



## RC-101-MT INSTALLATION INSTRUCTIONS 67-69 Camaro Mini Tub 4-Link Kit



Please read these instructions completely before starting your installation. Remember the basic rule for a successful installation:

<u>\*\*\*\* Measure Twice, Bolt-in Once. \*\*\*\*</u> \*\*\*\*Do Not Paint or Powder Coat any suspension components before trial <u>fitting all items \*\*\*\*</u>



- Start your installation by removing the rear seat. Jack up the car and support it on jack stands. Remove the drive shaft, e-brakes cables and rear axle assembly including leaf springs and shocks. If the brakes will be reused, the lines can be left connected to the backing plates depending on what type of axle will be used.
- 2) Remove the rear section of the exhaust system. Also remove the front leaf spring mounts, as they will be modified and reused. If using mini-tubs, install per instructions. Remove the bump stop mounts from the frame and pinion snubber. Unbolt and move aside the rear brake line This is a weld in kit so be sure to clean all mounting surfaces and do not fully weld in until the 4- link has been completely mocked up and you are certain everything is in correctly
- 3) You will start by installing the front upper arm crossmember. It is located in the floor pan of the car by the top mounts on the crossmember these pieces are designed to fit in the reliefs on the floor pan. As you can see in the pictures the contour of the floor will locate the upper mounts. The two lower mounts will fit against the frame rails.







4) Next you will locate the rear saddles. Due to variances in mini tub installs and frame rails the saddles have been left wide and will need to be trimmed. The saddles are located using the rear spring hanger from the front of the spring hanger measure 17 <sup>3</sup>/<sub>4</sub> towards the front of thear and make a mark on the frame. This will locate the rear of the saddle.





5)

6) Use a clamp and firmly secure the saddles to the rail referencing the marks you made previously. The saddles are right and left so before you cut make sure the chock mount is towards the front of the car. Use the contour of your frame rail to mark the saddle for your cuts and trim accordingly. Reinstall the saddle and tack them in.



7) Install the upper links next. And the panhard bar crossmember



8) Install the lower links into the factory front leaf spring mount. The holes will need to be drilled out to 5/8" dia. for the front 4-link bolts. Once they are drilled, they can be installed and bolted in place. The lower links use both spacers at the outside of the link in the leaf spring mount locating the front of the link inboard near the frame rail.





9) If you purchased a complete rear axle housing with the brackets already installed, you can trial install it now. If you are installing the brackets on your own housing, see measurements below.



- 10) Position the rear axle housing in place and install the links into the brackets on the housing. Assemble the coil springs onto the shock assemblies and install them into the upper mounts using and onto the housing using the spacers and nuts supplied. Now install the Panhard Bar and keep it hand tight so the Panhard can be adjusted. If you are certain it is all installed correctly you may now fully weld in the front crossmember and saddles
- 11) Install the brakes, wheels/tires onto the axle and lower the car down onto level ground. Adjust the coilovers to set the desired ride height. Now, with the car on level ground, adjust the Panhard bar until the axle is centered on the car. This can be measured at the wheel/fender lip surfaces or between the frame rail and fender lip. With 1 upper link disconnected, adjust the lower links evenly to the proper wheelbase, and use the upper bar to fine tune the pinion angle to 2° down. Once set, adjust the second upper bar to the proper length, swing in place the bolt should slide right in. Double check all angles

