire you installed will go up and hit the fender. The rear spring rate is raised much higher but the front spring rate is not matched. This causes that "bucking" on freeway expansion gaps or any small road imperfection. The front suspension adsorbs the hit and the rear bounces off of it. Making the rear spring rigid to get more height and control the axle / spring wrap is not a good deal at any price. Not on my $10,000 to $60,000 truck. We can say, they are cheap, are you that cheap? OUO's system retains factory ride.

People are using all of these systems every day. You would not be reading this if you were not looking for a better solution. How many people really think thru their rear suspension geometry? The main reason to increase ride height of a truck is to run bigger tires. What good is the system if the tires tear your fender up the first time you really need to haul or tow a real load? The days of "I will never use my truck off road" & "It is a lifted truck, they ride harsh" are gone. A correctly designed, smooth riding suspension works well on and off road. If your local 4X4 shop or buddies tell you these issues are no big deal, remember it is not their truck, its yours, and when it rides harsh and the tires still hit the fenders its still your truck.
Build your truck to be 100% useable at all times in all terrain.

If your local 4x4 shop or buddies tell you these will not work as claimed and you are still not convinced after you read this, then we are willing to arrange a contract before you buy the bars, to refund your money if you don' t like the bars. We are very comfortable that you will be satisfied with your investment.

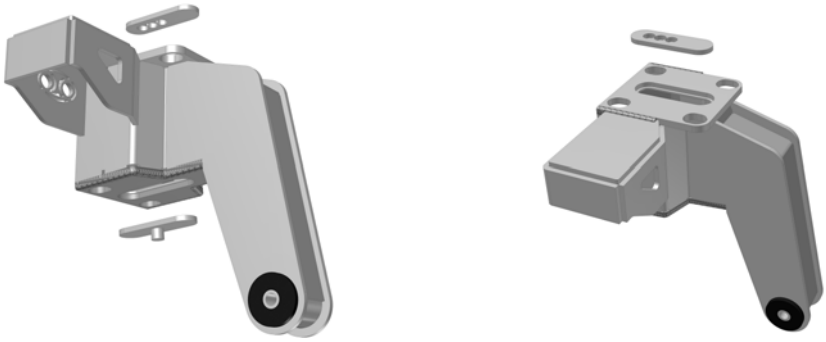
All One Up Offroad Parts are for racing use only. They are not for highway use. They may not be legal in your state. This is a common policy in our industry. Many motor and suspension mods say this in the fine print, We choose to do in big print before you buy the parts. All One Up Offroad Parts are built at higher standards then typical light duty truck parts and are much stronger then the OE parts they replace. While not indestructible, these parts are designed to last the life of the truck they are installed on. 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 cannot control how the parts will be installed, who installs them our how the end user operates a vehicle with the products installed on them. If you purchased these parts and were not informed of this or you are not comfortable with this policy please return the unused products in new condition for a refund.

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 without costing OUO money.

OUO's Traction Blocks have a Patent Pending Universal Spring Pin System.



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, Mazda, Ranger, S10 or other truck with the axle mounted under the springs, clearance around the axle pad is usually the only obstacle stopping these from going on your truck, shock mounts brake lines / cables ect. Blocks fitting on the axle are the only limit 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. It will help if know your leaf spring pin diameter. We will work with you to get your project in action.

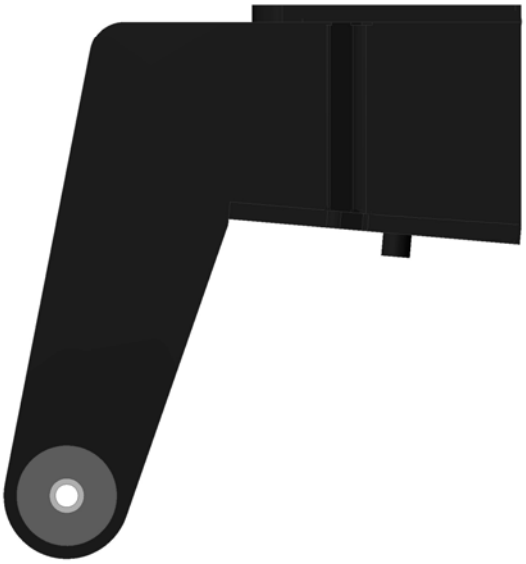
Applications list includes, Ford F450's, F350's, F250's, F150's, Bronco's Excursion's, Dodge 3500's, 2500's, 1500's, Chevy 3500's, 2500's, 1500's, Toyota Tundra's, & Tacoma's, Nissan Titan's, & Frontier's.
The One Up Offroad system is solid, you can use them in all high torque applications. They are great for sled pulling, Drag Racing, Mud bogging, sand dune running, towing max truck load on loose surfaces like sand or dirt.
The OUO Traction Blocks are available with two options.
You can get parallel top and bottom surfaces for a "Flat Block".

