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 ¾ 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.

- Most current '11/25 Baby Moon Notch assemblies are on one plate locating the upper bag mount, upper shock mount, and the notch. For installation of these, prior to cutting notch out, after marking notch location, cycle axle out of way and loosely position assembly against inner frame rail. Shock mount will fit under sheet sheet metal and bag mount will index into same position on body mount as prior kits. Scribe notch into place off this assembly and transfer to outside of chassis once completed on both sides.

If installing Big Notch kit:

- Measure 24 5/8" from the center of the front rear bumper bolt forward and mark the bottom of the outer chassis rail. Loosely position the opposing side notch in wheel well. Verify fitment along lip of chassis and clamp. Once in place, mark inner wheel well around the perimeter of the notch. *Add ¾" – 1" for wiggle room against body*

- Transfer measurements to opposing side, and follow previous instructions. 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.

- 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 air, brake, and fuel lines 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 ¾) 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 ¾ U Bolts to 115 ft lbs. Once torque cut excess u bolt length off leaving at least ½" 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
24.625" from center of forward rear bumper bolt to rear lower corner of notch

Replacement part numbers for shock absorbers

32361, 344068, 34736 for baby moon notch kits
31000, 344044, 81147 for 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.

IMPORTANT NOTES:

-When removing tires from an air ride vehicle in the rear, it may be necessary to disconnect the lower shock bolts to allow the axle to travel further down. In some instances, the panhard bar may need to be removed on one side to allow the axle to freely move side to side to allow for the wheel clearance. Letting the air out of the tires can help as well.

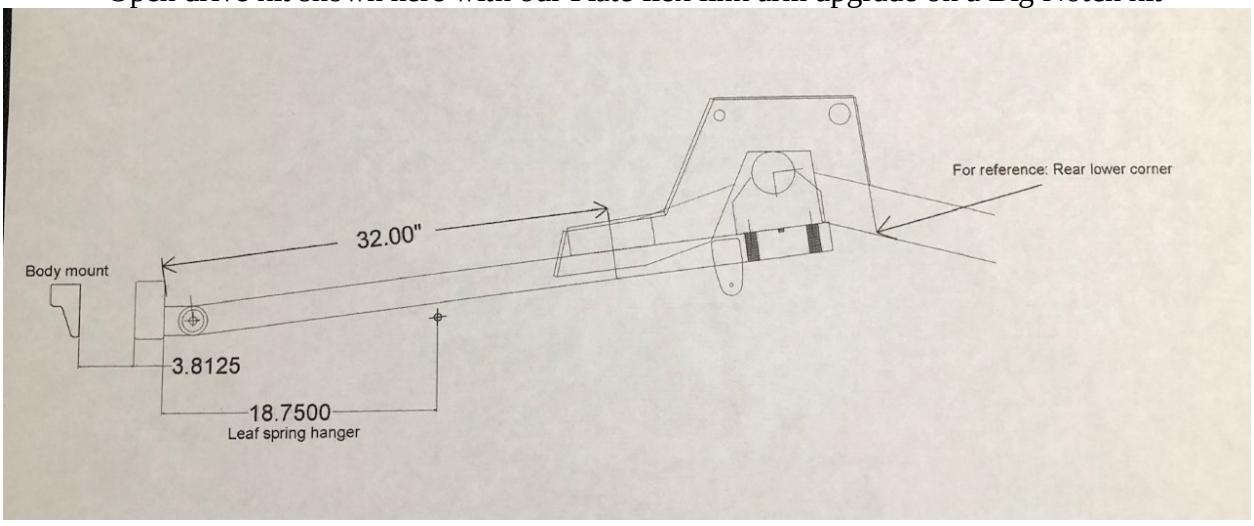
-Brake hose placement and length. There are a handful of ways to plumb the brakelines on these vehicles, ensure there is no stretching or crushing of any brake hose or brakeline when routing brakelines. Common issues are found when routing steel brakeline on top of the axle and the brakeline being crushed or pinched against the chassis when the vehicle is aired out. Brake hose length and placement is the same issue. Check the fit and clearance of all components through the entire range of travel.

-Parking brake cables; same issue as listed above. The concern is not as much crushing a parking brake cable as much as it is pulling them tight through the travel. This would cause the cables to pull tight and engage the parking brakes at certain points in the travel.

-Air line routing. Keep air lines routed away from heat, pinching, crushing, and sharp edges. Airlines are the lifelines for your air bags. If an airline chaffs through and blows, the vehicle will air out abruptly.

*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



*Systems are now available with E Level or Ride Height sensor mounts. Sensor connector points forward along with sensor arm. Ensure the flat side on the sensor shaft is pointing the correct direction per manufacture (AccuAir or AirLift) specifications.

Specified sensor relay rod arm lengths are a suggested starting point, it is the installers responsibility to cycle the suspension (with shocks and bags installed) to ensure correct lengths.