



34935 Flyover Ct. Bakersfield, CA 93308
Phone: (661) 588-8085 | Fax: (661) 588-8295

INSTALL INSTRUCTIONS:

HD Adjustable Track Bar for
2011-2016 Ford F-250 / F-350
Super Duty trucks
SKU: 120-90606



PARTS LIST FOR SKU: 120-90606

QTY.	PART #	DESCRIPTION
1	8593	2016 FSD Track Bar
1	Rodend-JMX16T	JMX-16T F1 Fit - 1-1/4"-12 UNF
4	HARDWARE-93820	5/16-24 X 1 Alloy Steel Socket Head Cap Screw
4	HARDWARE-5/16-LW-SHCS	5/16 Split Lock Washer for Socket Head Cap Screws
1	6330	Pinch Clamp Coupler, Track Bar

HP9220 – 11-16 FSD Track Bar Hardware Pack

QTY.	PART #	DESCRIPTION
2	6222	1" FSD Heim Bushing
2	6221	1" FSD Heim Spacer

WARNING

Please read this entire instruction sheet before beginning installation. Proper installation of these components requires a qualified mechanic. Always wear safety glasses when using power tools and take appropriate precautions when working under a vehicle. If these instructions are not properly followed you may jeopardize your, and your passenger's safety, and severe frame, suspension or tire damage may also result from improper installation.

INTRODUCTION

The Cognito adjustable track bar kit provides a heavy duty and adjustable solution over using the OEM track bar. A large 1" rod end is used at the chassis connection, and the powder coated bar is made from large diameter and thick wall DOM tubing. Length adjustment is made easy on the vehicle to easily center the axle under the chassis after adding a leveling or lift kit.

REQUIREMENTS

- Installation requires a qualified mechanic
- Read instructions carefully and study the pictures before attempting installation.
- Retain the removed hardware for reuse.
- Tools required: Ratchet, 30mm Socket & Wrench, 24mm Socket & Wrench, 13mm Wrench or Socket & ¼" Allen (hex) key

TECHHICAL INFORMATION

- Check the parts and hardware packages against the parts list to assure that your kit is complete before starting
- Each kit, and options to kits, are packaged separately. Therefore, installation procedures are covered in separate instructions. Familiarize yourself with each specific set of instructions before beginning.
- Follow the OE specifications when replacing or re-installing OE fasteners, retainers, and hardware specified in the OEM manual

INSTALLATION

1. All hardware will be re-used, so retain all removed hardware for re-use.
2. Before raising vehicle, set steering wheel straight, then measure and record the distance from the front frame rail to a reliable point on your tire. This will be needed to center the axle after installation. See Figure 1.
3. Remove the track bar to bracket nut with (1) 30mm socket and (1) 30mm wrench. See Figure 2.

Figure 1: Measure from Frame Rail to Tire



Mark made
on tire with
paint pen

Figure 2: Remove Track Bar to Bracket Nut

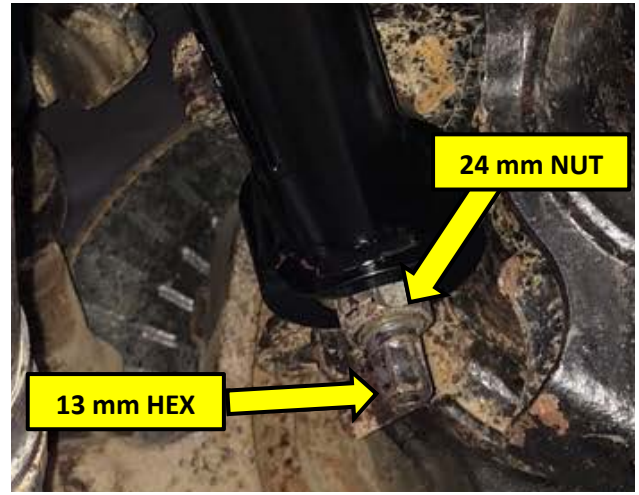


- As shown in Figure 3 & 4, unbolt track bar to axle ball joint with (1) 24mm wrench or socket. If the ball joint start spinning while removing the nut it can be counter held using (1) 13mm wrench on the hex feature at the end of ball joint.

