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## ORD U-bolt systems

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We design our ubolt systems to be as versatile as possible meaning they'll work with spring only systems with springs of varying heights and/or Zero Rates and often even room for a short block in rear suspensions. The downside is that you will likely need to cut some of the ubolt tail off after they're torqued down. A hacksaw, sawsall or cutoff wheel will all do the job just fine.

Torque spec for our 5/8" ubolts is 130 ft-lb with dry threads.

If you're using our U bolt plates you notice that some applications have a slot for the top of the center pin. This is to accommodate using Zero Rates or drilled spring perches to move the axle forward or back on the spring. When you offset the axle the center pin is no longer in the center of the ubolt plate and our plates provide this clearance.

Our GM D60 front ubolt kits include studs to screw into the D60 casting. Clean the housing holes well, degrease everything and install the studs in the housing with a healthy dose of Loctite. Blue is fine. You want enough on the threads to seal them against moisture as this is one of the benefits of thread locker products. The studs don't have to be torqued into the casting. Installing them snug is just fine.

ORD rear ubolt plates use a bent flange to stiffen the plate. Our front ubolt plates are monolithic 5/8" thick steel since it provides more clearance for steering linkage, shock systems and bumpstop setups.

If you're using our front ubolt plates with a swaybar mount welded in, the torque spec for the 3/4" grade 8 bolt that passes through the tube is 130 ft-lb.

Some Ford front axle ubolt systems will require notching the housing to let the ubolt sit with even bearing around the axle. This is necessary to allow running a ubolt plate on top of the spring which

gives more ground clearance. The typical weak point in a front axle housing is actually the intersection of the long tube and casting so notching the housing on the short sides is in a low stress area.

We typically do not recommend mounting panhard bars and steering cylinders to ubolt plates, those ubolts have enough work to do in holding the axle to the spring much less being loaded with other high force components. A mount welded to the axle tube is a much more effective system for assist cylinders or panhard bars.

Ubolts are a common maintenance item on multi day trail rides and are a good thing to check before a trip. Loose ubolts let leaves fan out which can cause a lot of problems and in extreme cases can be loose enough that center pins can break and let the axle shift on the spring. The answer is not bigger stronger center pins, the answer is to keep the spring and axle clamped together with a tight ubolt!