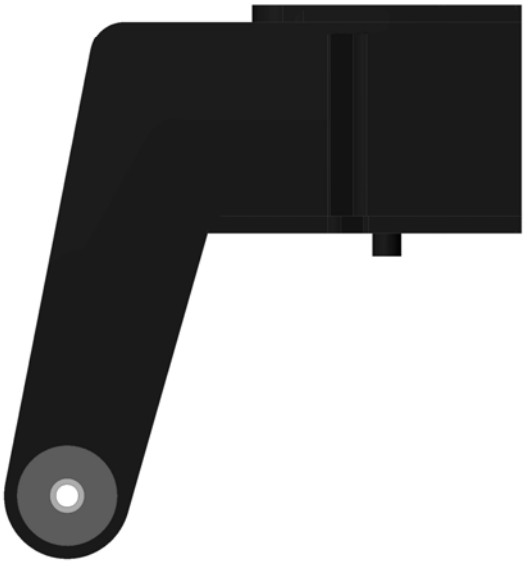
We also have 5 degree + pinion angle correction built into the bottom of the block.
10 degree angled blocks are available special order.

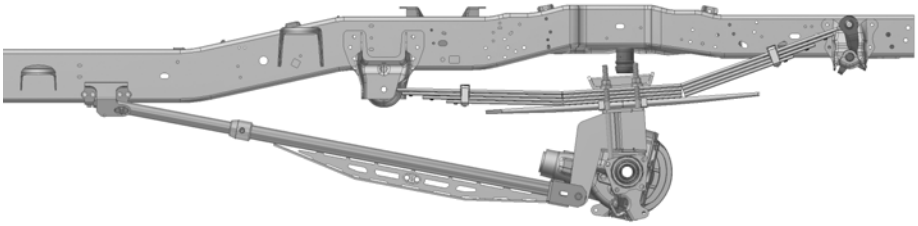
Available Block heights:

The 5 Degree Traction Blocks are available in 4", 5”, 6”, 7”, 8”, 9”& 10” Tall

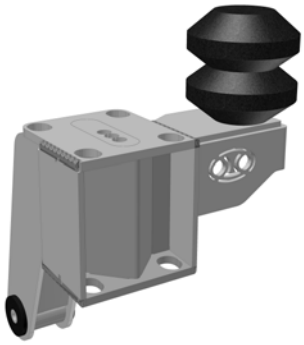
In the Parallel or “Flat Block” design 4", 5” & 6” Tall are available.



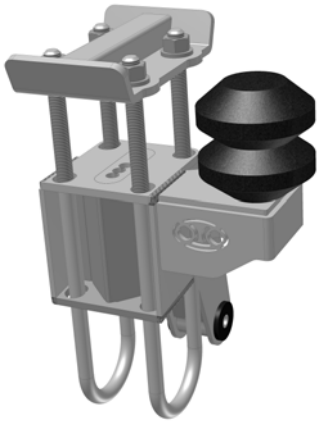


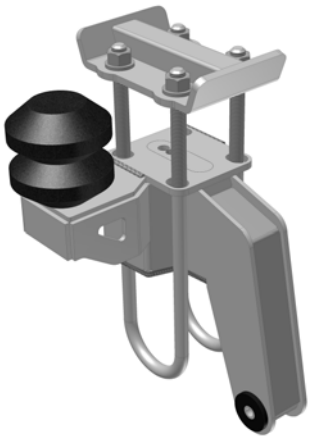


OUO's Block has many options to the system.
You can eliminate the lower air bag mount that comes with your Chevy and Dodge systems and mount the bag to the block. This eliminates the need for the airbag spacers on lifted trucks. Simple, Clean, Easy!

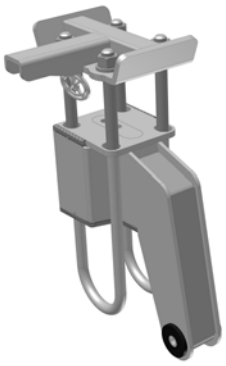


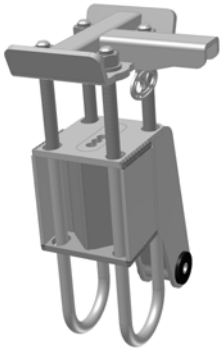
Shown with Position Adjustable Top Plates below.





OUO Blocks are available special order without the bump stop pad for truck with lift springs.
Shown with Position Adjustable Top Plates below.

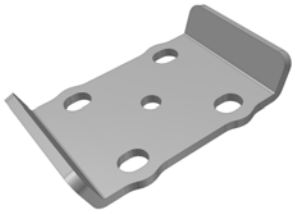




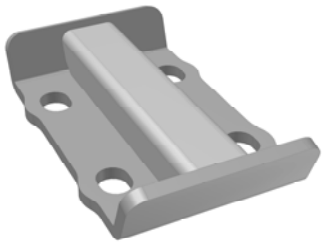
All OUO U-Bolt plates allow running 3/4" U-Bolts. This is a good way to upgrade most trucks to 3/4” U-Bolts. Again, we highly recommend upgrading to our 3/4” U-bolts to increase the clamping force to the axle 2000 lbs more then 5/8” U-Bolts. The U-Bolt plates are available with or without bump-stop pads. If you have an 8" rear spring and run our adjustable position U-Bolt bump stop plate then you can use your factory upper bump stop location.

