



GENERAL MAINTENANCE MANUAL

ATTENTION

It is the owners responsibility to ensure the vehicle and suspension kit is in safe working condition before and after every off road session.

Prep!, as in preparing & performing maintenance on your Baja Kits suspension in order to take on the gnarliest off-road terrain for maximum performance, fun, and safety. When our Parent company Brenthel Industries takes a Trophy Truck to the Baja 500 or Baja 1000 the race truck gets completely gone thru before and after the races inspecting each part for excessive wear or play in joints, stress cracks on parts that might have broken or become compromised during a crash, hard impact or just pushing the limits for 1000 off-road miles. While race conditions for a Trophy Truck are much harsher on components compared to an adventure weekend or prerun in your truck, the **same concept applies to your truck and Baja Kit!** Below you will find various time frames and mileage suggestions for maintenance of your Baja Kit, but more importantly, you **MUST** carefully inspect your Baja Kit, hardware, and surrounding components before and after each off-road session. If this exceeds your mechanical knowledge or experience bring it to your local off-road shop for maintenance. The life of serviceable items will vary depending on climate, frequency, type of use and driving style.

Maintenance

Delrin Bushings

- Use a water-resistance, high wear grease (ex. Mobil 1 Synthetic Grease)
- Grease Zerk fittings upon install and at least once a year or more depending on climate, frequency, type of use, and driving style
- Inspect for play in the bushings after any off-road use
- If maintenance is neglected, it may be necessary to remove the bushings from the arm and apply a liberal amount of grease to all contact surfaces in order to restore life to the bushings
 - ***In extreme cases, neglect to maintain the bushings could require the bushings to be replaced

Spherical Bearings

- All of our spherical bearings come with a lubricant infused liner, so it is NOT recommended to further lubricate these bearings as this could actually cause premature failure
- Inspect for play in the bearings after any off-road use
- If the bearings have any issues, call us for further information regarding maintenance of these bearings

Heim Joints

- Inspect jam nuts at least once every three months
- Check heims for play after any off-road use
- Be sure to use a little bit of anti-seize or synthetic grease on the threads of the heim joint anytime it is being reassembled into a threaded bung

CV axles

- If installation requires a rebuild of the stock axles with our extended length center portion, be sure to visually inspect the CV boot regularly for signs of lacerations or leaking grease
 - If either of these are found, replace the boot immediately (failure to do so could cause the axle to seize without warning)
- If the axles will see extreme weather and/or terrain, it is recommended to paint the axles to prevent any rusting from occurring



Maintenance

Alignment (RACE KITS ONLY)

**** This process can be very tedious without prior experience aligning IFS systems****

1. Start alignment procedure by lifting the front of the vehicle and placing it on jack stands
2. Loosen the jam nuts on both ends of both tie rods
3. Make sure the steering rack is centered and both tie rods are the same length
4. Measure tire center to center in the front and note this dimension
5. Measure tire center to center in the rear and note this dimension
6. The goal is to have these two dimensions nearly identical. The vehicle manufacturer will give a +/- tolerance on the difference between those two measured values
7. Spin each tie rod an equal number of turns
8. Measure both dimensions (steps 4 & 5)
9. Repeat until the difference between the two measurements is within specifications

FOR ANY TECHNICAL QUESTIONS OR
SUPPORT, PLEASE CONTACT BAJA KITS AT
949-566-8615

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-	Initial Release	8/10/2017	JOS

