



Installation Instructions Triangulated 4 Link

1. With frame leveled side to side and sitting at the rake (if any) front to rear that it will be finished, locate rear axle centerline and mark on frame rail sides.
2. Position rear end housing in place with 4" of clearance between top of axle tubes and bottom of frame, centering it on the axle centerline marks front to rear.
3. Center housing side to side in the frame and set the pinion angle by tilting face of housing up at a 3 to 4-degree incline.
4. Hold lower four link assembly (the two longest links) in place on bottom of rear end and bottom of frame, making sure the rear face of the axle bracket (shock mount) is perpendicular. Front lower brackets weld either directly to bottom of frame rails or if you use the gusset brackets they can be welded to inside of a boxed frame rail. In either case the part that the link bar insert into is below the frame.
5. Mark point on the frame where the bolt of the forward mount is located. Measure from this mark to a nearby reference point. Go to the other side and measure and mark the frame the same as the first side. At this mark measure across the frame from the center of one bracket to the center of the other. Record this measurement.
6. Next go to your rear end housing and measure it flange to flange. Subtract the front bracket to front bracket measurement from the axle housing measurement. Divide this number by two. This will be the distance in from each axle flange that you will center the lower axle brackets on the housing. Mark the axle at these points.
7. Locate the lower axle brackets on the axle housing, centering them on these marks and making sure that the rear side is perpendicular with the ground. Tack weld them in place on the axle.
8. With the lower 4 link bar in place locate forward lower brackets (the two shortest links) positioning them on the bottom or insides of boxed frame rail and the bracket top even with the bottom of the frame rail, making sure both sides are in the exact same place front to rear. Tack weld in place.
9. The frame rails may be boxed in, in the areas where the upper front 4 link bracket will attach, or if you have an open "C" channel frame, then these brackets maybe be placed in the channel if you prefer and if they will fit. If you are going to box your rails, then box them in using 3/16" plate steel. Close in an area at least 4" ahead and behind the area where the brackets will weld.



10. With the upper four link assembled, hold it up to the frame rail. Measure to check that the axle brackets are the same distance in from each frame rail on the top of the axle housing. Center it up and down on the boxed frame rail and tack weld in place there and on the axle housing both.
11. With all the brackets tacked securely in place, remove the four link bars so as not to damage them when you final weld everything in place. Using some tubing or washers as spacers to keep the right distance between the upper axle brackets, put the bolts back in them and tighten down.
12. Double and triple check all measurements to make sure everything is the same side to side, then slowly weld everything in place, wedding no more than 1" at a time on any bracket. Move from bracket to bracket letting them cool to the torch before welding any more. Be patient for this will prevent warpage.
13. After everything cools, reassemble the 4 link bars in place.
14. Drop the rear end down to the lowest position that it will be with weight off of the car. This will be the highest the car will sit. Bolt coilover shocks to lower mounts on axle using the top hole in the mounts.
15. Bolt the two upper shock mounts to the coilover shocks. Position upper shock mounts to with top or bottom of crossmember, whichever will set the car at the height you desire. the shocks need to be angled over toward the center no more than 25 degrees off of vertical, making sure that they are the same on both sides.
16. Locate the upper shock crossmember between the frame rails, making sure that it is in the same place on both sides, up and down and front to rear. Check to see if this is going to be the height that you want the car to be. If so, then tack weld the crossmember in place to the frame rails using the provided boxing plates and the shock mounts to the crossmember.
17. If there are any clearance issues between the shock and the frame rail, you will need to notch the bottom of the frame rail to remedy this. Shocks cannot contact the frame or they will be damaged!
18. Remove coilover shocks, then weld crossmember fully to frame rails and weld outer crossmember piece to center piece.
19. After cooling down, reinstall coilovers to complete the installation.

If you have any questions, call before proceeding. Thank you for choosing Street Rod Engineering!