Top Plate options are:

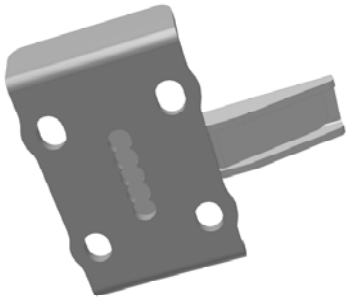
OUO Plain Non Adjustable Top Plates, A basic plate to be able to run ¾” U-Bolts.

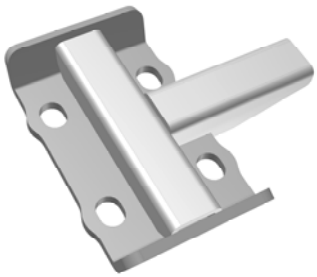


OUO Position Adjustable Top Plates Allow the Traction Block and Axle to be moved forward 5/8" or 1 1/4" on the leaf spring to center the wheel in the wheel well and fix driveline length issues.



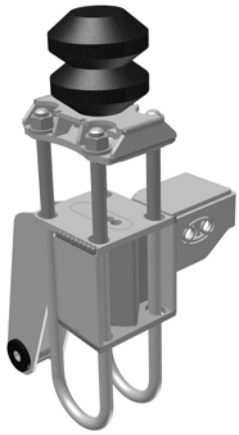
OUO Position Adjustable Bump Stop Top Plates, Allow the Traction Block and Axle to be moved forward 5/8" or 1 1/4" on the leaf spring to center the wheel in the wheel well and fix driveline length issues. On Applications with lift springs 6” and higher, it makes your factory bump stop useful again.

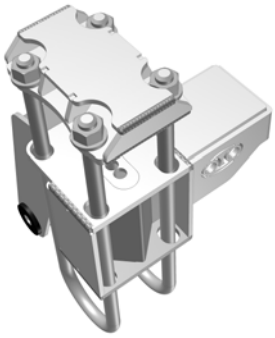




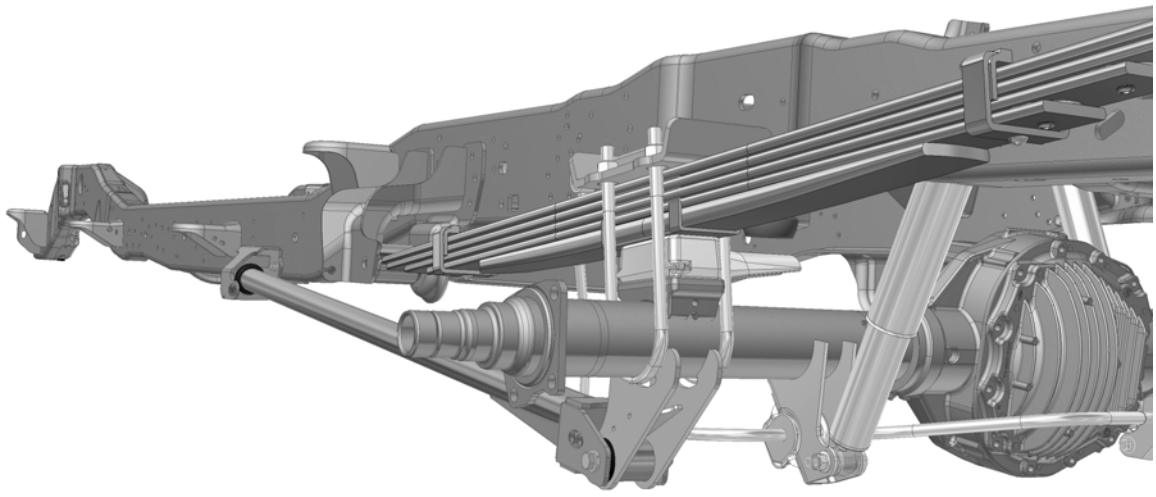
OUO Air Bag Position Adjustable Top Plates can be drilled to fit your air bags lower mounting. Most factory lower bag mounts are light duty and don't allow for lifted applications.

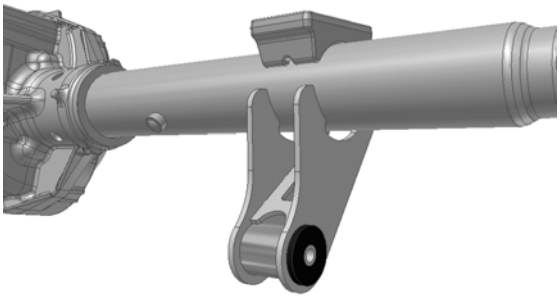
On the airbag systems above the spring, commonly found on Fords, you can eliminate the weak noisy spring clamps and run our top plates. The plates are not drilled so you can make the bags straight with you upper mount. These plates accept ¾" U-Bolt upgrades and replace the lower air bag mounts that came with the air bag kit and they work with the factory overload spring system. This Air Bag Top Plate is clearanced on the outside edges and can be used on the 2003 to 2009 Dodge's with the U-Bolts pointing up when upgrading to ¾" U-Bolts. You can still use the factory Bump stop with the system shown below.



