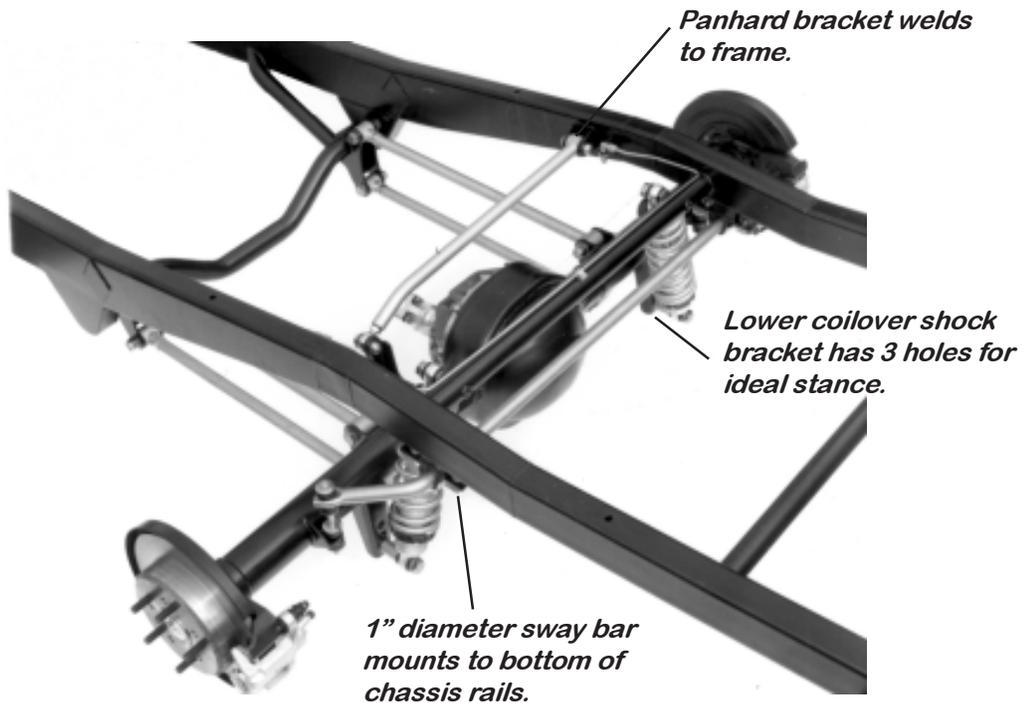
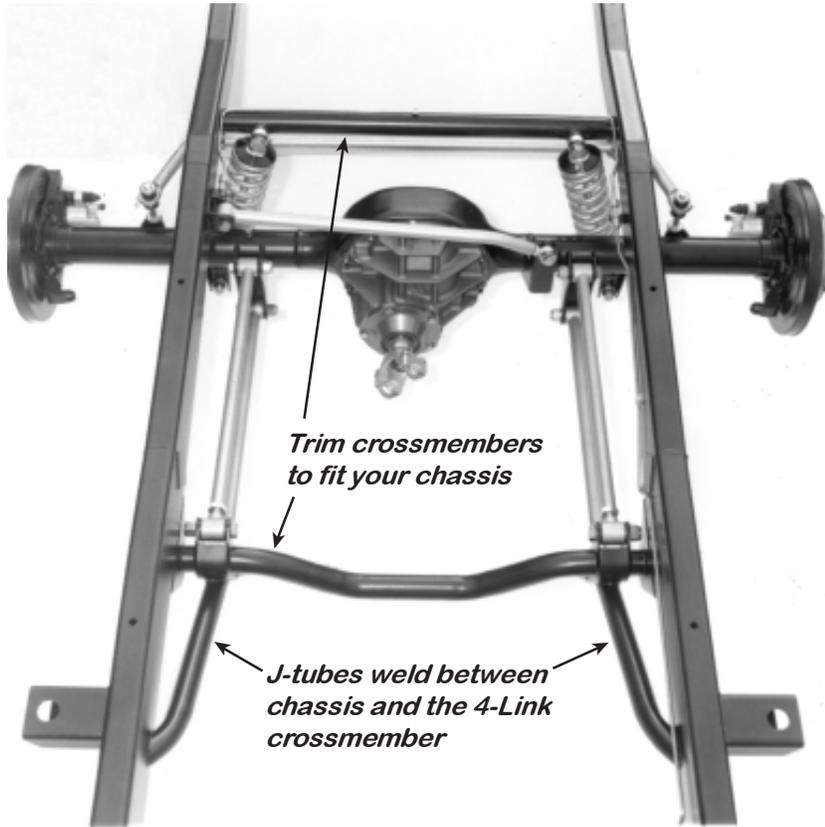


