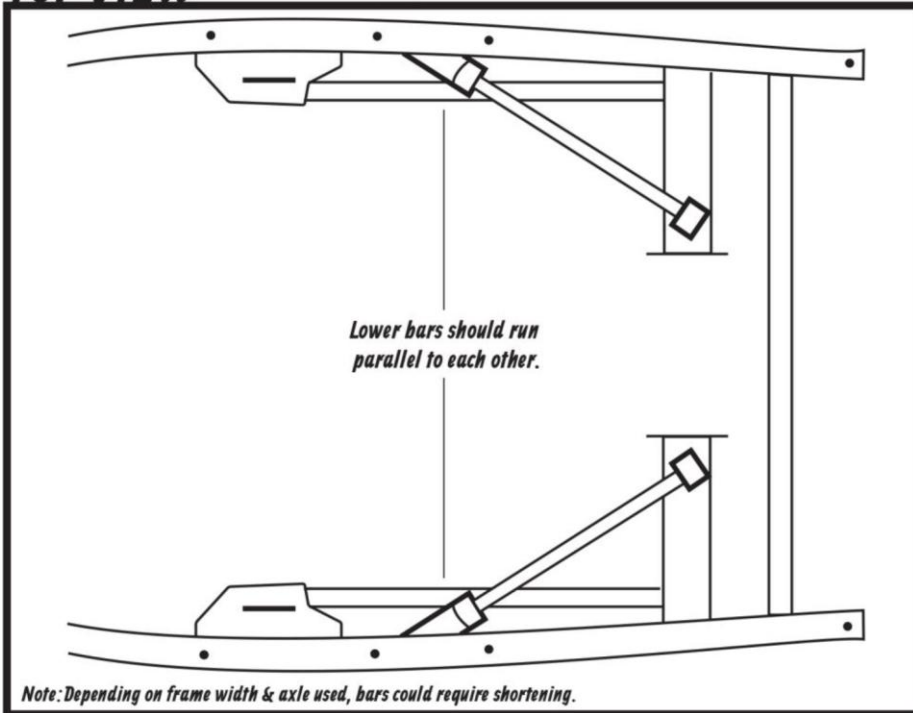


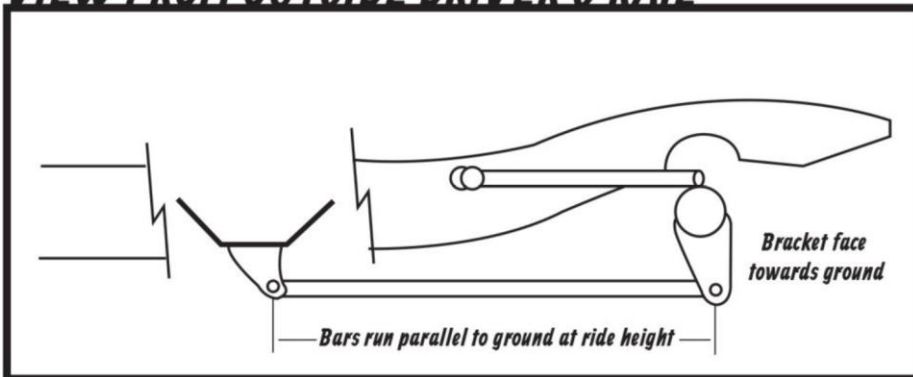
PARTS LIST:		Description	Quantity
Description	Quantity	Lower 4-Link Brackets	2
Axle Brackets	2	Axle Tabs	4
Upper 4-Link Brackets	2	Adjustable Link Bars	4
		4-Link Hardware Kit	1

NOTE: Coil-over Shocks and Hardware are optional

TOP VIEW



VIEW FROM OUTSIDE DRIVER'S RAIL



INSTALLATION SUGGESTIONS

We highly recommend mocking up and tack welding all parts before doing any final welding. Tacks are much easier to break and clean up if changes need to be made.

- The rear end should be located in its exact position, front-to-rear and side-to-side and the frame should be at ride height. The pinion angle should be set prior to welding (usually 3 degrees).
- The shorter bars are the uppers and the longer bars are the lowers.
- The adjustable ends can go at the front or rear of the bars. For mock up, assemble the adjusters in the bars with about 1/3 of the threads showing. (There should never be less than 5/8" of adjuster thread in the bar.)
- The lower bar frame brackets can go inside or outside the frame rails. If they are mounted outside the rails, be sure there is room to mount the coil-overs or air suspension and shocks.
- Assemble lower bar including frame bracket and shock mount. Mock-up into position and mark front bracket placement.
- Under optimal installation both the upper and lower bars will sit parallel under a load. This would be the center point for axle movement up and down.
- Tack the lower frame brackets in place. Depending on the frame, some angle adjustment might need to be made to the brackets to keep them parallel.
- The lower rear axle brackets should be spaced apart the same distance as the frame brackets so the bars will be parallel when viewed from above. The pinion angle should be re-validated at this point.
- The lower rear axle brackets should be tacked onto the rear axle tube with the rear bracket surface vertical to the ground. Please keep in mind that this is not necessarily at 90 degrees to the housing face.
- Loosely install lower bars to validate fitment and make sure all is good.
- Assemble an upper bar with the adjuster. Assemble the rear axle bracket plates on one end and the frame bracket on the other end. The frame brackets are driver and passenger sides so be sure and utilize the correct one. Also, Please remember that the nut should go on the frame side of the bracket.
- NOTE: If your differential is offset, like 8" and 9" Fords, start mock up on the shorter side.
- Nest the upper axle brackets above the rear axle tube and move the assembly along the axle tube until the frame bracket is close to the boxing plate. Rear axle upper bracket plates are designed to mount with the middle of the urethane bushing above rear axle centerline. One plate will face ahead and one will face back. In some installations these brackets will be on the curved section of the housing. Each plate will have to be trimmed to fit. The upper frame brackets also might have to be trimmed to accommodate the upper bar angle that you want (or need). Be sure there is enough room to get a wrench on the nut. Once desire location is set tack weld into place.
- Set other side via same process with validating measurements to ensure proper placement. Tack into place.
- Ensure all items are installed.
- Test rear axle for movement of travel and ensure there is no binding. re-test pinion angle and axle centerline. Make any necessary adjustments and retest as necessary.
- Finish all welding. Be sure the Bars containing urethane bushings have been removed or they could melt. Weld slowly to avoid warpage or other issues could occur.

Enjoy your new rear 4-link setup!
