

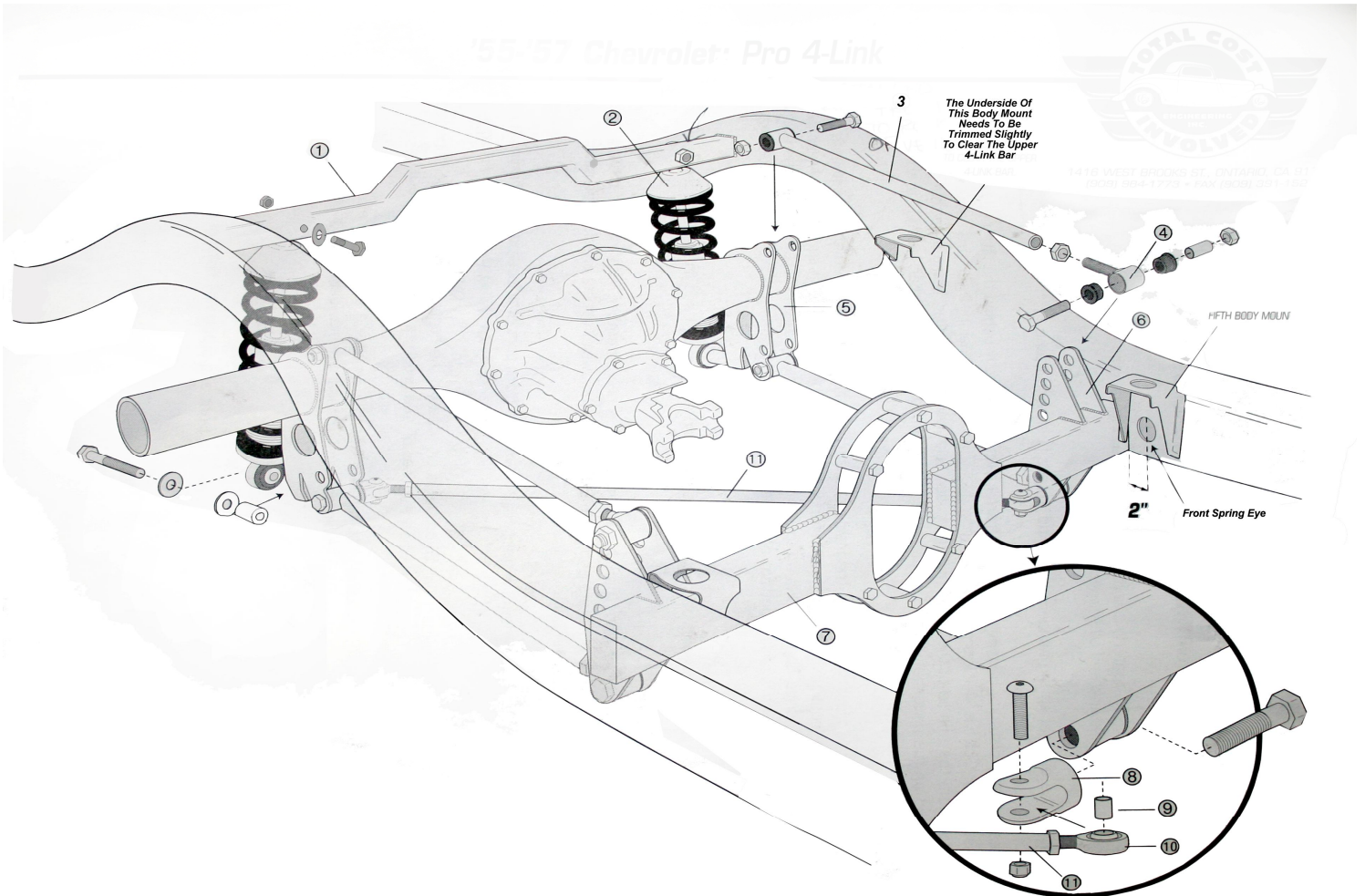


1955-1957 Chevy Pro 4-link

Installation Instructions

1-800-984-0223

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|--------------------------|-----|
| 1. Coil-Over Crossmember | (1) |
| 2. Coil-Over Shock | (2) |
| 3. 4-Link Bar | (4) |
| 4. 4-Bar Adjuster | (4) |
| 5. Axle Bracket | (1) |
| 6. 4-Bar Frame Bracket | (1) |
| 8. Track Bar Clevis | (2) |
| 9. Rod End Sleeve | (2) |
| 10. 5/8" Rod End | (2) |
| 11. Track Bar | (1) |

REMINDER THAT THIS INSTALLATION IS NOT MEANT FOR STREET RACING.

Please read these instructions thoroughly before beginning installation.

1. Note the original axle centerline and remove all of the original rear suspension parts including: springs, rear axle, shocks, brakeline, and all hardware.

2. Cut off the original spring hangers and grind excess flush with frame.

3. Measure the distance between the inside frame rails, just directly behind the fifth body mount (see picture). Cut the 4-link crossmember (part No. 7) to this dimension. If you are centering the differential housing on the middle of the axle, then the pinion yoke will be off-center. Make sure that the driveshaft is centered on the driveshaft loop. This can be done by offsetting the driveshaft loop (1" to the passenger side for 9" Ford housing).

4. Locate the 4-link crossmember on the inside of the frame, directly behind the fifth body mounts (see picture). The front part of the crossmember is about 2" behind the front spring eye. Make sure that the bigger part of the drive shaft loop is on top and tack weld in place. Also, make sure that the bottom of crossmember is flush with the bottom of frame. Sometimes, the parking brake cable bracket may need to be trimmed off in order to do this.

5. Double check the location of the crossmember (diagonal and square ness) and final weld crossmember onto frame side.

6. Install frame side 4-Link brackets (part No. 6) on the 4-link crossmember, with more of the adjustment holes on the top side. Center of brackets should be 28" apart. Tack weld, double check measurements (make sure it is centered on the crossmember).

7. Tack weld the coil-over crossmember (part No. 1) with the front part of it located 2 1/8" behind the axle centerline. Height of the crossmember above the lower frame rail is 1/4". Body must be cut to clear the DS upper shock and nut. Upper shock mount hole is 25 1/2".

8. Tack weld the ale brackets (part No. 5) on the rear axle with the centers at 28". Position brackets so that the pinion angle is down 1.5 degrees when the rear of axle brackets are vertically straight.

9. Mock assemble adjusters (part No. 4) into the 4-link bars (part No. 3) and install rear axle into frame using 4-link. Install track bar (part No. 11). Double check all measurements, diagonal and square ness including wheelbase (115").

10. Disassemble and final weld everything.

11. Reassemble the 4-bars with the adjusters toward the front and tighten all bolts and nuts. Double check pinion angle and wheelbase.

12. Install track bar and adjust so axle is centered (side-side) within the frame and tighten all nuts and bolts.

13. Adjust coil-over shocks (part No. 2) so that the center of the top mounting bolt is about 13" to the center of the bottom mounting bolt.

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