UNIVERSAL REAR 4-LINK INSTRUCTIONS



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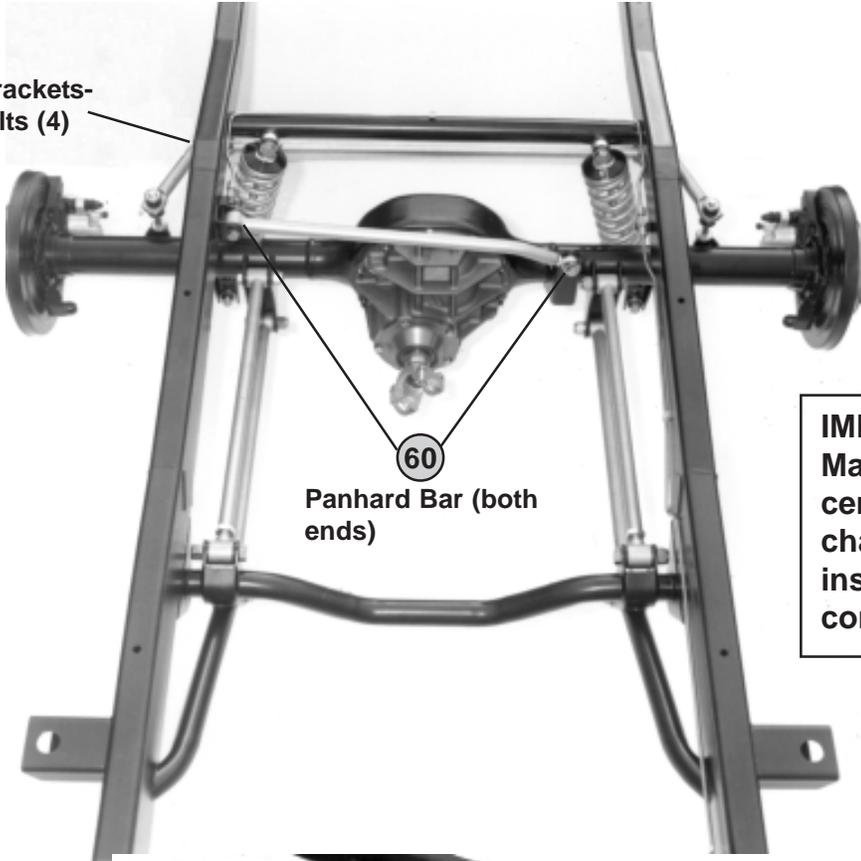
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Torque Specs

All specs are in foot pounds = ft. lbs.

Torque specs common to both sides

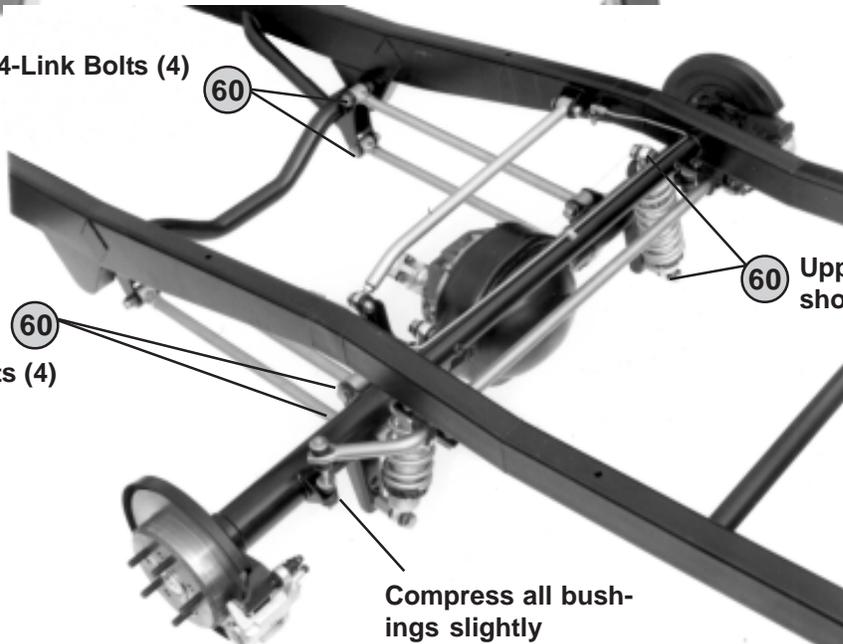
30
Sway bar brackets-
to-frame bolts (4)



60
Panhard Bar (both
ends)

IMPORTANT: First....
Mark your rear axle
centerline on the
chassis rails before
installing the new
components.

