

Installation Instructions

1955-1957 Chevy Triangulated 4-Link Kit

*Please read these instructions completely **BEFORE** Starting your installation!*

Parts List:

- | | | |
|----------------------------|------------------------------|--------------------------|
| 1) Lower Crossmember | 2) Axle Shock Mounts | 1) Hardware Kit (4-Link) |
| 1) Upper Crossmember | 4) Axle Sway bar Mount tabs | |
| 2) Frame Angle Mounts, L&R | 2) Axle Lower Link Mounts | |
| 2) Bump Stops | 2) Axle Upper (angle) Mounts | |
| 2) Bump Stop Mounts | 4) Adjustable Links | |

1. Begin by installing the Axle Brackets onto the housing at the distances shown in **Figure 1**. The Axle Brackets are symmetrical with the centerline of the housing. **PLEASE NOTE THAT YOUR HOUSING "BANJO" WILL LIKELY BE OFF CENTER!** For this reason, to locate the center of your housing, measure from the outside edge of each outer flange and mark the halfway point. As shown in **Figure 2**, your housing should be pointed **down 2°** from vertical, while all of the mounts (except for the angle brackets) should be vertical. The top face of the angle brackets will be horizontal. Once in place, tack weld them.

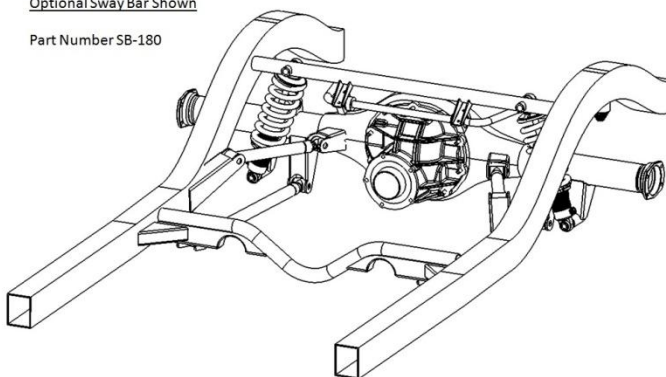
2. Install the lower crossmember. The crossmember is to be located 1" from the body mount and the top of the crossmember is 5/8" down from the top of the frame rail, as shown in **Figure 3**. You may have to trim the edges to fit between your frame rails (they vary from car to car). If so, make sure you trim an equal amount on both sides of the lower crossmember. Be sure the sides are exactly vertical. Tack weld in place.

3. Mock up the suspension using the 4 link bars to locate the triangulated frame mounts. Adjust pinion angle until it is correct—2° down. The center of the hole (marked "Hole A" in **Figure 3**) should be **exactly 4-5/16"** measured vertically from the center of the top hole on the lower crossmember. **This is extremely important in order to maintain proper suspension geometry. Do not modify this dimension.**

4. Once the lower crossmember and the triangulated frame mounts are in place and while the suspension is mocked up, temporarily install the coil-over shocks. Front-to-back, they should be vertical, while at an inward angle when viewed from the front, as shown in the pictorial view below. This should give the approximate position of the upper crossmember. Make sure the shock mounts on the crossmember are level, and that the crossmember is located as shown in **Figure 3**. Tack weld in place.

Optional Sway Bar Shown

Part Number SB-180



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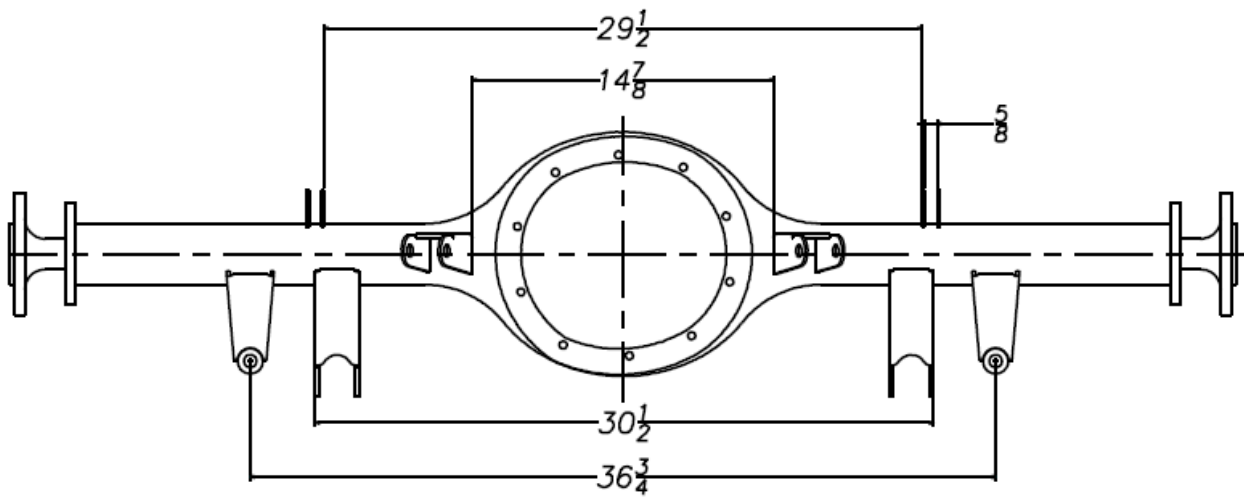


