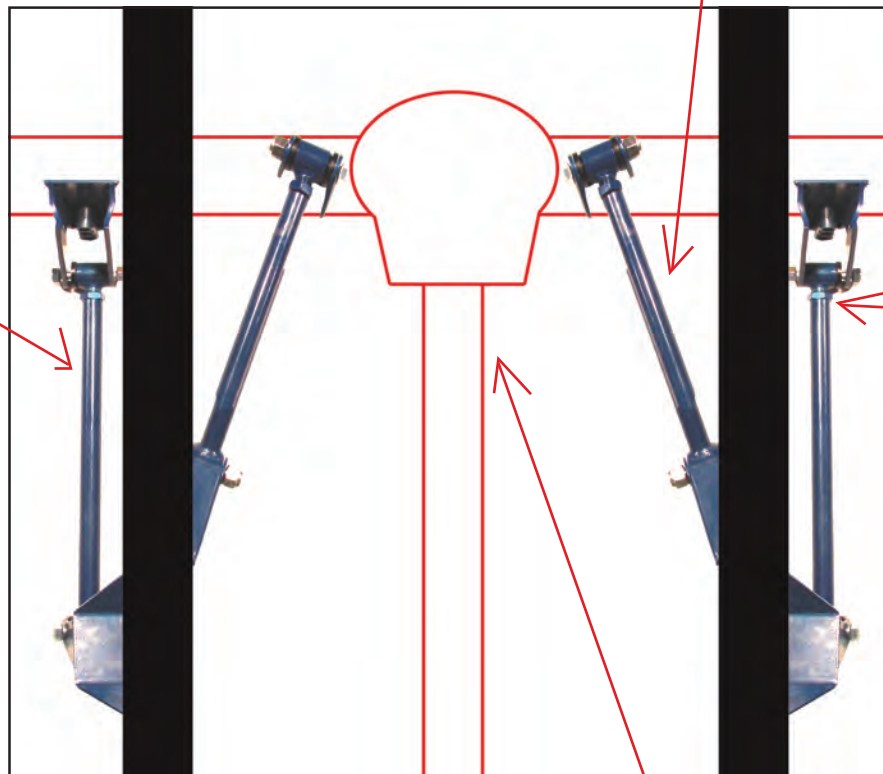


# Universal Weld-On Triangulated 4 link instructions



Third and Fourth link upper bars must be welded on top of axle tube and go outward towards frame rail. (In most cases gas tank must be relocated).

Lower bar welds to axle tube and to side of frame.



We recommend having adjustment bushings set in middle location before welding mount to axle or frame.

**IMPORTANT:** Measure drive line angle before leaf spring removal. Or check with manufacturer for specific recommendations.

Caution: We recommend tack welding link bars in place and moving vehicle up and down to ensure nothing binds before permanently welding 4 link in place.

**Next Page for More Instructions**



# Parallel Weld-On 4-Link Installation Instructions

(Click on picture of part to purchase.)

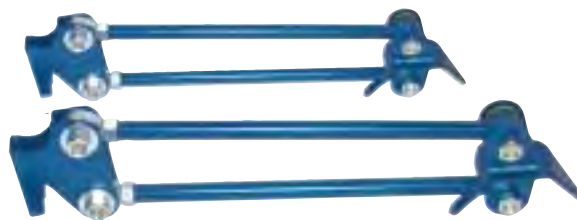
1. FIGURE 1-1 SHOW YOU A COMPLETELY ASSEMBLED 4 LINK ASSEMBLY. IT IS SHOWN WITH RECOMMENDED AIR BAGS, YOU MAY USE AIR SHOCKS OR COIL OVER SHOCKS. BUT THIS HARDWARE IS NOT INCLUDED AND MUST BE PURCHASED SEPARATELY.

2. MAKE SURE THAT THE VEHICLE IS ON LEVEL GROUND AND THE FRAME IS PLACED ON JACK STANDS. NEVER WORK ON A VEHICLE THAT IS SITTING ON JACKS.

