

HEIDTS

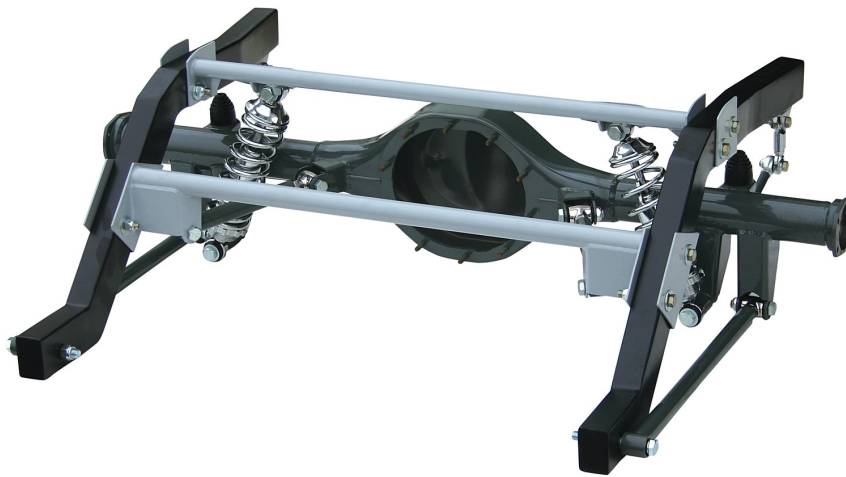
RF-110

INSTALLATION INSTRUCTIONS

'66-'67 Fairlane

'66-'67 Comet

Rear 4-Link



Please read these instructions *completely*
before starting your installation.
Remember the basic rule for a successful installation:
Measure Twice, Weld Once.

HEIDTS FAIRLANE 4-LINK

PARTS LIST

- | | |
|----------------------|--|
| 1) Upper Crossmember | *2) Lower Axle Bracket |
| 1) Lower Crossmember | *2) Inner Axle Bracket |
| 2) Upper Link | *2) Bump Stop Bracket |
| 2) Lower Link | *2) Axle Shock Mount |
| 2) Bump Stop | |
| 1) Hardware Kit | *Welded to housing if
purchased with optional
housing. |

HARDWARE PACKAGE

- 16) 1/2" USS Flat Washer
- 8) 1/2-13 Nylock Nut
- 4) 5/8-11 Nylock Nut
- 8) 5/8" SAE Flat Washer
- 4) 3/8-16 Nylock Nut
- 2) 1/2-20 Jam Nut
- 8) 5/8-18 x 2-3/4" HHCS, Gr. 5
- 8) 5/8-18 Nylock Jam Nut
- 8) 1/2-13 x 3-1/2" HHCS, Gr. 8
- 4) 1/2-20 Nylock Jam Nut
- 2) 5/8-11 x 5-1/2" HHCS, Gr. 5
- 4) 1/2-20 x 1-3/4" HHCS, Gr. 8
- 2) U-Bolt, 1-1/4" x 3" x 3/8-16
- 2) 5/8-11 x 6-1/2" HHCS, Gr.5
- 2) Lower Link Spacer

NOTE: Some type of ANTI-SEIZE compound must be used on threads of **ALL** stainless hardware.

You are about to install your *HEIDTS* suspension system. You are probably wondering how complicated installing a complete rear 4-link system really is, with all those pieces, all the angles, geometry... Don't worry. The *HEIDTS* 4-link kits are designed so all that is taken care of for you. Just follow the instructions step by step and in a very short time your car will be sitting on the nicest riding 4-link kit available.

1. Support car securely on jack stands at a height that allows for easy access to working under the rear end.
2. Completely remove old rear end housing, shocks and springs.
3. The stock axle bump stops and brackets need to be removed to allow clearance for the new brackets. Cut old bump stop brackets from the outside of the frame rail and grind the rail smooth. At this time, clean frame rails and underbody of grease, dirt and loose rust as required. See illustration #2.
4. If you purchased our axle housing with the brackets already installed, proceed to step #5. Although this is listed as a "bolt-in" kit, reuse of existing rear axle assemblies will require welding brackets to the old housing. Remove the old bracketry from the existing housing and prepare the axle tubes for installation of the new brackets. Using illustration #1 as a guide, tack weld all brackets to the axle housing paying particular attention to the 2 degree pinion angle recommendation and keeping the brackets parallel with each other. It is recommended that the entire rear suspension be trial fit before final welding of the brackets to the housing. Once you are completely satisfied with the fit of all components, disassemble and finish weld as required. Any welding should be done by an experienced welder.