Figure 1- Axle Brackets Install

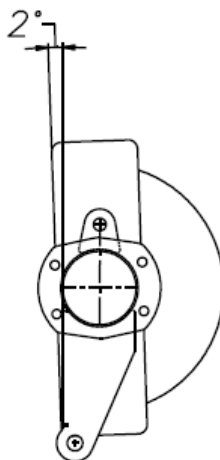


Figure 2- Housing 2° from Vertical

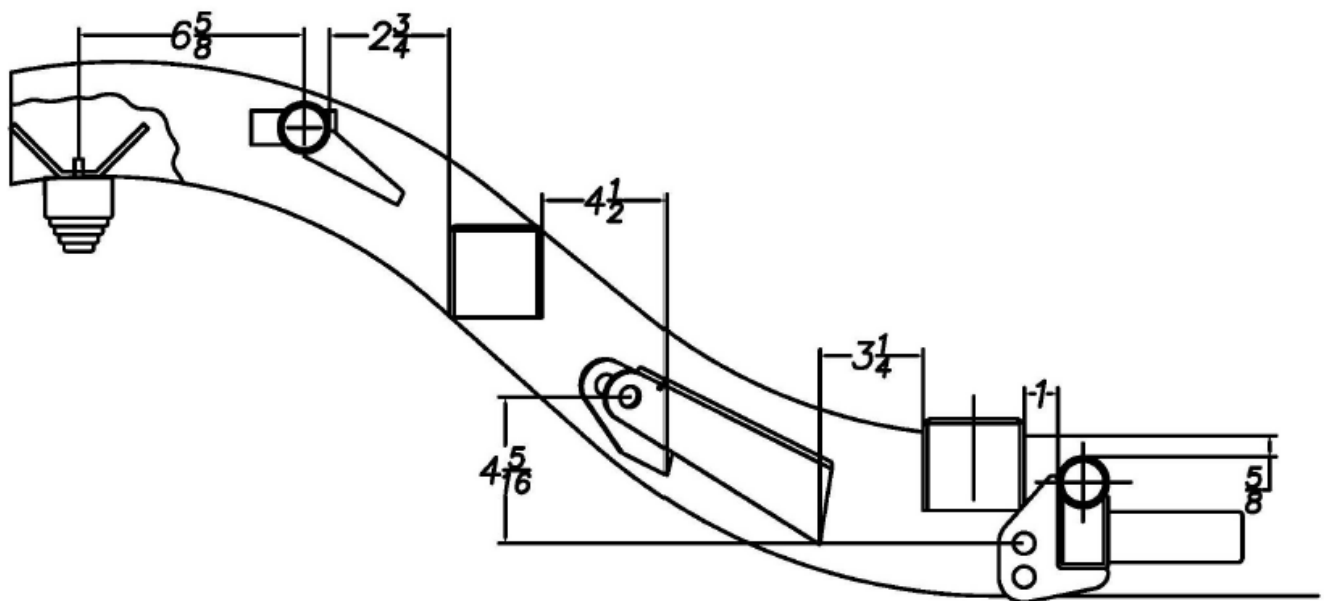


Figure 3- Lower Crossmember Install

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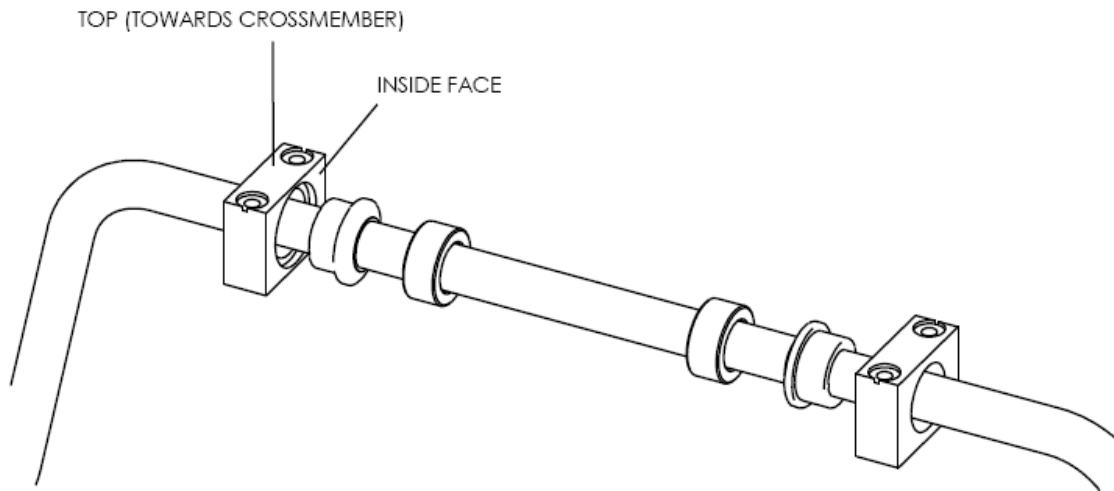


Figure 4- Installing Components on Sway Bar

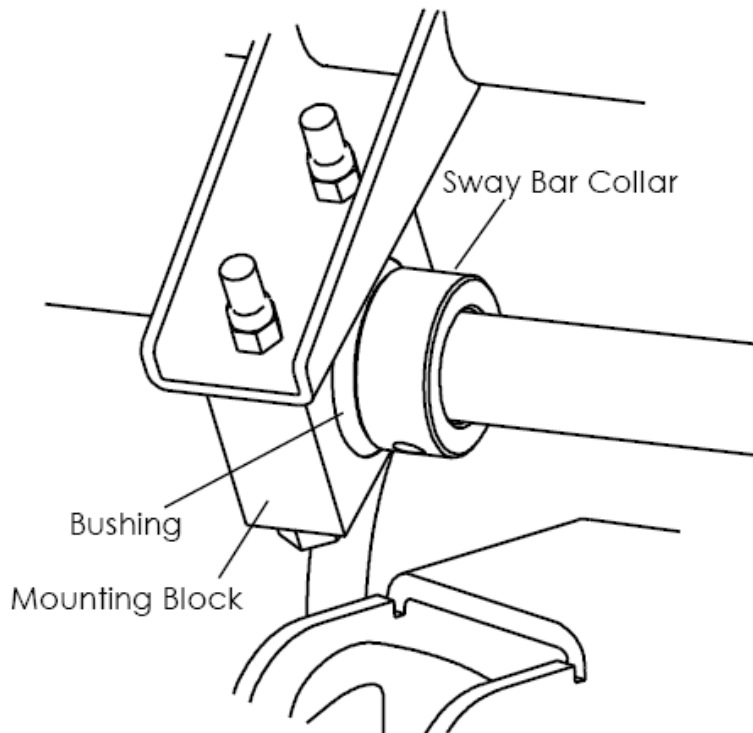


Figure 5- Mounting Blocks Install

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5. Take out shocks and push the axle housing all the way until it reaches the frame. This is where the bump stop mounts are to be located. Tack weld them so that the bottom of the mounts are approximately flush with the bottom of the frame (on the outside of the frame rails) A reference dimension is given in **Figure 3**, to give an idea of where it should be, but it is more important that it is located by where the axle housing would hit the frame.

6. Double-check all measurements, take out the links, coilovers, and axle housing, and permanently weld all of the components.

7. Reinstall the axle, links, and coil-overs.

With Optional Sway Bar:

8. Slide on the 6 components that go on the sway bar—the mounting blocks, rubber bushings, and locking collars—in the order shown in **Figure 4**.

9. Mount the mounting blocks onto the upper crossmember as shown in **Figure 5**.

10. Adjust the sway bar links all the way inward to the end of the thread (do not forget the lock nut!), and back out about 3/8". This will make it so that there will be room for adjustment both ways. Mount the bottom of each onto the axle using the axle tabs. On one side **ONLY**, attach the sway bar to the other end of the link.

11. After installing the third member, axles, spindles, bearings, and brakes, set the car down onto a flat and level surface, and hook up the last sway bar link. This ensures that there is no pre-load on the sway bar, which would cause it to tweak the suspension.

12. Enjoy your ride!

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