Front 4-Link Bolts (4)



60

60 Upper & Lower
shock mount bolts

60
Rear 4-Link Bolts (4)

Compress all bush-
ings slightly

Parts Inventory List & Replacement Parts

1st Thing to do is read over the entire instructions

Qty	Fastener Size	Fastener Location	Qty	Fastener Size	Fastener Location
8	5/8 NF x 3 GR 8 Bolts		4	5/16 NC x 1 GR 8 Bolts	Anti-Sway
8	5/8 NF Nylock Nuts	4-Link	4	5/16 NC Nylock Nuts	Bar
2	5/8 NF x 2 1/4 GR 8 Bolts	Top Shock	2	Link Rod Assemblies	
2	5/8 Lockwashers	Mounting	1	1/2 NC x 2 1/4 GR 8 Bolt	
4	5/8 AN Washers	Bolts	1	1/2 NC x 1 3/4 GR 8 Bolt	Panhard
2	5/8 NF x 4 1/2 Gr 8 Bolts		2	1/2 NC Nylock Jam Nuts	Rod
2	5/8 NF Nylock Nuts	Lower	2	1/2 Hat Washers	
2	5/8 I.D. x 1 1/2 Spacers	Shock	2	1/2 Thru Hard Washers	
4	5/8 AN Washers	Mount			

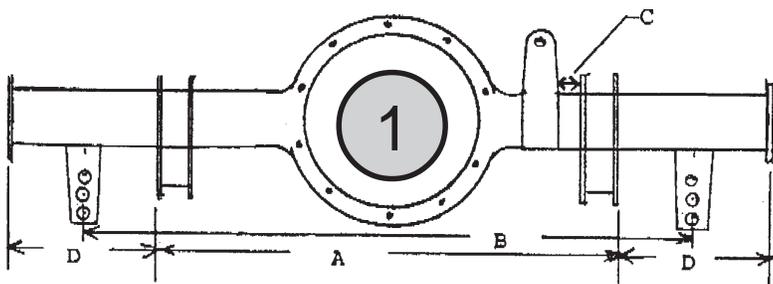
INSTALLING BRACKETS TO HOUSING

Tack weld the brackets on your housing using the following dimensions.

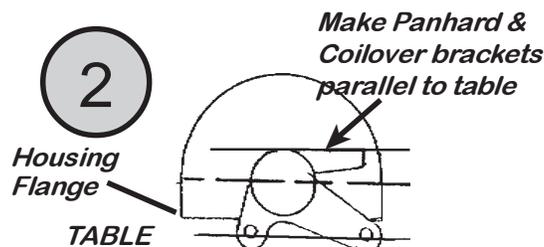
- A. The 4-link brackets mount on the front of the housing _____" apart.
- B. Lower coil over shock mounts go on the rear of the housing _____" center-to-center.
- C. Panhard rod mounts _____" from the inside 4-link bracket. Mount on the driver side.
- D. This dimension needs to be the same on both sides.

- IMPORTANT -

NOTE: First tac-weld all brackets. On your final weld, keep heat warp to a minimum in any one area, alternate from one end of housing to the other using short 1/2" welds



TO SET THE PINION ANGLE. Depending on the stance of your car, more than a zero angle may be necessary. Clamp a flat bar to the face of the pinion flange. Place a magnetic angle-finder on the bar and adjust accordingly. We recommend a zero pinion angle with fixed suspension systems. Air bag systems may require more angle. The lower coilover and Panhard brackets mount parallel to the table with any pinion angle.



WORKING ON A TABLE... one of the easiest ways to install the brackets is to place the housing thirdmember flange face down to the table on top of the 4-Link brackets as shown. The housing face parallel with table equals a zero degree pinion angle. Set pinion angle before tacking the brackets parallel to table.