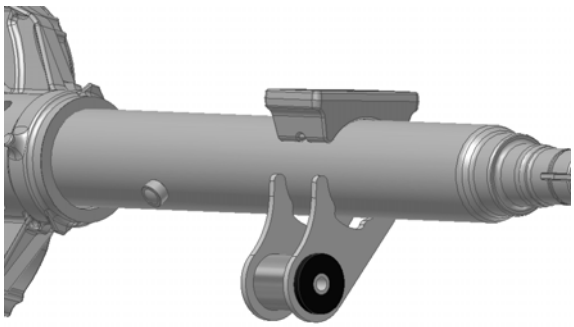


OUO Weld On Axle Mounts for 4”, 3 5/8”, 3 ½” & 3 ¼” axle tubes.





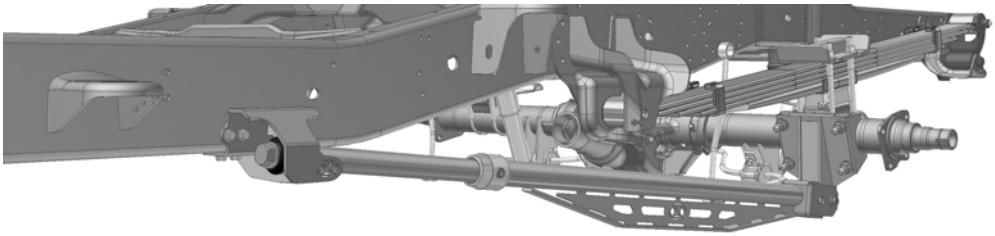
Max Traction Mounts

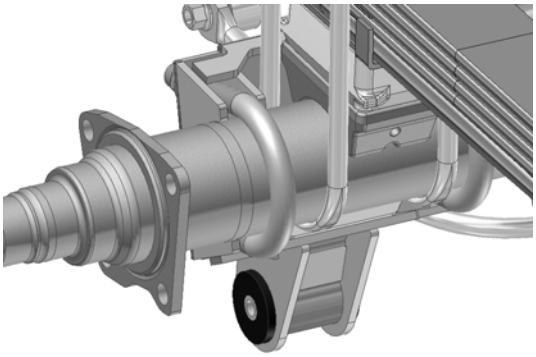


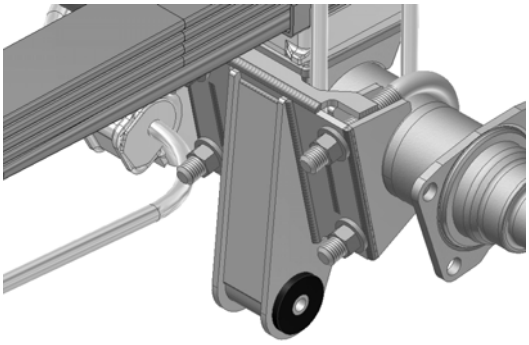
High & Tight Mounts

If you have 275 HP / 300 ft-lbs of torque and GVW’s over #5000 or tires over 36” tall use the Max Traction Mounts. Use High & Tight Mounts with mild horsepower, small tires, on lightweight trucks so the bars match the truck. **Do Not** think you can run the High & Tight Mounts on bigger applications to get better ground clearance, they will not control the pinion wrap and your money will be wasted. The Max Traction Mounts fit 3 ½”, 3 5/8” and 4” axle tubes. High & Tight Mounts fit 3 ¼” Axle Tubes. These come raw steel and need to be painted after they are welded on the axle.

OUO Bolt On Axle Mounts for 3 5/8” axle tubes on Ford’s 10.5” Rear Axles

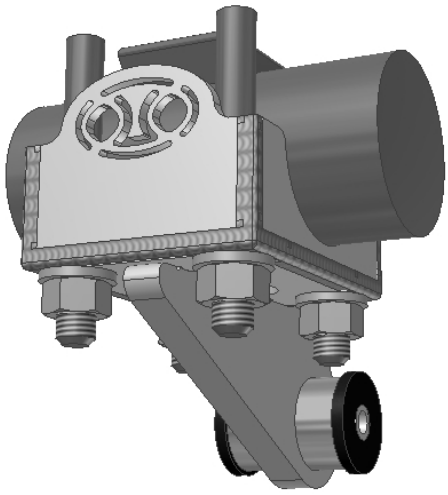


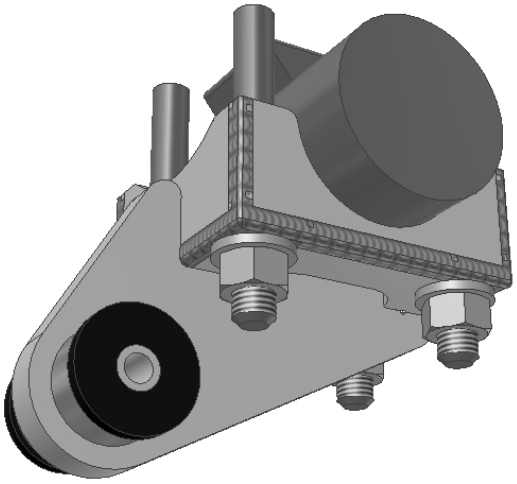




Monster strong for all horse power ranges, this is the fastest way to put bars on a Super Duty or any F250 with a 10.5 or 10.25 axle with 3.625” Tubes.
Simple, Clean, Easy!

