

HEIDTS

RF-116

INSTALLATION INSTRUCTIONS 70-71 TORINO 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 TORINO 4-LINK

PARTS LIST

- | | |
|----------------------|-------------------------------|
| 1) Link Crossmember | *2) Link Axle Bracket |
| 1) Shock Crossmember | *2) Shock mount Axle Bracket |
| 2) Upper Links | 2) Lower link mount body side |
| 2) Lower Links | *2) Upper link axle brackets |
| 1) Hardware Kit | 2) lower bracket spacers |

*Welded to housing if
purchased with optional
housing.

1. Support car securely on jack stands at a height that allows for easy access to working under the rear end and completely remove old rear end housing, shocks and springs.
2. The stock axle bump stops and brackets need to be removed to allow clearance for the new brackets. Cut old bump stop brackets and brake line brackets from the outside of the frame rail and grind the rail smooth, you will also have to clearance the inner wheel well. Clean frame rails and underbody of grease, dirt and loose rust as required. See illustrations 2,3,4 .
3. 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 brackets 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 and keeping the brackets parallel with each other. Due to different manufacturers it is common to have to grind the upper brackets in order to fit the radius of some housings. It is recommended that the entire rear suspension be trial fit before final welding of the brackets to the housing. Measurements are taken from centers of the brackets. 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.

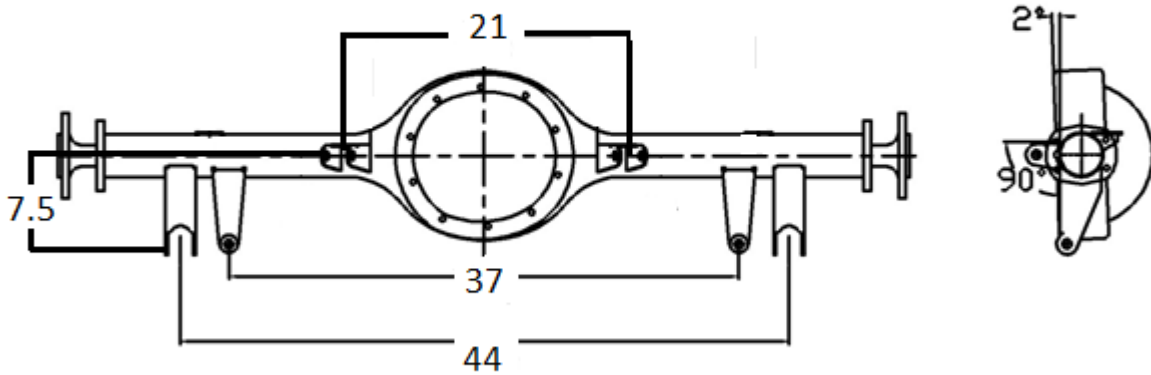


Illustration #1

4. Install the front upper link 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 #5. 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 as a guide. Bolt the crossmember into place using supplied 1/2 X 3-1/2" bolts, nylock nuts and washers.



Illustration #2

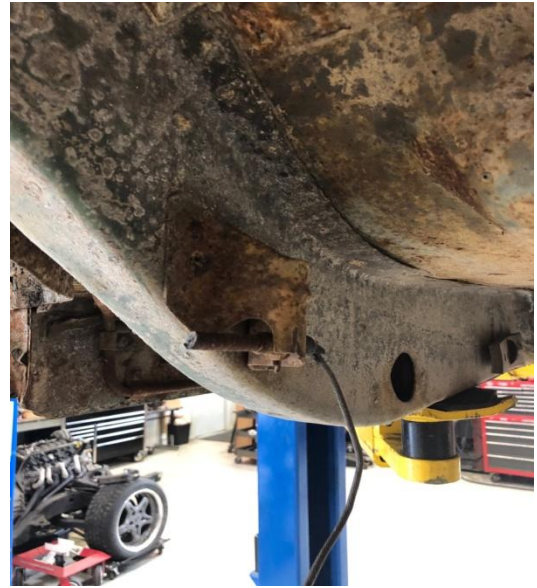


Illustration #3



Illustration #4



Illustration #5

5. Install the main upper shock mount crossmember by slipping it in between the frame rails and locating the center of the tube 4 inches from the frame rail brace as shown in illustration #6. The shock mounts should face the front 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 outer plate /reinforcements, 1/2 X 3-1/2" bolts, nylock nuts and washers.



Illustration #6

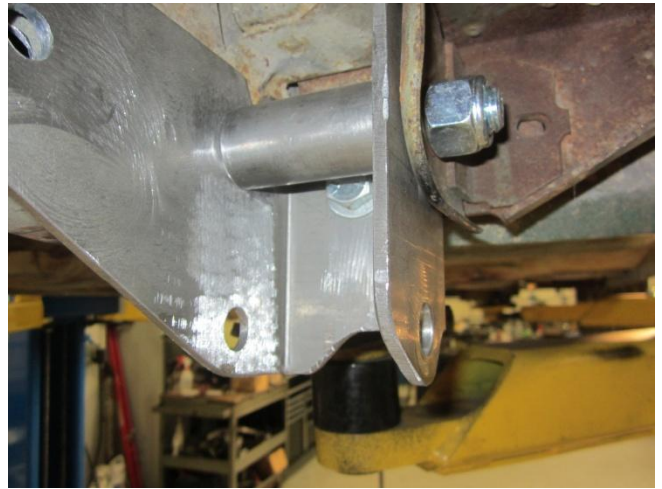


Illustration #7



Illustration #8



Illustration #9

6. Next install the lower link mount. Slide the bracket into the lower spring perch and drill the rear hole and bolt it to the perch using one of the rectangle spacers on the outside to reinforce the stock sheetmetal,. Next install the long spacer and bolt as shown in pictures. Next you will drill the frame rail using the bracket as a guide and Install the outer reinforcement bolt washer and nut as shown in illustration #8.

7. Install lower links with the adjusters to the rear, using the 5/8 x 7" bolts, spacers and nylock nuts provided. Place the spacer to the outboard side of the link as shown in illustration #7.

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.

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. 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. The suspension is adjustable, for lowered cars you will install the upper link in the upper hole on the body side and the lower link in the lower hole on the axle side with the shock in the lower hole.

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

11. 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. 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.