3. ONCE THE VEHICLE IS SECURE REMOVE YOUR REAR TIRE, STOCK SHOCKS, UNBOLT YOUR LEAF SPRINGS, HANGERS AND REMOVE.

4. SEE FIGURE 1-2 THIS FIGURE SHOWS YOUR AIR BAG ASSEMBLY TO YOUR LOWER AND UPPER BAG MOUNTS. NOTE: YOUR LOWER BAG MOUNT WELDS TO THE BOTTOM OF YOUR AXLE OR IT MAY BE FLIPPED OVER AND WELDED TO THE TOP OF YOUR AXLE DEPENDING ON YOUR HEIGHT NEEDS. YOUR UPPER BAG MOUNT MUST BE CUT FROM EACH END TO FIT YOUR FRAME. ONCE THIS IS DONE ALIGN YOUR UPPER BAG MOUNT WITH YOUR LOWER BAG MOUNT AND WELD IN PLACE. BE SURE THAT YOUR AIR BAG IS REMOVED AND THAT YOUR AXLE IS CENTERED BEFORE WELDING ANYTHING.

5. SEE FIGURE 1-3 THIS FIGURE SHOWS YOUR 4 LINKS BAR INSTALLATION TO YOUR FRONT AND AXLE MOUNTS. FRONT BRACKETS CAN BE PLACED INSIDE OR ON THE OUTSIDE OF YOUR FRAME. DEPENDING ON YOUR OWN CLEARANCE ISSUES. THEY MUST BE WELDED FLUSH WITH THE BOTTOM OF YOUR FRAME RAIL. SEE FIGURE 1-1 AND 1-3, THESE BOTH SHOW THEM INSTALLED ON THE SIDE OF YOUR FRAME RAIL.