OUO Bolt On Axle Mounts for 4”, 3 5/8”, 3 ½” & 3 ¼” axle tubes with U-Bolts pointing down.



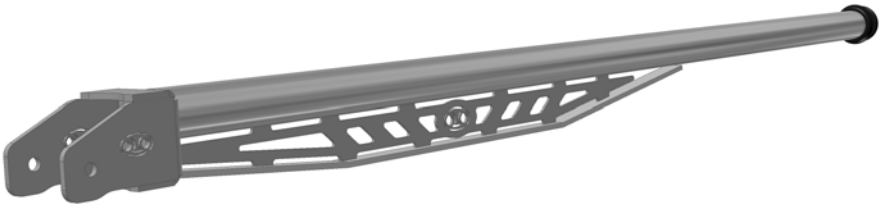


These severe duty mounts are really universal. The center blade is ¾” thick steel plate. Measure your axle tube outside diameter, be sure there are no obstructions around your axle tube and the U-Bolts have the nuts on the bottom of the axle and there is a good chance these will work for you. Simple, Clean, Easy!

OUO Traction Bar Options.

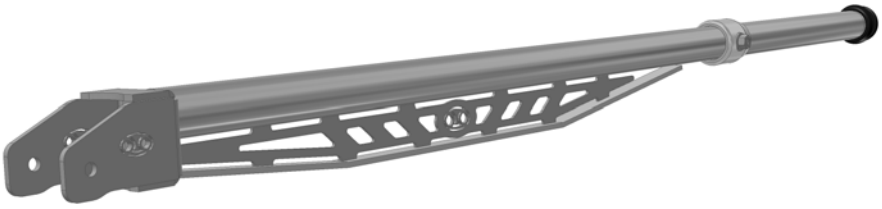
OUO Fixed Length Bars With Short Gussets
Available in 64” for Short Box Fords and 72” for Chevy Long Boxes and Dodge Mega Cabs. This bar could fit your application, we find new fitments all the time.

OUO Fixed Length Bars With Long Gussets
Available in 64” for Short Box Fords and 72” for Chevy Long Boxes and Dodge Mega Cabs. This bar could fit your application, we find new fitments all the time.



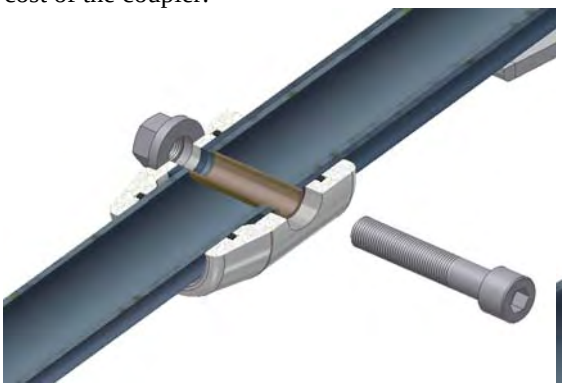
OUO Adaptable Length Bars With Short Gussets
Adaptable Bars fit any truck bed or cab. The bars can be adjusted from 52” to 82” long at install. They fit the length you want exactly for the lift of your truck. With frame obstructions like Cab mounts, fuel line mounts and e-brake cable mounting complicating mounting to the frame the OUO Adaptable Traction Bar system you have 30” of variance to mount the bars to the frame.

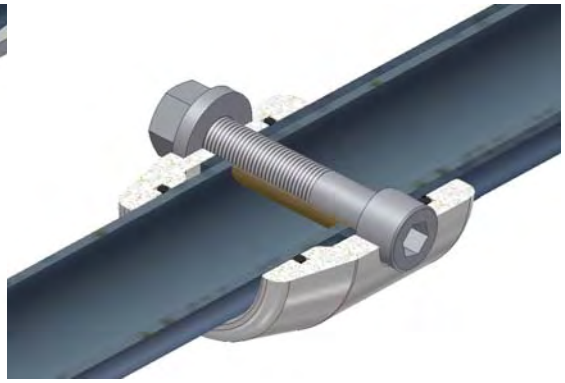
OUO Adaptable Length Bars With Long Gussets
Adaptable Bars fit any truck bed or cab. The bars can be adjusted from 52” to 82” long at install. They fit the length you want exactly for the lift of your truck. With frame obstructions like Cab mounts, fuel line mounts and e-brake cable mounting complicating mounting to the frame the OUO Adaptable Traction Bar system you have 30” of variance to mount the bars to the frame.