Figure 3: Track Bar to Axle Ball Joint Nut



Figure 4: Track Bar Axle Joint Close Up



- Use a 2-jaw puller or ball joint separator to remove the track bar from ball joint, see Figure 5 for acceptable tools. Figure 6 shows removal of the track bar by using a 2-jaw puller, for other tools reference the tool owner's manual. The puller jaws hook on to the outside of the ball joint cup and the center bolt of the bearing puller to the ball joint stud, using a centering tip for the 2-jaw puller is recommended. If a centering tip is not available, try using a socket on the end of the ball joint to keep the puller centered. Apply pressure until track bar is separated from the ball joint and remove track bar from vehicle.

Note: Do not use a "pickle fork" or other pry bar to separate the ball joint from the track bar, doing so can tear the ball joint boot. If the ball joint boot is torn, the ball joint must be replaced.

Figure 5: Acceptable Ball Joint Removal Tools

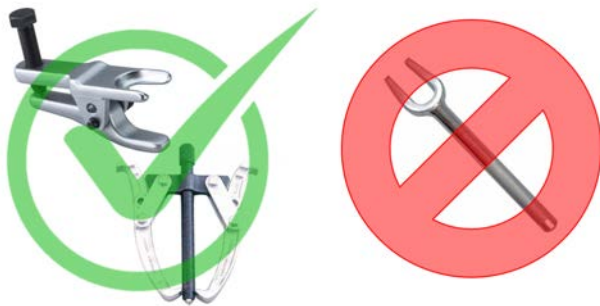


Figure 6: Remove Track Bar with Bearing Puller



- Loosen (4) adjuster clamp screws with a ¼" hex key to remove tension from clamp. Thread both track bar ends into adjuster until track bar is as short as possible. **Caution: Do not force parts to thread together farther than they will easily go by hand. Doing so could damage the threads.** See Figure 6.

Figure 6: Shorten Track Bar Length before Installation

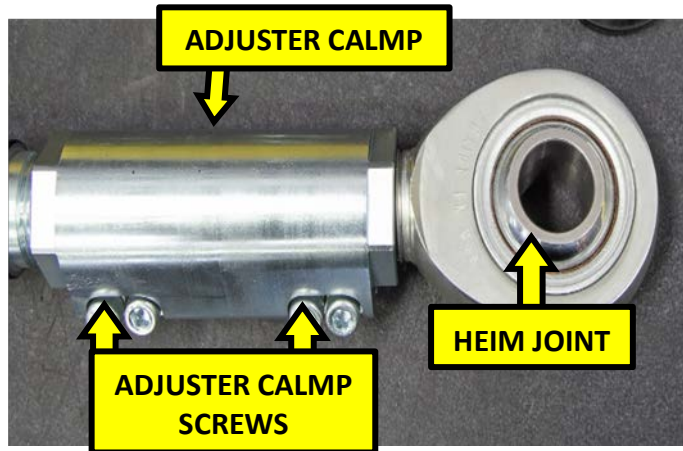
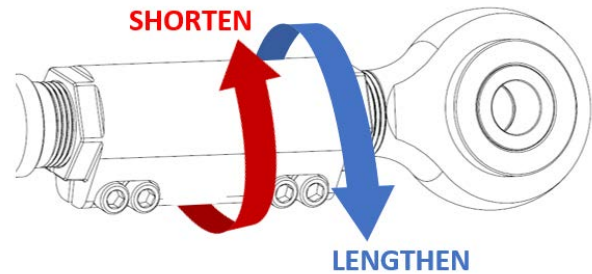


Figure 6.1: Adjusting Track Bar Length



- Install Heim joint bushings and spacers into Heim joint. See Figure 7-9.

