



Closed Driveline 2 Link Kit Install

SUSPENSION SYSTEMS TO BE INSTALLED BY QUALIFIED TECHNICIAN. WELDING, CUTTING, and GRINDING MAY BE REQUIRED. Installer assumes all responsibilities to correct installation in order to prevent future issues with any of provided components.

- 1.) Jack vehicle up and level front to back side to side
- 2.) Remove rear tires
- 3.) Measure for stock wheel base
***Measurement based off correctly positioned open drive rear axle or stock closed drive axle.
- 4.) Measure forward from front of axle 41.75" and mark both driver and passenger side of frame. We recommend doing this with weight on the springs to allow the most accurate measurement for the crossmember.
- 5.) Clean and prep frame for weld work 4" in front and behind of previously made chassis marks. On 41-48 Car chassis you may need to remove inner body mount off chassis. Drill spot welds out and hammer mount off chassis.
- 6.) Install front cross member to previously made marks on chassis (rear of crossmember tube to indicated marks), cross check measurements off of stock chassis mounts, (spring perches, body mounts, trans cross member, etc.) tack weld in place prior to weld.
*rear face of crossmember tube to center of leaf spring mount is 18.75"
- 7.) Measure spread of front link mounts on cross member, transfer that measurement to axle. (Links run parallel) Be sure to make marks for inside and outside of axle pads.
- 8.) Thread heim joints into pan hard bar, install both heims evenly. Install all the way with 5/16" of thread showing on each side for a good base measurement.
- 9.) Assemble front bushings into link arms one bushing half at a time using some assemble lube, then install inner sleeve.
- 10.) Install assembled link arms into cross member tabs with grease fitting pointed down and install supplied 9/16 x 3 3/4 Grade 8 bolts.

11.) Install pan hard bar into front mount off link arm with the supplied 5/8 x 3 Grade 8 hardware and machined spacers in from the top down. ****Spacers may be machined per specific mount.****

12.) Position axle radius tabs with bushing pivot on to link arm. Bolt bushing pivot to link arm with bushing assembly facing the front of the link arm. Bolt bushing pivot to link arm using provided 3/4" hardware. Bolt radius tabs to bushing pivot using provided 9/16" hardware. ****See photo 1***

13.) Swing link arms up to axle, position axle pivots on link arms with radius tabs pointed towards axle, and cycle up to cup axle. Align radius tabs to previously made marks on axle. And tack in place.

14.) Once radius tabs tacked in place remove stock leaf springs and shocks from car. This helps keep our install easy and maintains the correct wheel base without having to fight the axle.

15.) Swing pan hard bar up to rear mount, install supplied 5/8 x 3 with machined spacers.

16.) Now to set the axle centered in the chassis side to side, measure from a consistent point side to side from the outer edge of the axle flange, drum, drum backing plate, rotor, etc. to the chassis. Adjust the pan hard bar accordingly by simply turning it one way or the other. Once axle is centered tighten 1 1/8" Jam nuts on heim joints against the pan hard bar.

17.) Refer to previous wheel base measurement to verify wheel base set up properly
****If off adjust front cross member positioning accordingly****

18.) If bagging cycle or using hydraulics do so now. Cycle suspension accordingly with your desired laid out height. Be sure to have wheels and tires on at this time to verify wheel well clearances. You may install c notch at this point. You will need to clearance the trunk, the driveline tunnel or the wheel wells accordingly to how low you would like it to lay out.
****If you have to notch cross member for driveline clearance wait until springs / bags / hydraulics are mounted and cycled to determine proper amount for notch. WAIT to cut notch until cross member welded out and take your time welding driveline notch to ensure cross member does not flex.***

19.) Once wheel base is verified and bag mounts / shock mounts / hydraulic mounts are completed. Disassemble suspension and weld out cross member, spring mounts, and axle pads.

20.) Once chassis and axle is welded out you can paint, powder coat, or chrome at this point.

21.) Assembly is the same as listed above, torque front link bushing bolts (9/16 x 3 3/4) to 85 ft lbs. Torque front bushings bolts while suspension set at approximate ride height.

22.) Torque pan hard bar bolts (5/8 x 3) to 105 ft lbs

23.) Torque 3/4 bolts to 115 ft lbs.



Photo 1



Photo 2



Photo 3