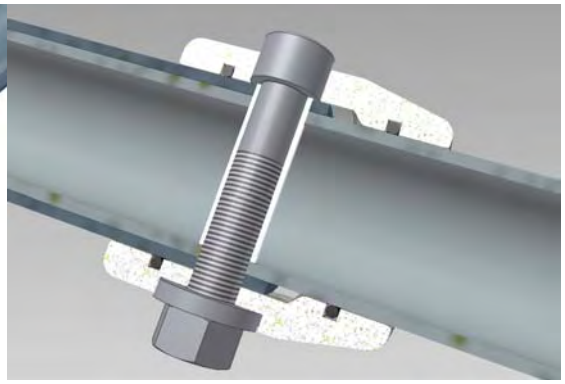


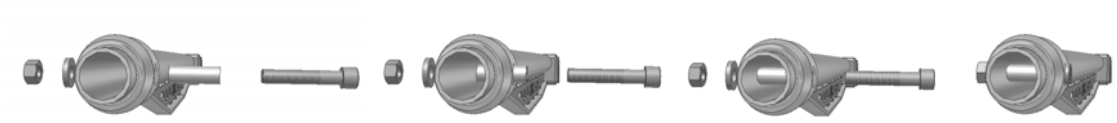
OUO Adaptable Length Bar Couplers

Adaptable Traction Bars are adjustable at install only. Once you install the bars and lock down the coupler they are not changeable. The benefit of Adaptable Bars is, they fit any truck bed or cab. The bars can be adjusted from 52" to 82" long at install. They fit the length you want exactly for the lift of your truck. Cab mounts, fuel line mounts and e-brake cable mounting all obstruct the frame mounts. With the OUO Adaptable Traction Bar system you have 30" of variance to mount the bars to the frame. Fixed Traction Bar systems have no variance and are the length they are built. If your truck is lifted or you are installing traction blocks you can be sure the bars will fit your truck exactly at your trucks ride height.
These do cost more then fixed bars but they don't ship oversize so the savings in freight helps offset the cost of the coupler.





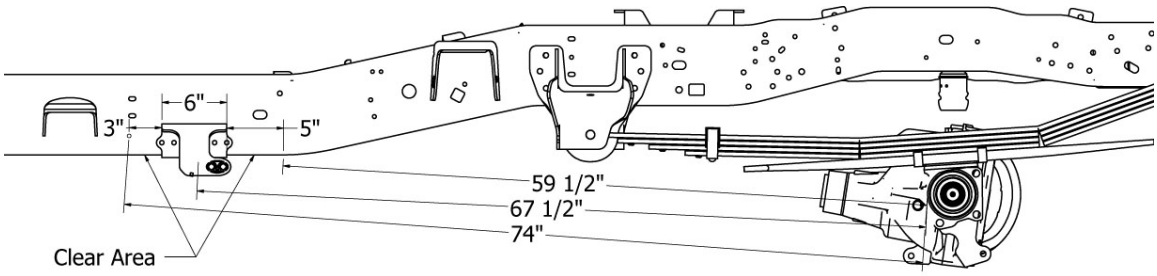




The OUO Coupler locks the tube in 3 ways.
First is the 1/2-13 Allen head cap screw as a pin thru the hole.
Second is the Chrome-moly crush sleeve clamping the 2 walls of the tube against the coupler.
Third is the head of the cap screw clamping the outside of the 2" tube into the 1 ¾" tube and these compress to the inside shoe of the aluminum coupler.
This triple lock when installed correctly is stronger then the ½" Bolt holding the bar to the block.
The system locks the length of the bar at any length, you need 62 ¼" long bars you got them.

OUO Fixed Length Bar Sizes and Fitment.

Look at this diagram carefully and be sure you understand how the bars fit the trucks before you order them.



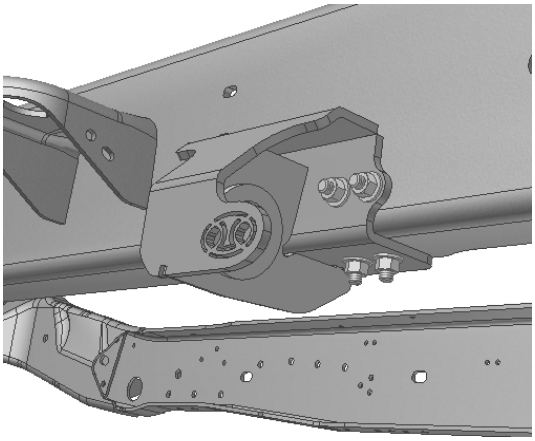
64" Bars Frame Clearance.

Traction Blocks, Weld on Mounts and Bolt on Mounts mixed with different lift heights produces slightly different rear mounting locations. This affects your front mounting locations. Be sure this area on your frame is clear before you order 64" fixed bars.

