



Open Driveline 2 Link Kit Install

Covers bare bones, baby moon notch, and big notch kits.

- Jack the vehicle up, and level front to back, and side to side.
- Remove rear tires.
- Measure for stock wheel base.
- **Measurement based off correctly positioned open drive rear axle or stock closed drive axle**
- Measure forward from the front of axle. 41.75". Mark both driver side, and passenger side, of frame.
- Remove driveline.
- Remove rear U bolts, rear shocks, rear brake line, rear leaf springs, and rear axle. **Do not cut or pinch flex brake hose. You will re-use it, assuming it is in good condition **
- Wire wheel and clean frame down to bare metal in preparation for weld work in area of previously made marks.
- Install front cross member to previously made marks on chassis (**REAR** of crossmember to indicated marks), cross check measurements off of the stock chassis mounts, (spring perches, body mounts, trans cross member, etc.). Tack weld in place prior to weld.
- Remove stock parking brake cable brackets from both sides of chassis. Remove stock brakeline mount from chassis.
- Cut stock leaf spring perches off of axle. Grind clean, then wire wheel and prep axle tube.
- Measure the spread of the 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.
- Thread heim joints into pan hard bar, and install both heims evenly. Install all the way with 5/16" of thread showing on each side for a good base measurement.

- Assemble front bushings into link arms one bushing half at a time. Then install inner sleeve. Some assembly lube (white lithium or wheel bearing grease) may make this process easier.
- Install 3/8 x 3/4" socket head bolts into link arms. Install link arms into crossmember with socket head bolts on top of link arm, and install supplied 9/16 x 3 3/4 Grade 8 bolts.
- 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.****
- Position axle under the chassis at approximate ride height on jack stands.
- Swing link arms up to the axle, position the axle pads on link arms, and cycle up to cup axle. Install U bolts over axle, through axle pads, and link arms. Loosely tighten up U Bolts.
- ****You may need to remove hard brake line to install u bolts, you may be able to re bend it accordingly around U Bolts.****
- Move axle side to side until axle pads line up with previously made marks, and tighten U bolts.
- Set pinion angle while rear axle is level, and at your approximate ride height. Set pinion angle to 3* opposing tail shaft housing.
- ***(Typically drive train is set at 3* leaned back to account for intake angle to level Carburetor putting rear axle pinion at 0*)***
- Once pinion is set with the correct spread on the axle perches, tack weld axle pads in place.
- Swing pan hard bar up to rear mount, and install supplied 5/8 x 3 with machined spacers.
- 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.
- Refer to previous wheel base measurement to verify wheel base set up properly
- ****If off adjust front cross member positioning accordingly****
- If installing our Baby Moon notch kit:
- Baby moon placement. With the link kit in place, cycle the axle up to the chassis and mark the bottom of the frame rail in front and behind the axle.

- Mark point of contact area for top off differential for future sheetmetal work once notch installed.
- Cycle the axle down out of your way. From in the wheel well, position the baby moon notch against the frame while aligning the front and rear edges of the baby moon notch to the previous marks made on the chassis. Outline the baby moon notch. Transfer layout to inside of chassis and opposing frame rail. Using a grinder, body saw, or plasma cutter, cut the bottom of the chassis first. Then cut the perimeter of the notch. Once cut, clean up if needed, tack baby moon notch in place, then weld out.
- **To ensure the chassis does not flex while cutting or welding the notch in, we recommend supporting the chassis under the body, and holding light tension with a jack on rear crossmember.**
- Once notched welded out, cycle axle back up and verify contact points of differential. Drill from bottom (in front and behind the axle on both sides.) This will act as a reference for your sheetmetal cover placement.
- Position supplied sheetmetal cover over drilled holes. Mark outer perimeter of notch. Cut trunk floor as needed to clear top of differential. Once cut and clearanced, final install sheetmetal cover. You can weld it in place, or drill it in place. We recommend once finalized, seam seal around outer perimeter to keep moisture out of trunk.
- Once baby moon notch installed and welded in chassis, position bag mounts on frame rail. Bag mounts are cut and indexed to stock 49-54 Chevy body mounts. To ensure correct placement, cycle axle up into baby moon notch, position bag mounts centered front to rear with link arm, and 2" from link arm. (Bag is 2" collapsed) We typically place these with a piece of 2 x 2 material to ensure correct location. Once bag mount positioned, tack in place, duplicate to opposing side, disassemble and weld out.
- If installing Big Notch kit:
 - Measure 32.25" from the rear of the chassis forward, and mark the bottom of the outer chassis rail. Loosely position the outer chassis plate. Once in place, mark inner wheel well around the perimeter of the notch.
 - Transfer measurements to opposing side, and follow previous instructions (Step #23). Once both wheel wells are marked, cut inner fenders out for notch clearance.
 - Cut trunk floor out from the wheel well to wheel well. **We highly recommend bracing the trunk prior to cut work to ensure, and maintain, the body's straightness. We structure from the sheet metal above the frame rails, side to side. Off of that structure, we structure down to the floor. This assists in retaining the fuel tank in location without sagging the stock trunk floor.**
- Remove all fuel lines, brake lines, or wiring that may be routed along, or secured, to the