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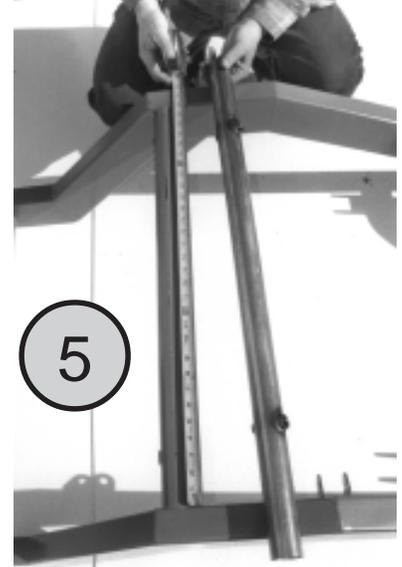
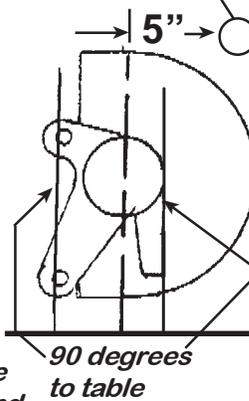
INSTALLING CROSSMEMBERS AND 4-LINK



All the brackets should be tacked onto the housing. Before you trim the forward 4-Link crossmember, install the 4-Links to the housing and front crossmember. Next, locate the rear axle centerline. Place the assembly under the chassis and center the housing on your centerline. Now you can measure and trim the forward 4-Link crossmember. Disassemble and tack the forward crossmember into position.

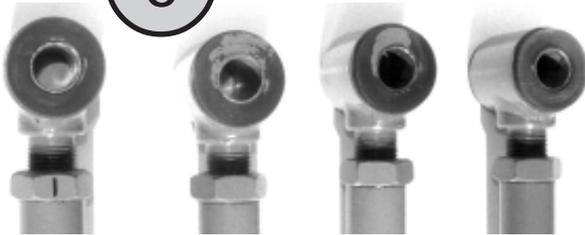
4

Rear coilover crossmember



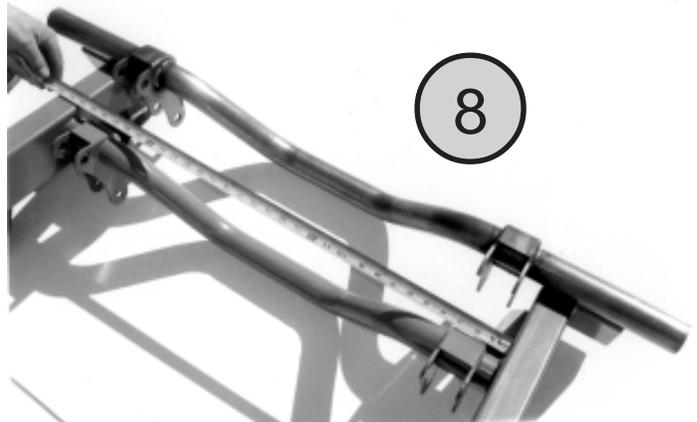
Mount the rear upper coilover crossmember 5-inches to the rear of your rear axle center line. Trim equal amounts off each end. This will keep the coilover mounting holes the same distance from each side of the rails.

6



Adjust each of the bars with 4 threads showing (#6) before assembly. When installing, the forward bolt heads face the inside while the rear bolt heads face outward.

8



With the complete assembly shown in #3 centered under the rear axle centerline, measure and trim the forward crossmember. Remove equal amounts from each end of the crossmember to make sure the 4-Link brackets are equal distance from each side of the chassis rails. Tack into position, make final weld last.

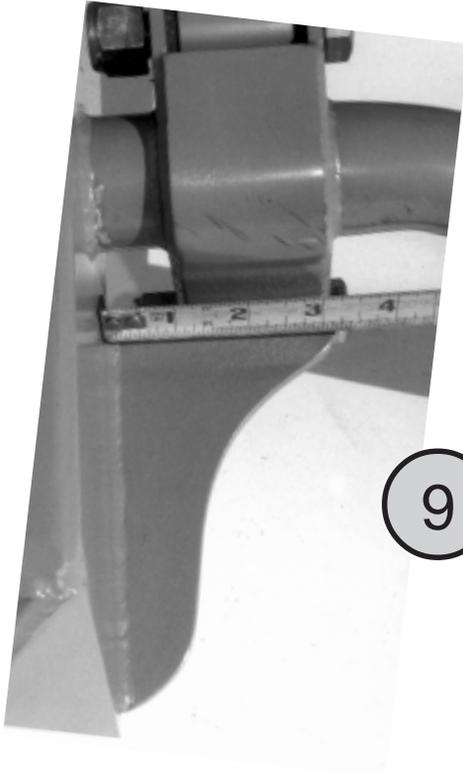
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INSTALLING THE J-TUBES