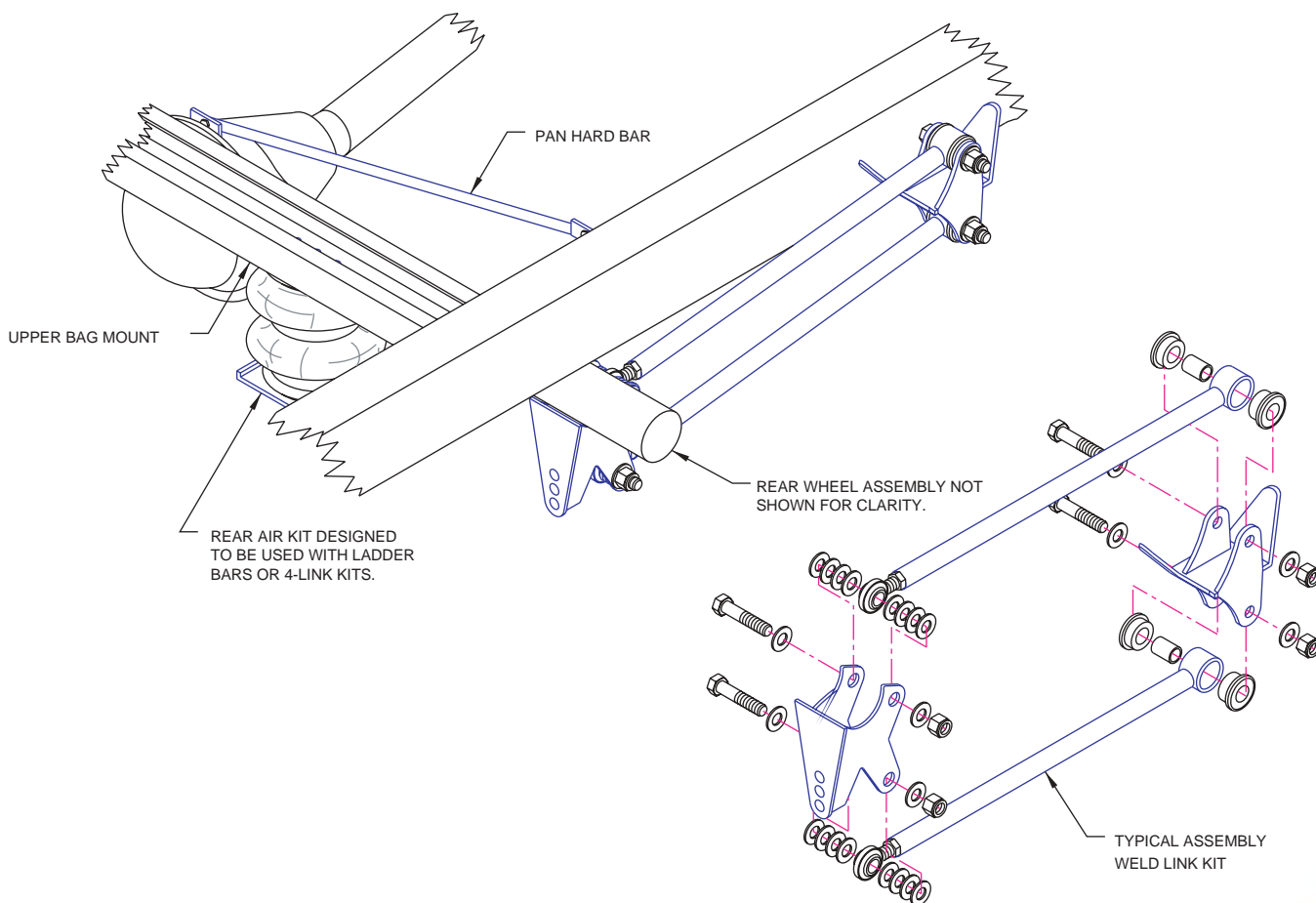


6. AXLE BRACKETS ARE TO BE PLACED PARALLEL AND EQUAL DISTANCES FROM THE AXLE ENDS. BE SURE THAT YOUR AXLE IS CENTERED AND THAT YOUR 4 LINK BARS ARE PARALLEL BEFORE WELDING INTO PLACE.

7. INSTALL BOTH YOUR UPPER AND LOWER 4 LINK BARS. THE LINKS ARE ADJUSTABLE, INSTALL THE ADJUSTABLE END TOWARDS THE REAR OF THE TRUCK. YOUR 5/8 WASHERS ARE USED AS SHIMS ON THE ADJUSTABLE ENDS. SEE FIGURE 1-3 FOR ASSEMBLY.

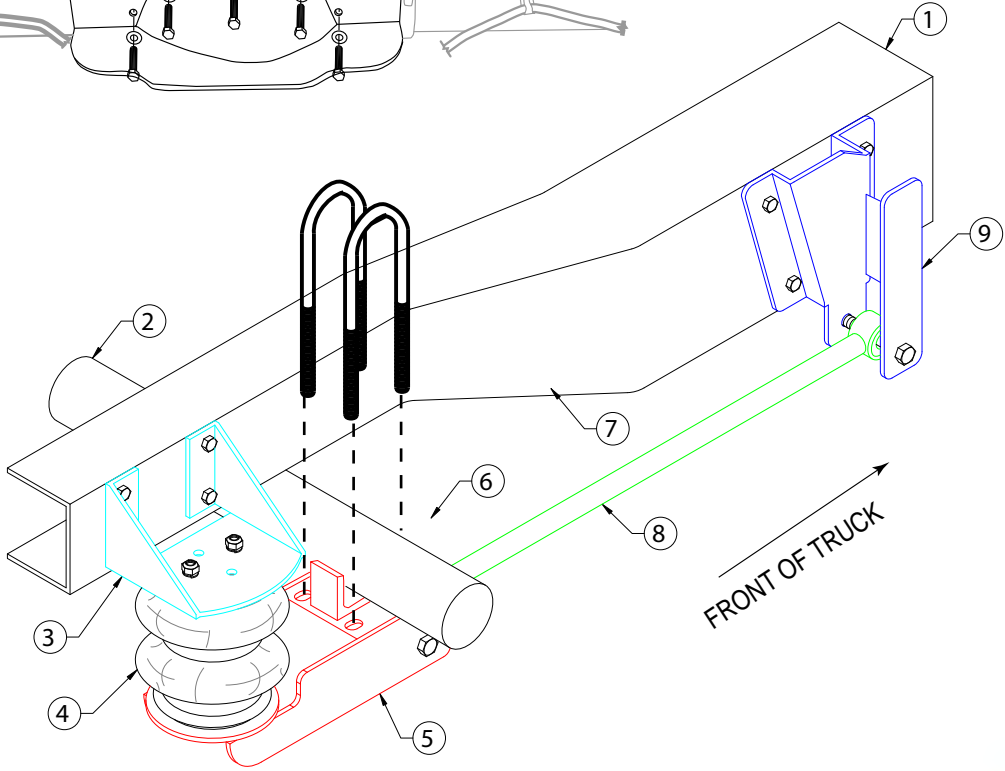
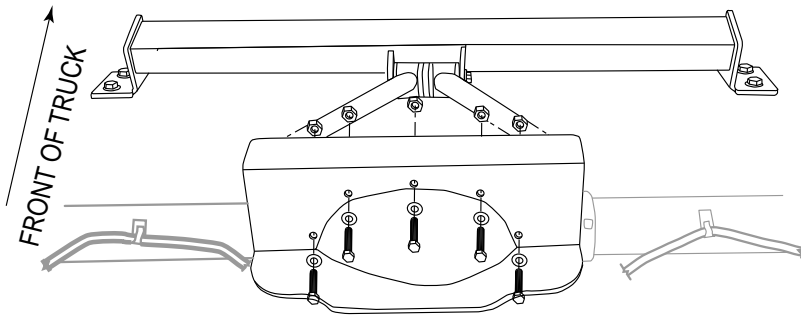
8. BOLT TOGETHER AND SET TRUCK AT DRIVE HEIGHT. NOW YOU SHOULD BE READY TO WELD YOUR NEW PANHARD BAR FROM THE SIDE OF THE OF THE FRAME TO YOUR DIFFERENTIAL. THE BAR SHOULD RUN PARALLEL TO YOUR AXLE AND INSTALLED SO IT DOES NOT COME IN CONTACT WITH ANYTHING. THE PURPOSE OF THIS BAR IS TO PROVIDE LATERAL SUPPORT TO YOUR VEHICLE. MEANING KEEPING THE AXLE FROM SHIFTING FROM SIDE TO SIDE. BE SURE THAT YOUR AXLE IS CENTERED BEFORE WELDING YOUR BAR. FIGURE 1-4 SHOWS YOUR PAN HARD BAR WELDED IN PLACE.

