Installation Instructions for Lakewood Traction Bar #21705

Fits 1982 and later Chevy/GMC S10/S15 Pick-up Trucks and Blazer/Jimmy with 2-Wheel Drive

WORK SAFELY!

Installation of these traction bars requires working underneath vehicle.
USE EXTREME CARE AND CAUTION WHEN WORKING UNDERNEATH VEHICLE.
Never get near or under vehicle until you are confident that it is safely supported and will not move or fall from its raised position.
DO NOT USE A BUMPER JACK.

PREPARATION FOR INSTALLATION

1. Place vehicle on a solid level surface to ensure safe installation.
2. Place wheel blocks in front of and behind both front wheels to prevent movement in either direction.
3. Raise rear of vehicle and support frame using approved automotive support stands having adequate load capacity. DO NOT put support stands under the axle housing.

CAUTION:
DO NOT BEGIN THIS INSTALLATION UNTIL YOU ARE CONFIDENT THAT VEHICLE IS SECURE AND SAFELY SUPPORTED.

Traction Bar Installation

Note: There is a right hand and left hand traction bar. The correct bar for each side can be determined by the location of the shock absorber mount tab. We recommend working on one side at a time.

1. Remove shock absorber from spring plate mount.
2. Remove the four nuts from the factory U-bolts that attach the spring plate.
3. Remove spring plate.

   Note: Depending on the year of your vehicle, the lower *load limiting spring* may interfere with the traction bar. If this occurs, you will need to remove this spring before installing the traction bars. The bolt that holds the spring assembly together has a special head that locates the axle housing on the spring, be sure the correct location is maintained when reassembling the unit.

   Important: The removal of the *load limiting spring* will reduce the load carrying capacity of the vehicle.

4. Determine the correct traction bar for the side you are working on. Install the bar onto the factory U-bolts and position so that the bar is directly under the center of the spring at the front. Attach bar with the four original nuts. Tighten all nuts evenly and securely.

5. Repeat the above procedure (steps 1 through 4) on the other side of the vehicle.

6. Lower vehicle onto a solid level surface. Carefully determine the amount of snubber height necessary to fill the gap at the front of the bar. On competition vehicles it is recommended to fill the gap. On street/strip vehicles, a 1/2" gap on the right side bar and a 3/8" gap on the left side bar will allow for a much better ride.

7. Use a hacksaw to cut the snubber (if necessary) to the correct height. Attach the rubber snubbers to the top hole in the front of each traction bar and secure using the 3/8" hex-nuts and lock washers (included). Tighten securely. **Important:** *Do not attempt to level the vehicle with the snubbers as this will cause radical preloading and torque steer problems.*

8. Raise vehicle and support with axel housing. Attach the lower shock absorber to the bracket on the traction bar using the new supplied mounting bolt and original nut. Tighten securely.

9. Thread one 3/8"-24 jam nut all the way up on each leg of the U-bolts supplied. Install the U-bolts over the spring and through the bracket strap on the top of each bar. Install the remaining nuts with washers onto the U-bolts and adjust U-bolt height leaving a 1/4" gap between U-bolt and spring. Make sure the spring is centered in the U-bolt and secure in place by tightening upper jam nuts. **Note:** DO NOT attempt to adjust traction bar snubber height with U-bolts.

Note: When properly installed and vehicle is on a level surface, snubber end of traction bar must angle up or be parallel with chassis. Under no circumstances should vehicle be operated with snubber end angled down. Due to the severe arch variation of some springs, it may be necessary to shim the rear of the bars. If necessary, use Lakewood Traction Bar Wedge Kit #20500 (2-degree) or #20510 (4-degree) to correct angle. This wedge is used between the spring and traction bar spring plate.

Recommended Adjustments

1. Your rear suspension can be fine-tuned for street or strip. For a better ride, the snubber air gap should be increased. For a firm competition ride, the snubber air gap can be decreased. If vehicle torque steers (pulls to left or right) under acceleration due to traction bars, the snubber air gap can be adjusted to eliminate this problem.

2. To correct unequal traction, try the following:
   a) Be sure that both tire pressures are equal
   b) If vehicle torque steers to the *right* under acceleration, decrease to gap on the *right* side bar
   c) If vehicle torque steers to the *left* under acceleration, decrease to gap on the *left* side bar

Replacement parts:

U-Bolts w/hardware (2/set)	#20570
Urethane Snubbers (2/set)	#20700
Rubber Snubbers (2/set)	#20530

RETAIN THIS INSTRUCTION SHEET FOR FUTURE REFERENCE