Figure 7: Installing Heim Spacer



Figure 8: Installing Heim Bushing

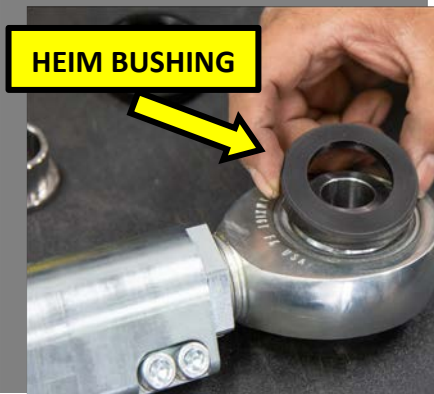
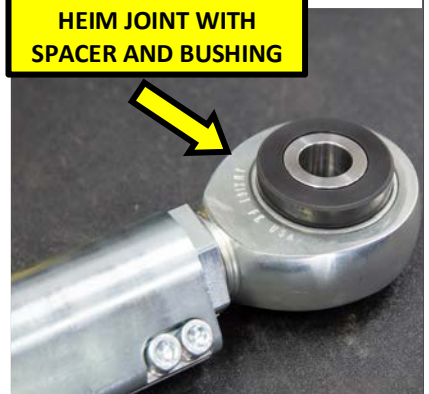
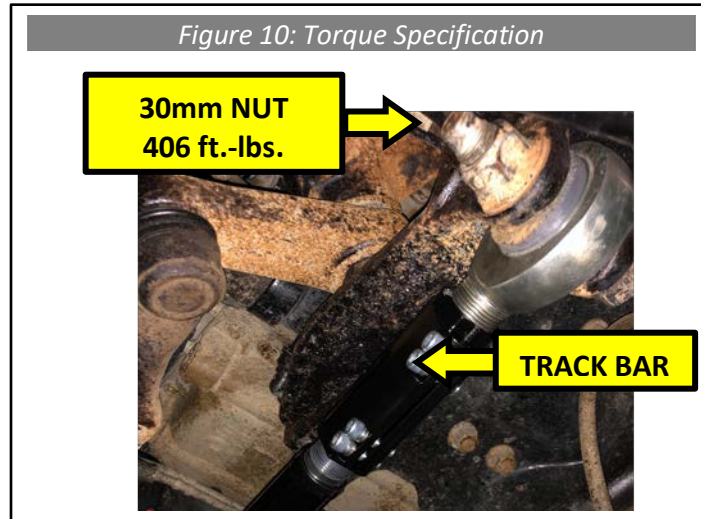


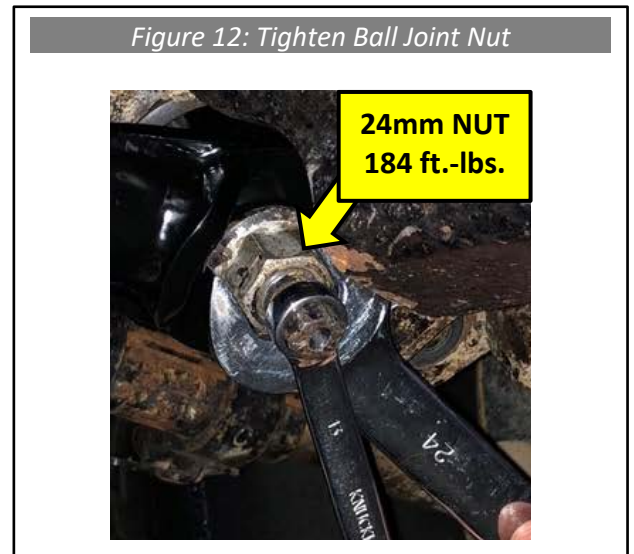
Figure 9: Heim Joint Assembly



8. Install the track bar Heim joint assembly side into the bracket, tighten bolt using the 30mm wrench and then torque to 406 ft.-lbs., hold the nut on the other side with 30mm wrench if necessary



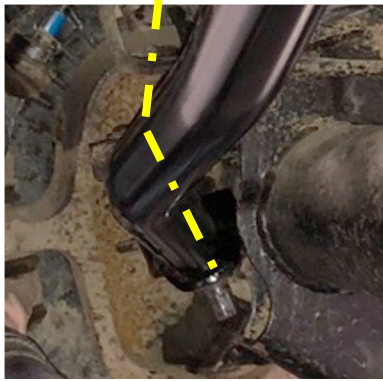
9. Orient track bar as shown in Figure 11, that way the axel attachment side can be swung onto the ball joint stud and install nut. Use (1) 13mm and (1) 24mm wrench as shown in Figure 12 to install nut, torque nut to 184 ft.-lbs.