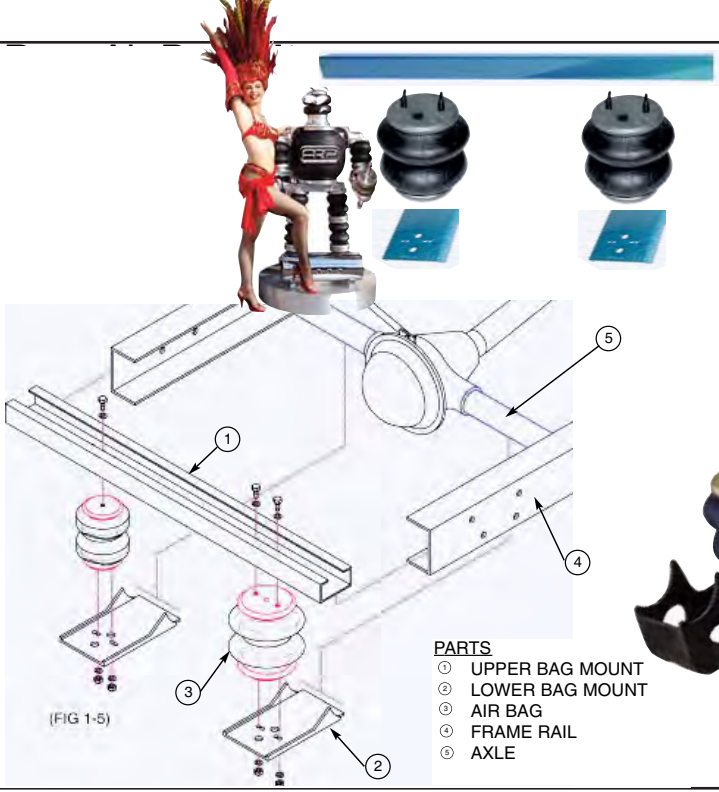
9. IF USING AIR BAGS BE SURE THAT THEY ARE REMOVED BEFORE WELDING ANYTHING AND THAT THEY HAVE THE APPROPRIATE CLEARANCES. AIR BAGS MUST NOT COME IN CONTACT WITH ANYTHING!!!! (YOU AS THE CONSUMER ARE RESPONSIBLE FOR YOUR AIR BAGS, WE DO NOT WARRANTY BAGS.)