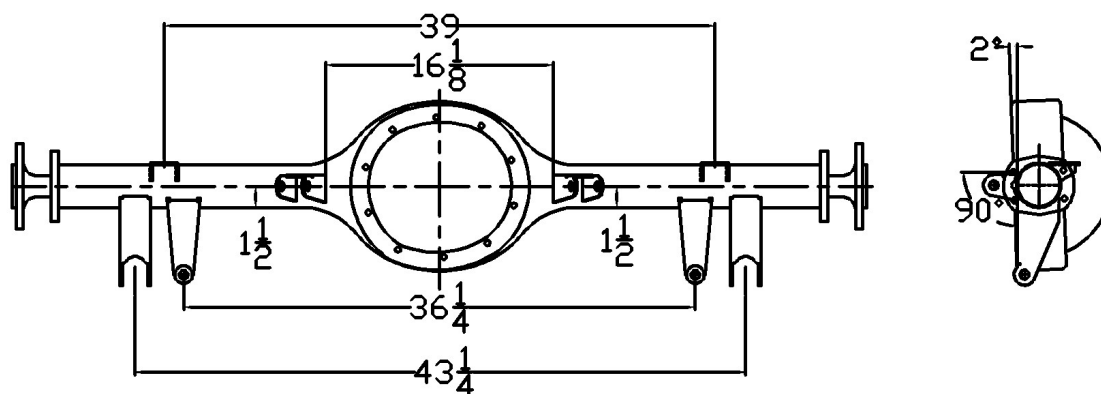


Illustration #1

5. Install the front crossmember by slipping the end saddles over the frame rails and locating them up against the step in the body pan as shown in illustration #3. Due to variances in frame dimensions and the condition of the frame rails, some persuading with a rubber mallet may be necessary. Once the crossmember is fully seated and square, drill 1/2" holes through the rails using the bracket holes as a guide. Bolt the crossmember into place using supplied 1/2 X 3-1/2" bolts, nylock nuts and washers.

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Illustration #2

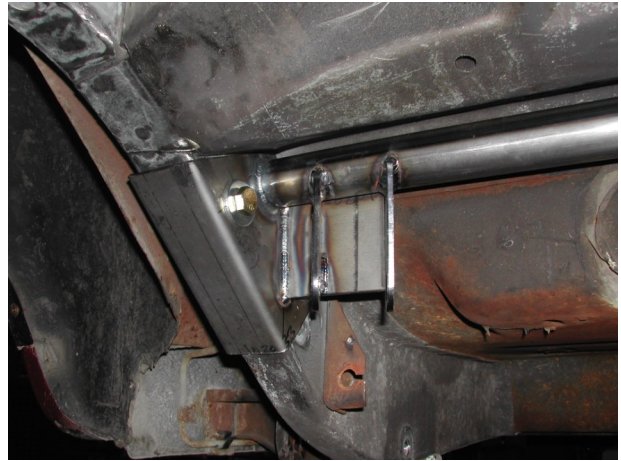


Illustration #3

6. Install the main upper shock mount crossmember by slipping the end saddles over the frame rails and locating them up against the frame rail brace as shown in illustration #4. The shock mounts should face the rear of the car. Again, due to variances in frame dimensions and the condition of the frame rails, some persuading with a rubber mallet may be necessary. Once the crossmember is fully seated and square, drill 1/2" holes through the rails using the bracket holes as a guide. Bolt the crossmember into place using supplied 1/2 X 3-1/2" bolts, nylock nuts and washers.



Illustration #4



Illustration #5

7. Drill the existing front lower leaf spring holes out to 5/8" diameter and install the lower (long) links with the adjusters to the rear, using the 5/8 x 7" bolts, spacers and nylock nuts provided. Install the spacer to the outboard side of the link as shown in illustration #5.

8. As with the lowers, install the upper (short) links with the adjusters to the rear. Using the 5/8 x 2-3/4" bolts and nylock jam nuts provided. See illustration #6.

9. Using jack stands to support the axle tubes, install the rear end housing assembly to the links with 5/8 x 2-3/4" bolts and nylock jam nuts. See illustration #6 and 7. Install the bump stops to the brackets on the rear axle housing. Roughly square the rear end in the car at this time, final setup will be handled later.

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Illustration #6



Illustration #7

10. Install the coil over shocks and springs as per illustration #6. Use 5/8 x 2-3/4 bolts and nylock jam nuts at the top and 5/8 x 5-1/2" bolts and nylock nuts at the bottom. At this time, leave the adjuster nuts at the bottom of the range. Ride height will be set after the final assembly with the weight on the car.

11. If you purchased the optional sway bar, it can be installed at this time. Refer to instructions included with the sway bar for details.

12. Final alignment of the rear end should be done now. With everything tight, adjust the wheelbase to center the wheels in the wheel well openings. This can be accomplished with the adjusters on the links. Confirm proper wheelbase with a tape measure and fine tune as required. Square the rear end in the chassis using the upper links to move the rear end side to side. After each adjustment, recheck that wheels are still centered and tire clearance is consistent left to right. Adjust pinion angle to start at 2 degrees down. Ride height must be set with the weight on the car. Using the adjuster nuts on the coil over shocks, adjust ride height until the lower links are level with the ground. You can fine tune the exact ride height to your liking at this time. Before driving, check tire and wheel clearance with body to be certain that sufficient room is available throughout suspension travel and body roll.