10. Track bar must be pivoted forwards, see Figures 13-15. **Caution: Failure to perform this step correctly can result in contact between track bar and frame members. Check for clearance during installation to avoid interference.**

Figure 13: Incorrect Track Bar Rotation (Rearwards)

BAD



Ball Joint
Angled
Rearwards

Figure 14: Incorrect Track Bar Rotation (Forwards)

BAD



Ball Joint
Angled
Forwards

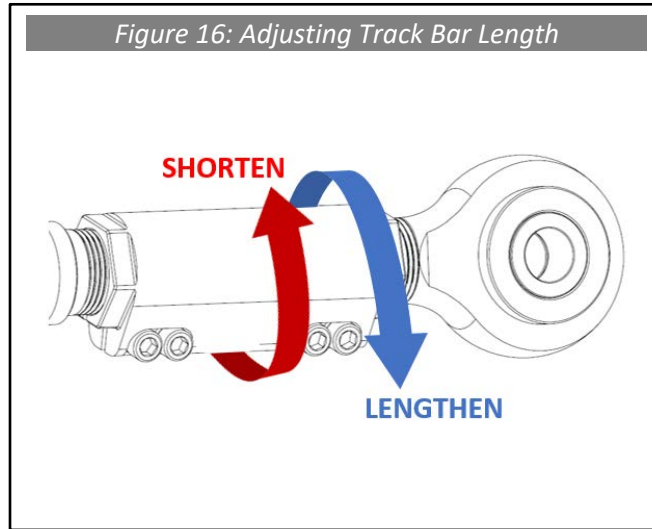
Figure 15: Best Track Bar Rotation (Straight)

GOOD

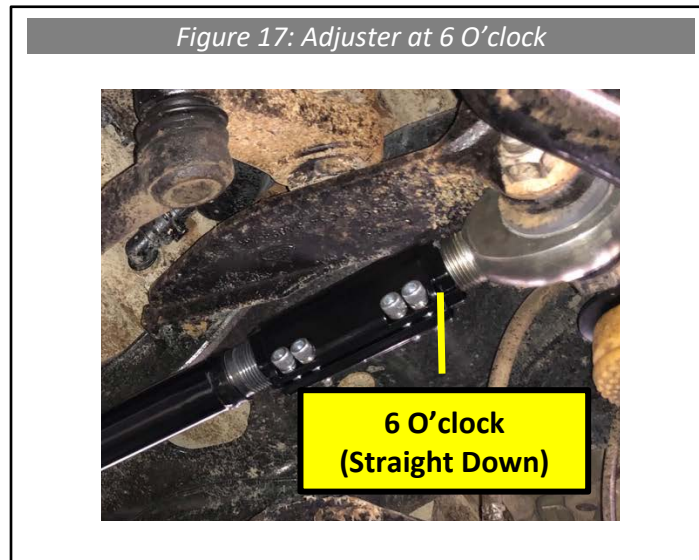


Ball Joint
Straight

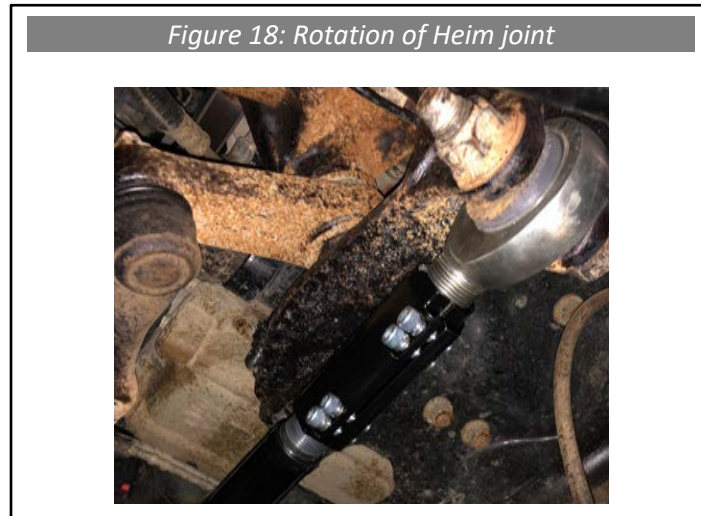
11. With the vehicle at ride height, adjust the length of the track bar as shown in Figure 16 until the measurement made in Step 2 is returned to its original value.



