

HSP

DIESEL



**2001-2010 Chevrolet / GMC 58"-75" Bolt On Traction Bars
3.5" Axle Diameter**

INSTALLATION INSTRUCTIONS

ABOUT THE BOLT ON TRACTION BARS

Trucks, in most cases, carry more weight on the front half of the truck than the rear. This is due to the large engines and turbo systems that provide the necessary horsepower and torque that we love in today's trucks. Wheel hop issues come direct from the factory. Even at factory power levels, wheel hopping can cause major repairs to your driveshafts, axle's, yokes, u-joint, and other suspension components. While no one wants to deal with these issues, HSP Diesel has a solution to the dreaded wheel hop. There are many "knock off" traction bar kits available - and many do not include quality components - that over time become very loud and clunky. These cheap kits can also do damage from poor design, and inadequate components. If your tires are not touching the ground, you're not getting traction! HSP Diesel has worked with our customers, and our own trucks to create a simple, well-engineered, affordable solution to wheel hop, and increased traction. Quality, strength, and longevity are the three things you can expect from your new HSP traction bars. Proven from drag racers, sled pullers, and street monsters, this kit is an all-around affordable kit for everyone. We pay attention to what our valuable customers say, and this kit is the easiest, best fitting, and best-looking setup you will find.

BENEFITS

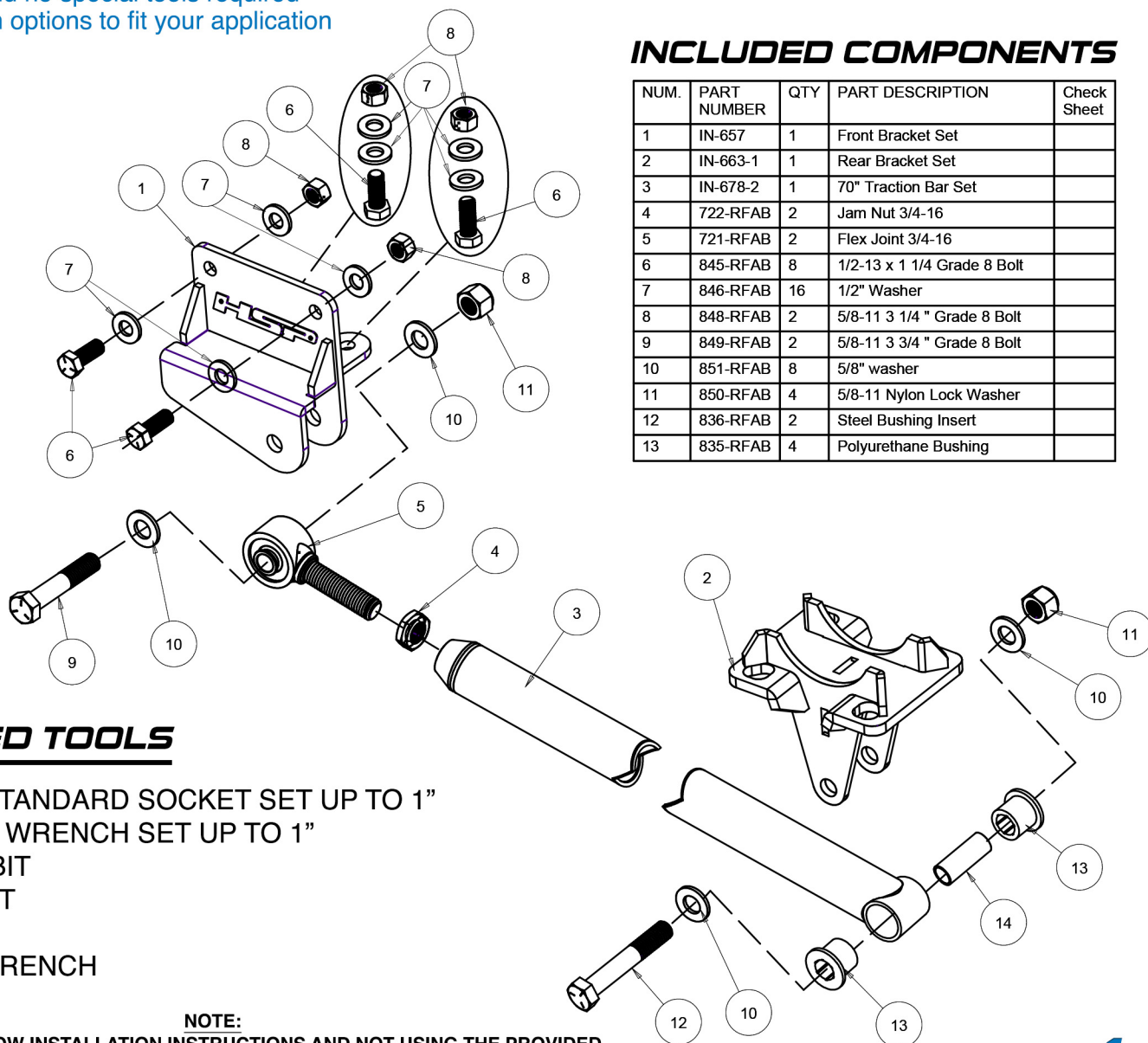
- Complete bolt on for most application
- Powder coating options to fit your truck
- Upgraded Complete rear brackets for increased strength
- Easy install and no special tools required
- Multiple length options to fit your application

