# TRANGULATED 4-LINK INSTALLATION INSTRUCTIONS

Note: This installation is recommended for experienced installers only. Improper removal techniques can result in serious injury or death. Consult with a reputable mechanic and fabricator for assistance.

It is highly recommended that the car be supported in the same manner as if it was resting on its wheels. If you cannot open and shut the doors normally then the body is distorted and a different approach to supporting the car will be needed. A common thing to do prior to welding is to clean all surfaces and remove any flammable items…BE SAFE.

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Our Stainless 3" exhaust is designed to work with our Triangulated 4-link

With the use of the DSE mini tubs our 4-link has plenty of clearance to allow a 315 Tire on  66/67 and a 295 tire on the 62-65 Nova.

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Let's begin… The first thing to do is to remove the e-brake assembly and remove the e-brake bracket from the frame and floor board. It is held on by about 5 or 6 spot welds. This will get moved inboard of the Torque boxes once they are welded into location.

Once the e-brake cable bracket has been removed you can now install the torque boxes. You will notice in the above photo that there is a raised emboss in the floor. You will need to either flatten that surface or make a cut out in the torque box to allow it to fit snug against the floor. Note that the open end of the T-box will face the frame rail.

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Once the surfaces have been cleaned and the fit is snug completely weld the T-box in place.

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Your next step will be to prepare, fit and weld the frame reinforcement plates along both driver and passenger frame rails. The upper arm cross member and shock cross member will then weld to the frame plates. The frame plates will fit nice and snug like a puzzle. Stitch weld as much of the plate to the factory frame rail as possible. It is NOT recommended to weld vertical front edge of the frame plate.

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Your shock cross member will be next to weld into place. The cross member will fit snug between the frame rails with a portion of an angle plate capturing the bottom of the frame rail. You will want to position the cross member as close to the trunk floor pan as possible while allowing access to the ½" bolts with your socket. It is a good idea to install the bolt and nut to the upper shock mount. Put a socket on the bolt head so that you can be certain there is enough room for the tools. Clamp and weld into place.

NOTE: Wagon install
Wagons do not have a trunk to align with. There is a frame brace that runs under the floor pan. You will fit the shock cross member right up against this brace.

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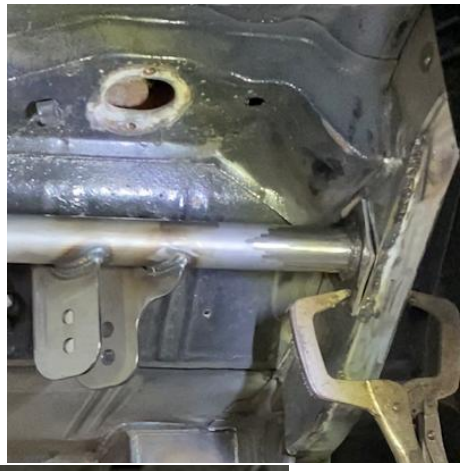
Next is your upper cross member. The end plates have a unique design that will align with the bottom edge of the frame and the shock brace that runs side to side across the car. Your frame rails are not parallel, your new cross member will only fit in one location. Once your fit is snug weld into place.



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Your brake line mounting may need to be removed prior to fitting up the cross member, it will be re-installed after the final welding is done.

The next step is to locate where the lower brackets will attach to the axle tubes. Measure in 10 inches from the outer edge of the axle flange (Stock length housing) and make your mark. The lower bracket will be center of this mark. You will need to make the bracket correspond to the pinion angle in the next step.


The upper mount will also use the same 10” center mark. Using an angle finder be sure to set the lower and upper brackets on the same plane or angle as the differential. Locate and ensure the angles are correct and tack weld, double check and then weld the brackets completely taking your time so as not to warp your axle tube.

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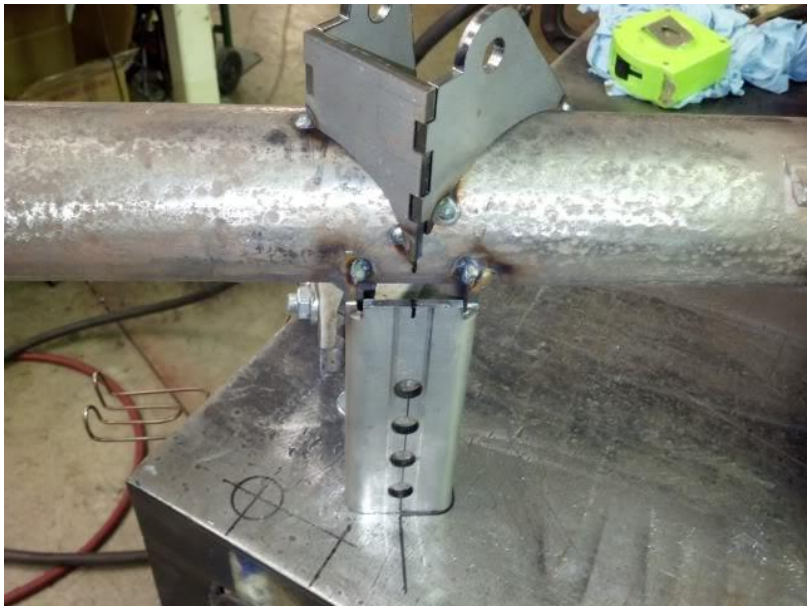

When tacking into place the lower mounting bracket it is a good decision to install the lower arm end link bushing and snug with the supplied bolts. This will ensure that the bracket will be welded at the proper width.