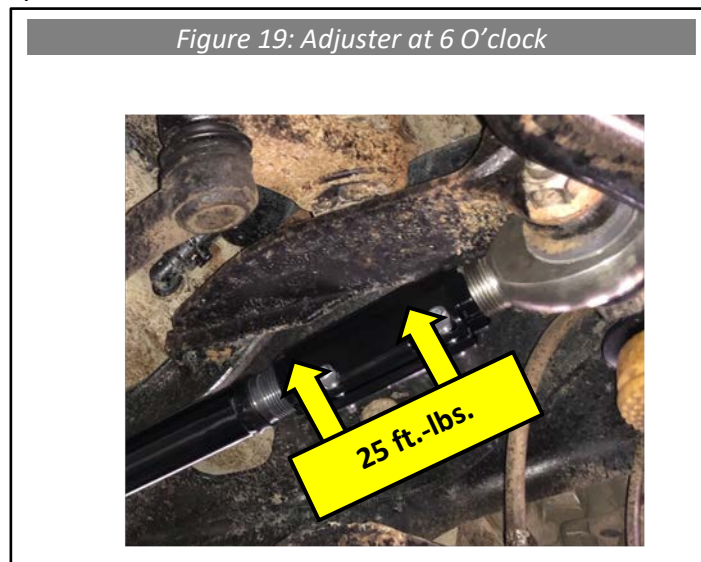
12. Adjuster must be rotated so that the split in the part is between 4 and 8 O'clock. See Figure 17. **Caution:** Failure to adhere to this step can cause adjuster to contact frame.



13. Before the pinch clamp bolts are tightened the Heim joint can rotate about the track bar axis. Reference Figure 18, the Heim joint should be centered so it can rotate slightly forward and slightly back once the pinch clamp bolts are tightened. Double check the track bar rotation and make sure it is acceptable per Figures 13-15 .



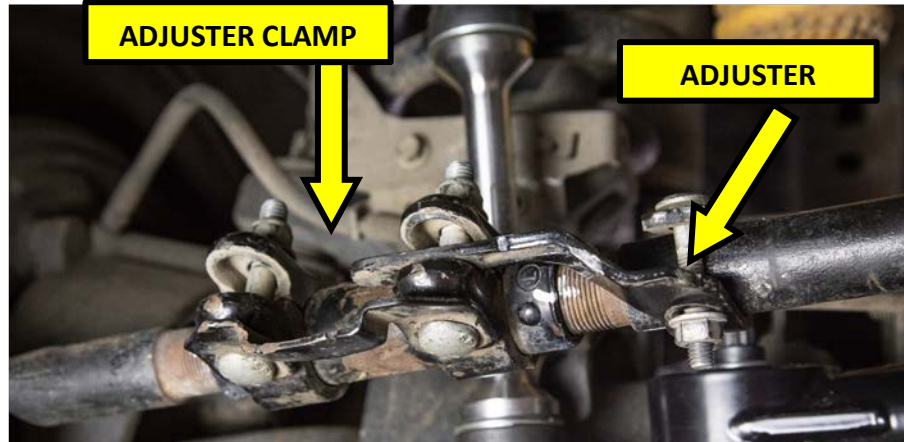
14. Verify steering wheel is still straight, if steering wheel is not straight jump to Step 16. With a ¼" hex key tighten (4) pinch clamp bolts to 25 ft.-lbs.



15. Check that the track bar can rotate back and forth slightly, ensuring that the Heim joint is not bound up.
16. Install Complete!
 - Although the steering wheel is straight, the vehicle may still need a proper professional alignment.

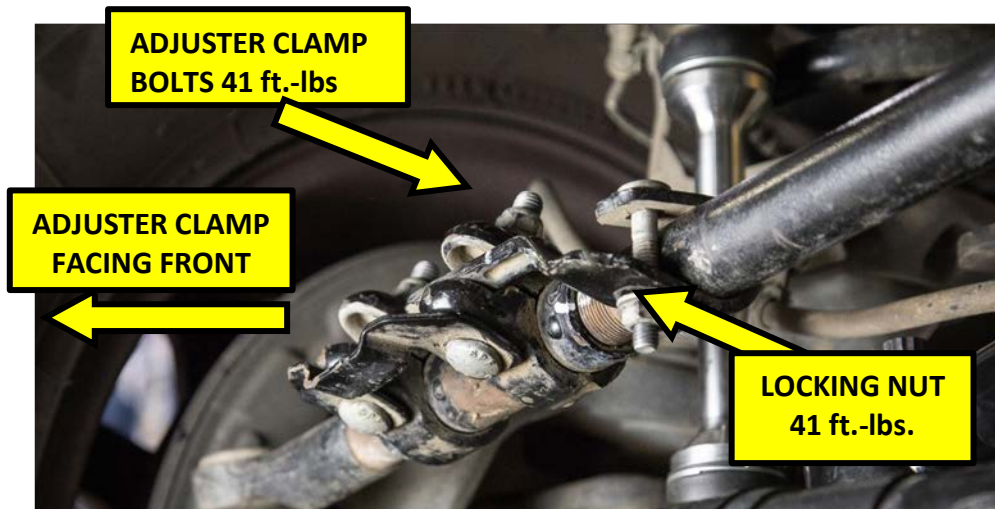
17. **Steering Wheel Adjustment:** Only perform this step if you have not completed step 14. Make sure the vehicle is in park with the emergency brake activated, then start the engine. Loosen drag link adjuster sleeve and adjuster lock as seen in Figure 20, then slide the adjuster lock out of the way. Rotate the drag link adjuster in the appropriate direction to center the steering wheel.