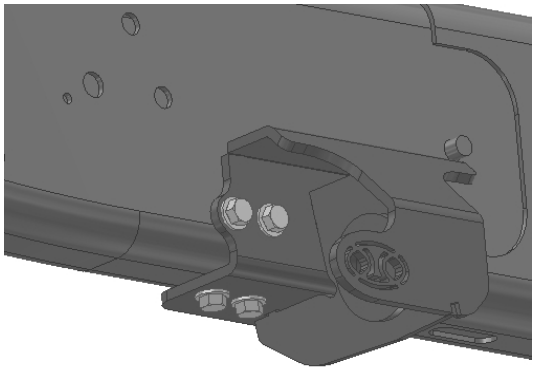
For 72" fixed bars you will need the area to be between 82" and 67.5" forward of the axle tube.

If it is close, just order the adaptable bars
Do you really want to pay freight both ways to exchange them?
We build the Adaptable Bars to be sure the variance is not a problem.

OUO Front Frame Pivot Mounts, available in beside and below the frame mounting.

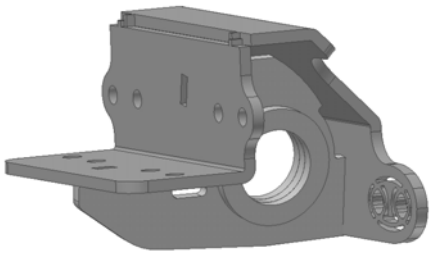


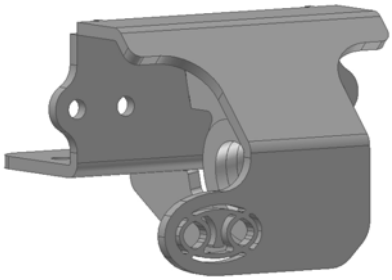
Open Frame Install, Thru Bolted.



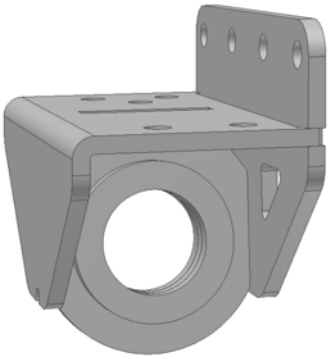
Boxed Frame Install, Drilled & Tapped Frame

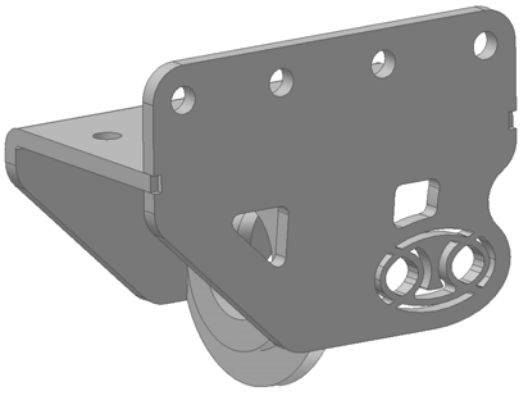
OUO Beside The Frame Mounts, Commonly used on most truck where the leaf springs mount beside the frame rail.





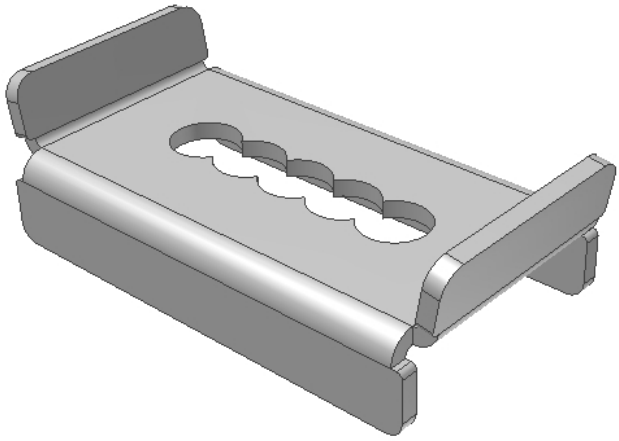
OUO Below The Frame Mounts, Commonly used on 2004 to 2009 Ford F150 and Toyota's where the leaf springs mount below the frame rail. If your truck has the leaf springs under the frame and you feel these will work on your custom application, they are available.