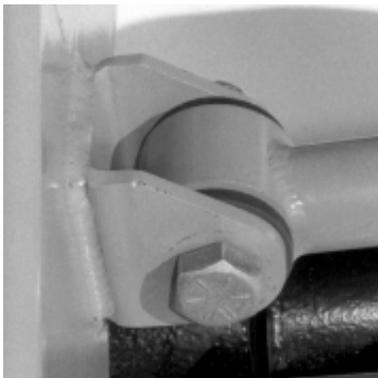


We provide forward support to the front 4-Link crossmember with either J-tubes or L-brackets. They simply mount between center of the 4-Link bracket and the inside of the frame rails. This should be one of the last items you install after all other components are welded in position. Make a 360-degree weld on each end. This is where all the torque is applied to the chassis!



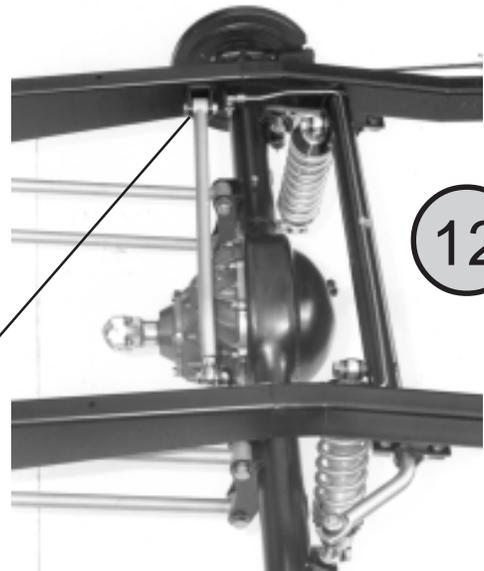
MOUNTING PANHARD BRACKET TO FRAME

11



FRAME BRACKET

THIS IS THE LAST THING TO DO - After the coilover shocks have been installed and all the weight is on the chassis, connect the panhard bar to the housing bracket. Bolt the frame bracket to the other end of the bar. With the bar parallel to the ground and parallel with the housing weld it to the inside of the frame. Weld around the bracket 360 degrees.



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MOUNTING THE COILOVER SHOCKS



**FIRST...ADJUST THE
COILOVERS**

13

This is how you check the spring pre-load on your assembled coilovers. First, grease the two collar nuts and shock body. With the top of the spring seated into the upper collar, thread the lower collar with stainless washer (next to spring) against the spring. Using the spanner wrench enclosed, thread the lower collar 3/4 to 1-inch up the threads and tighten the collar lock nut against the lower collar.



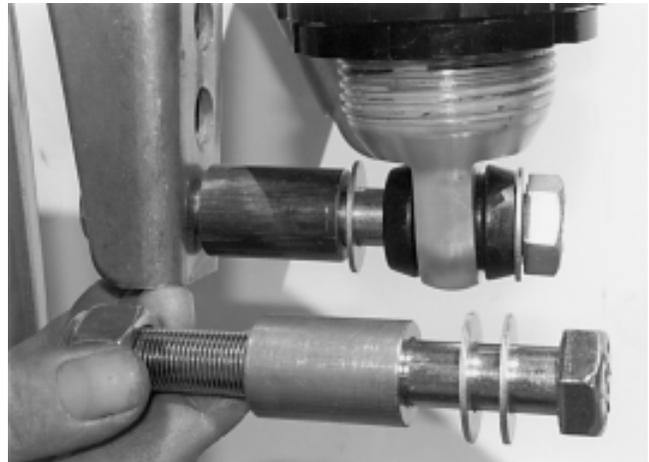
14



The upper coilover shocks mount on the front of the rear tubular crossmember. They require a 5/8 - 18 x 2 1/4" bolt. The shock is sandwiched between two - 5/8 AN washers, with one star washer on the outside. Torque to 60 ft. lbs.