Figure 20: Drag Link Adjustment



18. Make sure the adjuster clamp is facing front of the vehicle. Once the steering wheel is in the proper location, tighten the (2) adjuster clamp bolts to 41 ft.-lbs. Then slide the adjuster lock into position and tighten the (1) locking nut to 41 ft.-lbs. (Figure 21). Once complete jump back to Step 11.

Figure 21: Steering Link Adjustment Secure



WARRANTY / RETURN POLICY / SAFETY

Cognito Limited Lifetime Warranty

Cognito Motorsports, Inc. hereinafter “Cognito,” warrants to the original retail purchaser, that its suspension products are free from workmanship and material defects for as long as the purchaser owns the vehicle on which the product(s) were originally installed. This warranty will be void if any modifications are made to the components, including alterations to the surface finish, i.e.; painting, powder coating, plating, and/or welding, or if they are improperly installed. Cognito truck suspension products are not designed nor intended to be installed on “competition” vehicles used in race applications, stunt or for exhibition purposes that are outside of the intended operating conditions specified by the manufacturer. Racing and competition are defined as any contests between two or more vehicles; or vehicles competing individually on off road circuits in timed events (whether or not such contests are for an award or prize).

This warranty does not include coverage for police, taxi, government or commercial vehicles, and the warranty does not cover Cognito products sold outside of the USA. Cognito’s obligations under this warranty are specified and applied at its sole discretion, and warranty coverage is limited to repair or replacement of the defective product(s). Any and all costs of removal, installation or reinstallation; freight charges, incidental or consequential damages associated with the covered products are expressly excluded from this warranty.

The following items are exempt from Cognito limited warranty coverage: bushings, bump stops, tie-rod ends (Heim joints) and limiting straps. These parts are “consumables” and designed to wear as a normal part of their duty cycle, therefore they are not considered defective when worn. The aforementioned products are warrantied separately against defects in workmanship, for 60 days from the date of purchase. As a condition of warranty validation, respective Cognito suspension components must be installed as a complete system (not combined with non-Cognito hardware or ancillary parts). Any substitutions or omission of required components will void the warranty. Some minor cosmetic wear and imperfections may occur to parts during shipping, which is not covered under this warranty. This limited warranty does not apply to any components that have been subjected to collision damage, negligence, alteration, abuse, or misuse, and coverage does not extend to products manufactured by third-party companies. Cognito reserves the right to supersede, discontinue, or change the design, finish, part number and/or application of its parts when deemed necessary, without notice.

Return Policy

Product returns will not be accepted without prior written approval from an authorized Cognito representative. All products being returned must be shipped via trackable, prepaid freight. Returned products are subject to a 25% percent restocking fee. The eligible return period for products purchased directly from Cognito is 30 days from the verified date when the product(s) were originally received by the purchaser.

Product Safety Advisory

The installation of Cognito steering and suspension components will modify your vehicle’s original factory equipment and geometry, which may cause it to handle differently than a stock (unaltered) vehicle. Installation of these components is not intended to strengthen nor reinforce the vehicle’s frame, nor are they designed to increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for proper attachment, torque specifications, operation, and for any potential unusual wear or damage. Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Modifying vehicle height combined with off road operation may increase your vehicle’s susceptibility to rollover conditions, which may cause serious injury or death. Many states regulate allowable vehicle height modifications, and it is your responsibility to know and comply with the legal requirements specified by the laws where you reside. Modifications to your vehicle’s ride height may also affect the ride quality, driver input response, trackability and handling, and wear to your vehicle’s suspension components and tires.