



GOT A PRODUCT OR BUSINESS YOU WANT FEATURED?

Xtreme Fords represents real Ford enthusiasts. If you've got a product you want in the spotlight, get in touch with us and people will know about it.

Also, Xtreme Fords readers are real hands-on people who enjoy spending their hard-earned on quality product that works and with businesses they can trust. If your business would like to get on board with us on our technical articles and see happy customers buying your gear and using your business, give us a call and let's work together on something today!

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OUR THOUGHTS

The kit was very straightforward to install and comes complete with all fitting instructions and photos. There are general tuning tips included. We were very impressed with their kit in terms of fit and quality of the components used.

SJ Performance recommends you try different settings until you find the perfect set-up for your car.

The guys at SJ Performance can be contacted for tuning advice seven days a week! Incredible service that is unheard of from other imported brands of similar products. Imagine being at the racetrack and you need tuning help – well, they are just a phone call away. Awesome.

Xtreme Fords will be testing the kit on the Falcon GT in an upcoming

issue, with before and after time slips at the track, so keep a look out for it in the news section.

So, what do they fit? Basically any car with a rear leaf-spring suspension set-up. SJ is also making kits for the BA Falcon, so give the guys a call to see if they have a kit to suit your car and tell them Xtreme Fords sent you!

THE FITTING

1. Raise the vehicle on axle stands and ensure that the front wheels are chocked to prevent the car from moving forward.

2. Remove the rear wheels and remove the leaf springs from the vehicle. Do this by removing the shock absorbers, U-bolts and the front eyelet bolt and rear hangers on each leaf spring unit.

When removing the springs, support the differential with a trolley jack to stop it rolling forward on the axle stands.

3. Press the front spring eyelet inserts out of each spring using a bearing press. You may be able to get them out another way, but the press is best.

4. Install the OzTraks eyelet inserts using the press. Before installing, it is recommended to lubricate them with high-temperature bearing grease. The Heim joint threads will also need lubricating with anti-seize compound prior to installation.

5. Position the triangle pivots into position on the spring. Ensure the stopper is in place on top of the spring and the machined face on the stopper bolt is facing the in-board side of the vehicle.

6. Now reinstall the springs by positioning the differential correctly. Then install the OzTraks diff plates into position, refit the U bolts, shock absorbers and retighten all fasteners.

Do not forget the front eyelet bolts on each spring.

7. Next, install the anti-rotation links. Remove the rear Heim joint from the diff plates and thread this joint into the anti-rotation link. At this time, the vehicle's full weight needs to be safely supported on support stands.

Now screw the anti-rotation link onto the front Heim joint to line up the Heim joint with the hole in the diff plate at the rear.

Tip: It's best to keep the threads even, as this ensures a full adjustment range.

Once complete, lower the vehicle back onto the ground.

8. The installation is now complete, so it is time for some tuning. Ensure your vehicle is on a flat, level surface. Sit in your vehicle, or have someone of similar weight sit in the driver's seat.

Adjust the anti-rotation link until the stopper just touches the top of the leaf spring. Once at this point, turn the link a further quarter of a turn and then tighten the lock nut. Do this to both sides.

After driving or racing, recheck all fasteners and recheck the link adjustment. Make small adjustments if necessary.