Next Page for More Instructions

TRIANGULATED BOLT-ON 4-LINK





### Typical Rear for cars/trucks with Leaf Springs

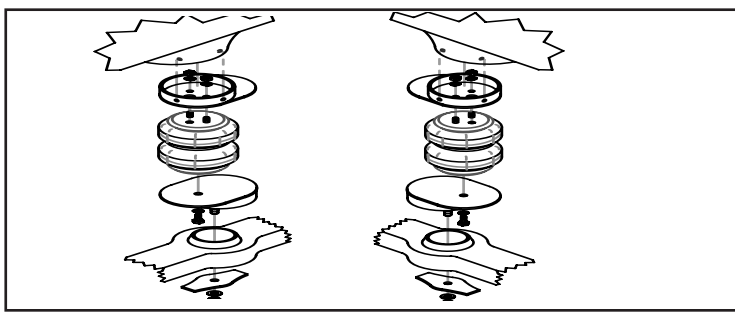
**Lower bag mounts** are welded to the bottom of your axle, or they may be flipped over and welded to the top of the axle, depending on your intended ride height.

**Cross Member** must be trimmed equally on both ends to fit inside your frame.

**Align** the lower bag mount to the top cross-member holes before welding in place. Be sure you have a certified welder so you do not burn thru your axle housing.

**MEASURE TWICE**, cut and weld only once!

**Deep Drop** brackets can be specified. They position the bag approx 4" below the axle for those that want to be lower.

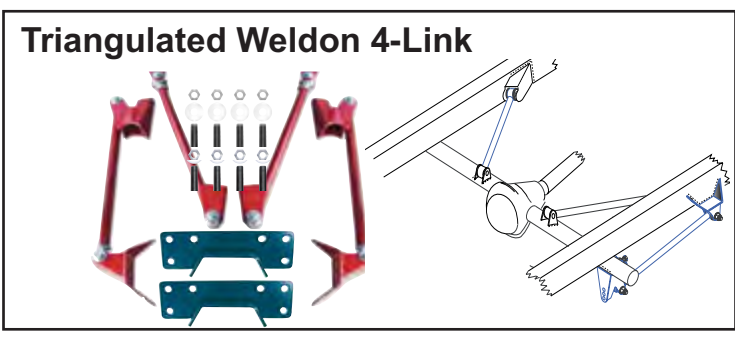


### Typical Rear for cars/trucks with Coilsprings

**Remove** or trim/modify bumpstops as necessary

**Brackets** we sometimes send extra top brackets so you can choose a higher or lower airbag position. The shorter the bracket, the lower you go. Remember, if you have to put too much air in the bag to get to ride height, you may ride rough. find the "SweetSpot"

**MEASURE TWICE**, cut and weld only once!

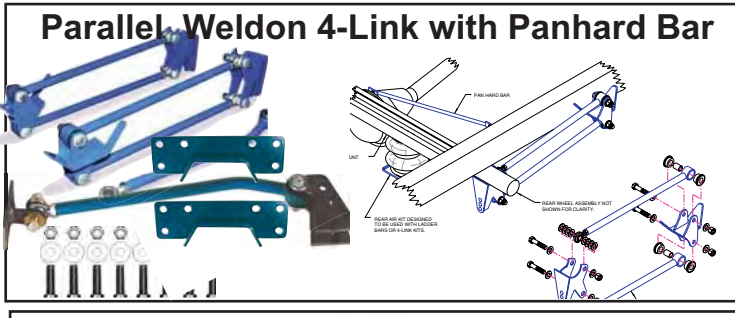


**Refer** to rear airbag mounting directions at top of page.

**MEASURE TWICE**, cut and weld only once!

**With leafsprings** still on vehicle, set desired "ride height". (where vehicle will be driven most) use sandbags, or weight the trunk down. Make sure pinion angle is correct.

**With leafs** still intact, align upper link bars at as wide of an angle from center as possible. (no less than 15 degrees each side. Use axle tabs at axle and angled frame bracket at frame rail. boxing frame is ideal, but not required.



**Remove leaf** pack from one side of vehicle. Support axle and vehicle so you do not disturb position of axle and pinion angle of drive shaft.

**Position lower links** with frame hanger bracket at frame rail and lower axle bracket at axle.

**Upper and Lower links** should be at same horizontal angle and spaced evenly at frame and axle to keep proper **geometry** and pinion angle through travel of rear end.

**Repeat** on opposite side.

**\*Relocation of gas tank and other factory components may be required.**

**\* All weld contact points should be ground clean and welded by a certified welder. (this will be holding your rear end in place)**

**\* Check/double check clearances binding throughout travel**  
**\*\*\* These are just suggestions, there are many ways to do this. If installing a Bolt-on 4link, do one side at a time.**