15

The lower coilover 5/8" mounting bolt requires a 1 1/2" tube spacer and a thin gold washer on the front-and-rear of the coilover bushing as shown. Torque to 60 ft. lbs.



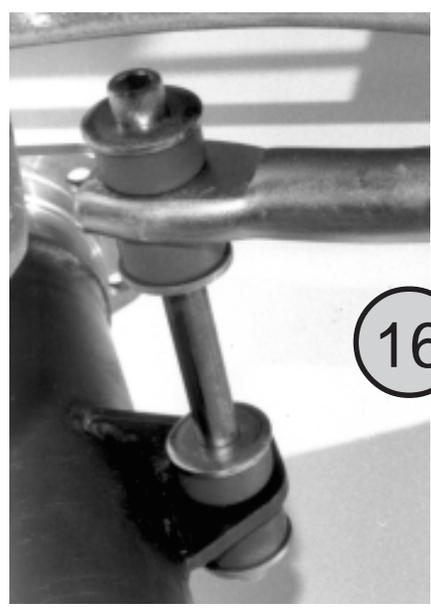
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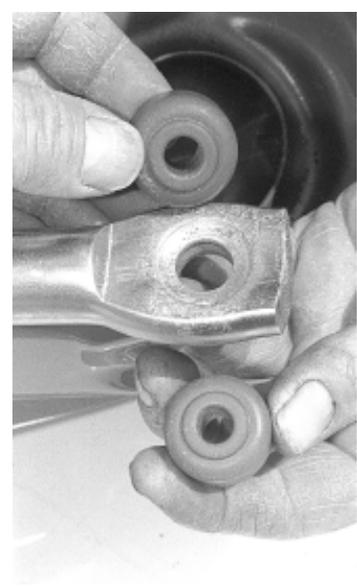
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INSTALLING SWAY BAR



16

One of the last things to do when the car has all the weight on the axles is to install the sway bar. Connect the end links to the housing first. The center tube spacer holds the bushing between housing bracket and sway bar ends. Install finger-tight.



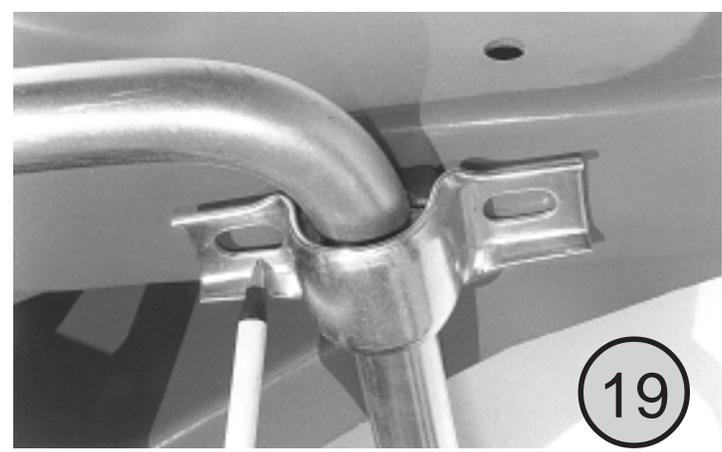
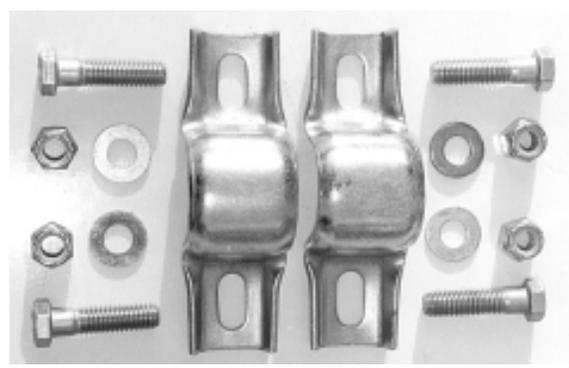
17

Install the raised end of the urethane bushings into the holes as shown. Last, tighten the bushings until they are slightly compressed after the frame brackets and bushings have been installed.

18

Next, install the urethane frame bushings around the sway bar. See page 3, parts inventory list, for fastener sizes.

With the weight of the car on the tires and the ends of the sway bar connected to the housing brackets (finger tight), lift the assembly up to the frame and mark the holes. Drill two, 3/8-inch diameter holes in the bottom of the frame rails on each side. Torque to 30 ft. lbs.



19

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