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Control Arm assembly:

Now that your cross members are welded in and the axle brackets are also installed it is time to position the rear end with the car. For installing the lower control arms the first thing to do is to install the R-Joints and jam nut. It is Required to use Never Sieze on the threads. Not doing so will result in a bound up assembly. Turn them all the way in so that the arm is at its shortest adjustment. Mis alignment spacers are supplied and must be installed on the R-Joint prior to installing into the brackets. The left hand tube end has flats machined into them so that you can easily make adjustment with out having to disassemble the control arm. The rod end will be installed into the bracket welded to the body and Torque box. ***5/8" hardware will be used at the rear end on the lower arm.***

Next you will set your pinion angle with an angle finder or digital gauge. You will set it according to what your drive line angle dictates. Once you have the rear end situated close to what you need you can now install your upper control arms. Again the left hand end has the flats machined into the tube end. The other end will be right hand threaded.

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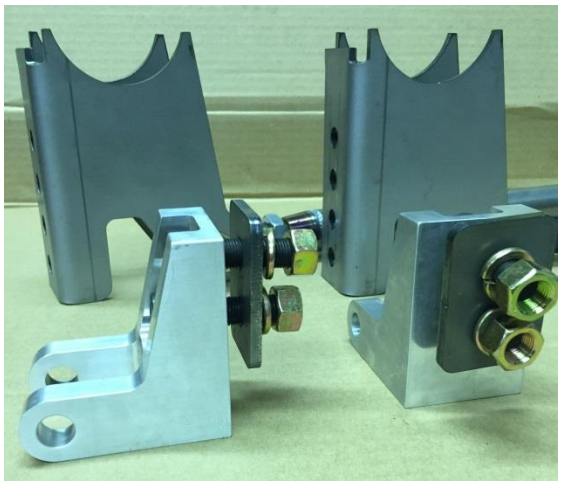
Adjust your upper arms so that the mounting holes line up without having to move your rear end. Once everything is assembled your upper arms will dictate the side to side clearance while your lower arms will set the wheel base length.

Shock Assembly and mounting:

Your kit was supplied with coil over shocks with a 175# rating. Please follow the manufactures instructions for assembling your shocks. Your lower shock mounts are adjustable with the use of two ½" bolts that can be located up or down in 1" increments. Your shock mounts will be bolted up to the back of the four link lower mount. The supplied ½" bolts will bolt thru the billet aluminum block the four link bracket and a rectangular washer.



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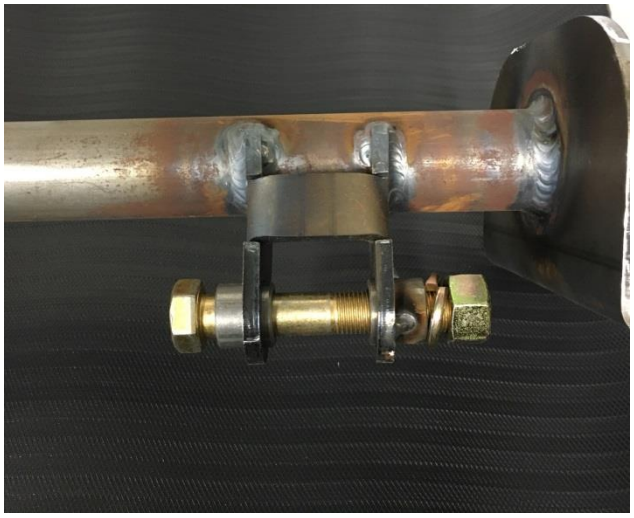

When mounting the upper shock you will need to install the ½” bolt, washer and adjustable spacer as shown in the above photo.

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Once everything is welded in and you are ready to mount the shocks be sure not to forget that there are two flat washers that go on either side of the lower shock bearing, these will keep the shock bearing from gouging into the aluminum shock mount once they are tightened up. Before going for a road test double check your clearances and that all of the fasteners are tight. Enjoy!

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Sway bar mounting is made easy by installing your two square plates with supplied 5/16" bolts to the original upper shock mointing location. Your sway bar frame mounting will bolt to these plates using the same bolts. Circled above in the photo.

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Your end links will mount using the supplied 4" long 1/2" bolt. This same bolt is the upper arm mounting bolt for the rear end. In the first photo you will see the small aluminum spacer applied next. Now your 1/2" rod end will follow with another aluminum spacer, flat washer and finally the lock nut.

The top of the rod end assembly will mount to the sway bar using the supplied 3/8" bolts with mis alignment spacers. These are also a reducer from 1/2" down to 3/8"

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