chassis in the notch area.

- Wire wheel, and prep the chassis for weld work on the C notch.
- *If installing welded large notch assembly, skip notch assembly steps
- Reposition the outer C notch plate on the chassis. Clamp one side in place, loosely install the inner C notch plates on both sides of the chassis. Prior to positioning the opposing side with the outer C notch plate, install the provided rear round crossmember.
- Verify your measurements front to rear, and side to side, on the outer plates. Tack weld the outer plates in place once your measurements are correct. Tack to the round tube crossmember at this point, once you have verified that it's level with the chassis.
- Align inner plates with the outer plates, then tack in place.
- Tack the bag mounts together as shown in the pictures. Tack weld bag mounts to the front edge of the C notch. Tack weld the top, and rear, of the C notch in place. Trim any components as needed.
- Install provided machine mount through the front edge of the C notch. Tack in place, with 1.50" exposed from the inside of the chassis/C notch to shouldered edge.
- Once the chassis fabrication is completed, cut the sheet metal, driveline tunnel, and wheels wells, as much that is needed to clear the axle, driveline, and/or wheels and tires.
- With BIG notch kit, driveline tunnel and rear seat frame will require modifications, in addition to the area under the package tray.
- Plumb the fuel lines, and brake lines. Secure (to what) as needed.
- Once chassis and axle is welded out you can paint, powder coat, or chrome at this point.
- 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.
- Torque pan hard bar bolts (5/8 x 3) to 105 ft lbs
- Torque 3/4 U Bolts to 115 ft lbs. Once torque cut excess u bolt length off leaving at least 1/2" below nut.

Important specs for both kits.

Front crossmember location:

3.8125" from front face of crossmember to vertical edge of nearest forward body mount.

81.25" from rear face of crossmember to rear edge of rear chassis crossmember.

18.75" from rear face of crossmember to Center of leaf spring bolt hole

Important info for baby moon notch kit:

25.50" from rear face of crossmember to bag mount center

Important info for big notch kit:

32" from rear face of crossmember to bag mount center

32.25" from rear edge of rear chassis crossmember to rear lower corner of notch

Replacement part numbers for shock absorbers

5803 for baby moon notch kit without installing notch using bolt on lower mount

5753 for baby moon notch kit with baby moon notch installed using bolt on lower mount

31000 for both baby moon notch kit and big notch kit when using welded on lower shock tab

Both kits use Universal Air AirHouse II air bags.

Heim joints are standard LHT and RHT 3/4 heims.

If parking brake cables are desired once kit has been installed, we use Control Cables for custom parking brake cables built to your spec per your rear axle. This allows the use of a stock hand brake control and you can route the cables to adequately clear and suspension components.





*Closed drive axle pivot shown with Baby Moon Notch kit



*Open drive kit shown here with our Plate flex link arm upgrade on a Big Notch kit