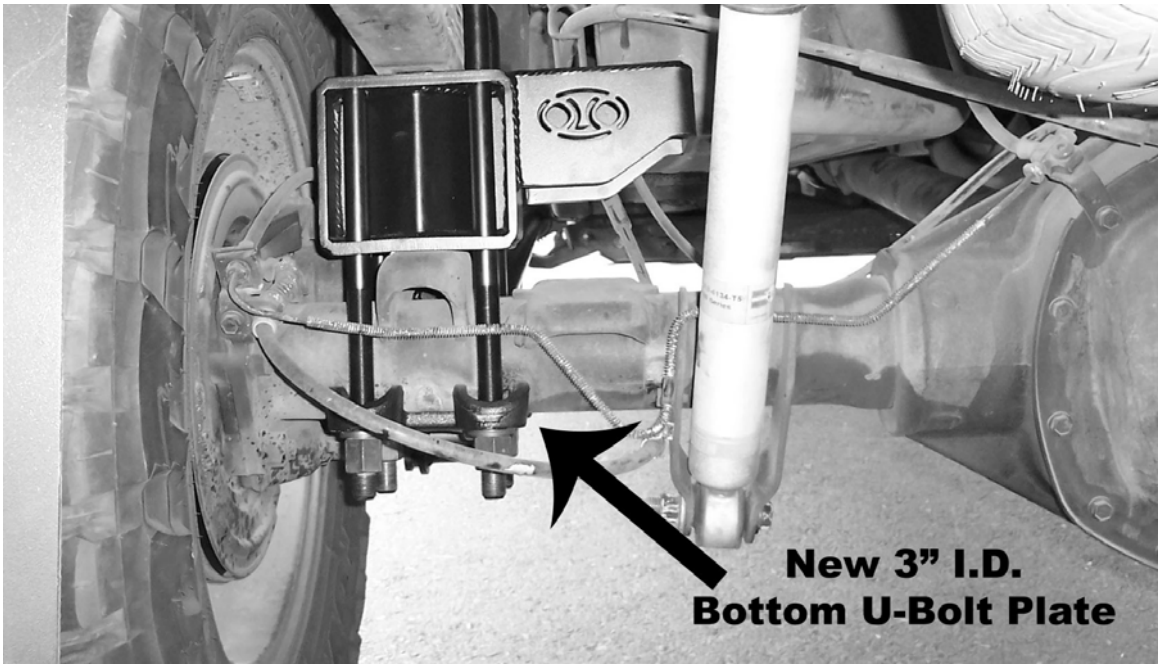


Both of these front frame pivot mounts option are available with traction bars only at this time because they are boxed with the traction bar hardware systems.

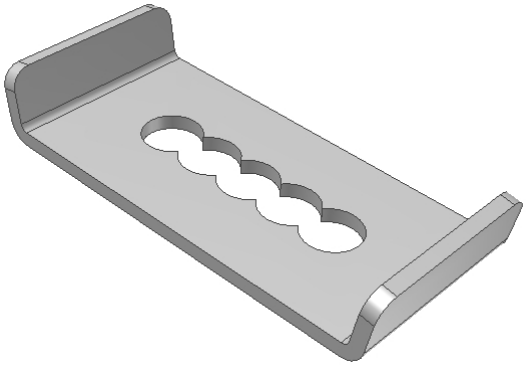
OUO 2.5” Leaf Spring Top Adapter



To run Traction Blocks on a 2.5” Leaf spring you need this adapter.
When your U-Bolts point down and you have 2.5” Leaf springs, use this part is to run the 3” wide U-Bolts. OUO’s Traction Blocks take a 3” ID U-Bolts. With these Adapters you can also use the Adjustable Position feature in the block to move the axle forward to keep the tire from rubbing the back of the fender.
OE Chevy’s & Toyota’s with the U-Bolts pointing down have 2.5” I.D. U-Bolts that will need to be replaced with 3” I.D. U-Bolts.
On a 6” Lifted Duramax, We run a 4” parallel block with the upgraded ¾” x 3” I.D. U-Bolts with this Top Adapter and Wider Bottom U-Bolt Plate for the optimum install.

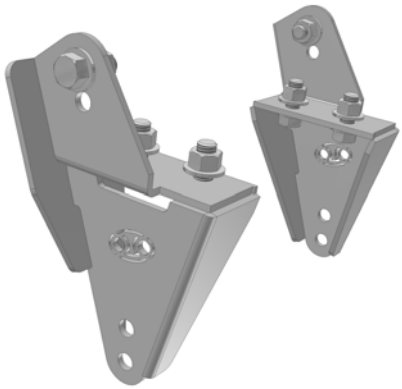


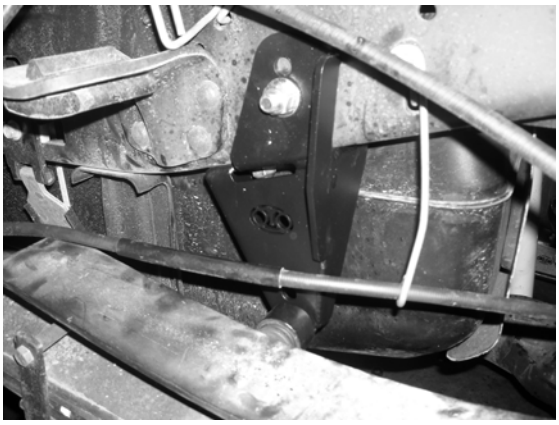
OUO 3” Leaf Spring Top Adapter



When your U-Bolts point down and you have 3” Leaf springs these Adapters let you use the Adjustable Position feature in the block to move the axle forward to keep the tire from rubbing the back of the fender. Dodges 1994 to 2002

OUO Rear Sway Bar Drops





We only have these to fit Ford Super-Duty’s from 1999 to 2009, more fitments on the way.

All of the blocks, brackets and mounts are stocked in really nice fine black textured powder coat . If you want a custom color, we can do it, it takes time and money.

The bars, are stocked high quality silver and in a fine black textured powder coat If you want a custom color, we can do it, it takes time and money.

All of this ships UPS Ground.
If you want to learn more about this system, check out the install instructions for each item