COMPATIBILITY

2001-2010 Chevrolet / GMC

INCLUDED COMPONENTS

NUM.	PART NUMBER	QTY	PART DESCRIPTION	Check Sheet
1	IN-657	1	Front Bracket Set	
2	IN-663-1	1	Rear Bracket Set	
3	IN-678-2	1	70" Traction Bar Set	
4	722-RFAB	2	Jam Nut 3/4-16	
5	721-RFAB	2	Flex Joint 3/4-16	
6	845-RFAB	8	1/2-13 x 1 1/4 Grade 8 Bolt	
7	846-RFAB	16	1/2" Washer	
8	848-RFAB	2	5/8-11 3 1/4 " Grade 8 Bolt	
9	849-RFAB	2	5/8-11 3 3/4 " Grade 8 Bolt	
10	851-RFAB	8	5/8" washer	
11	850-RFAB	4	5/8-11 Nylon Lock Washer	
12	836-RFAB	2	Steel Bushing Insert	
13	835-RFAB	4	Polyurethane Bushing	



REQUIRED TOOLS

- 1/2" DRIVE STANDARD SOCKET SET UP TO 1"
- STANDARD WRENCH SET UP TO 1"
- 3/8" DRILL BIT
- 1/2" DRILL BIT
- DRILL
- TORQUE WRENCH

NOTE:

FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS AND NOT USING THE PROVIDED HARDWARE MAY DAMAGE THE SYSTEM, AND TRUCK.

STEP 1

Start by parking the vehicle on a clean level surface. Some trucks may require the use of jack stands to gain enough room to remove the U-bolts.



STEP 3

If your U-bolts look like this STOP and order new U-bolts. The factory U-bolt size is 2½"x5/8"x14". We do offer U-bolts just give us a call and we can get some coming for you.

STEP 2

Spray penetrating oil on the threads and nuts of the U-bolts.



STEP 4

Remove the nuts from the U-bolts. It is recommended to do one side at a time to avoid the axle from shifting. With the nuts removed slide the lower plate off the U-bolts.

STEP 5

If there is heavy rust scale on the axle tube where the lower bracket was it is recommended to clean the surface so the new brackets have a solid flat surface to sit on.



STEP 6

Slide the new bracket into place and reinstall the nuts and washers. Be sure the U-bolts are sitting in the proper position on the top of the leaf spring. Apply anti-seize to the threads of the U-bolts to prevent galling of the threads. Torque the nuts to 100 ft-lbs in an x pattern making sure the u bolt length is equal side to side and front to back. If new U-bolts were used it may be necessary to trim the excess thread off for a clean look.

STEP 8

Now that the rear brackets are in place install the bars into the rear brackets using the supplied 5/8" bolts. The Rear brackets will use the longer bolts. The end of the bar with the polyurethane bushings will be used in the rear. Torque the 5/8" bolts to 50 ft-lbs.

STEP 7

With one side done do the same procedure to the other side.

STEP 9

Thread the heim joints into the front of the traction bar all way, and then back out 7 full turns. It maybe necessary to do ½ of a turn extra so the zerk fitting is facing down for easy access.



STEP 10

Install the front mount onto the heim joint so the hole is at the back of the bracket. Lift the bar and bracket up to the frame so that the bracket sits flush on the frame and securely clamp it in place. With the bracket clamp you may not remove the traction bar to help keep the bracket in place.



STEP 12

With all 4 holes drilled re-torque the ½" bolts to 30 ft-lbs.

STEP 13

With the brackets in place torque the front 5/8" bolts to 50 ftlbs.

STEP 14

It is recommended to recheck all fastener torques after 500mile of driving. We also recommend greasing the front heim joints at every oil changer interval.



STEP 11

You must now drill ½" holes in the frame using a ½" drill bit. It is best to drill one hole at a time and install the bolt and washers after each hole and torque to 30 ft-lbs. Use a ½" drill bit first to mark a center hole then drill through with a 3/8" drill bit. After the 3/8" hole is drilled then use the ½" bit to open the hole up the rest of the way.

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