Steering, Brake & Suspension Specialists

1964 -72 GM "A" Body 4 Link
Installation Instructions

Instructions:

1. Support the rear of the car in the air so that the rear suspension can be dissembled.

2. Remove the coil springs.

3. Remove the original upper links.

4. 1965 and later cars, remove the original bushings pressed into the rear axle housing, and replace them with the new bushings supplied in this kit. Early 1964 cars see note below.

5. Adjust the new upper links to the same length as the original upper links. Be sure that both links are the same length.

6. Install the new upper links with the grease fittings toward the bottom of the pivots. Tighten both the left and right hand jam nuts on the upper link. It is very important that you tighten both of the jam nuts.

7. Remove the original lower links.

8. Install the new lower links. The anti-roll bar mounting tabs should be down, reward and inboard. If the anti-roll bar is being used install it now. There are 2 mounting positions for the anti-roll bar. The lower forward mounting hole will provide maximum ground clearance, but may cause the differential to contact the anti-sway bar. Use the mounting position that is best for your car.

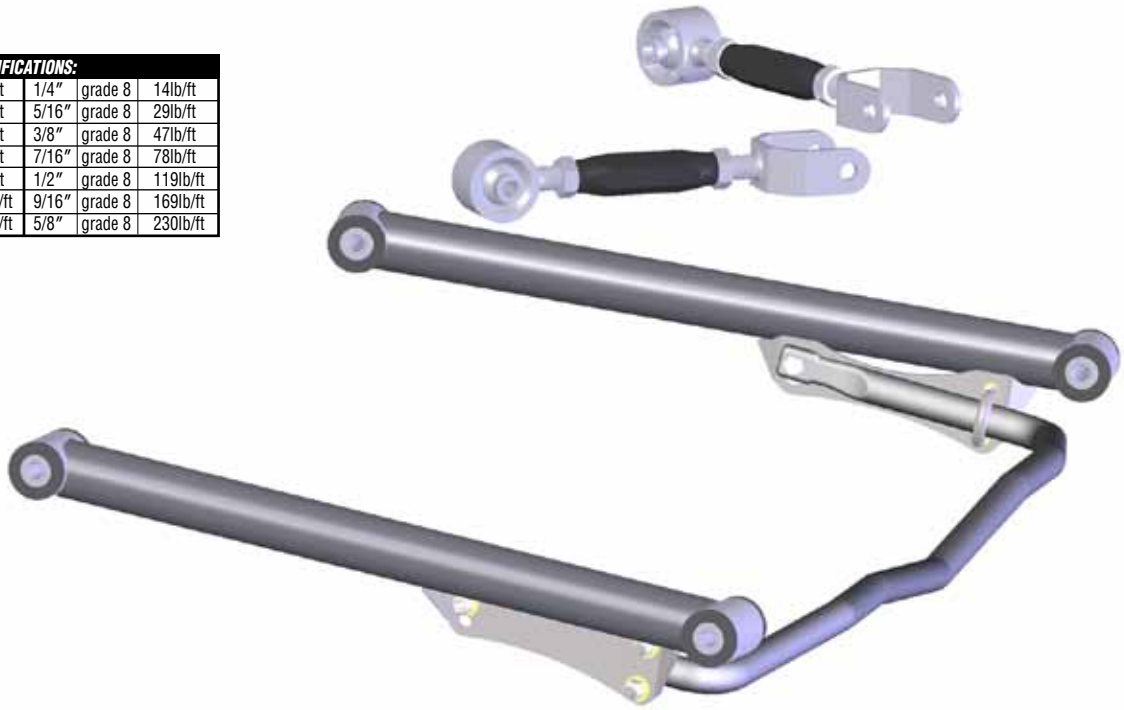
9. Install the coil springs.

10. Remove the supports from the rear of the car and put the car on the ground.

11. If the pinion angle needs to be adjusted, simply loosen the jam nuts on the upper links, and turn both of the aluminum hex center sections equally until the pinion angle is correct. Tighten both of the jam nuts. Incorrect pinion angle will cause the drive shaft to vibrate. The pinion angle changes with changes in power and suspension height. The pinion should be parallel to the transmission when the engine is under load. Most cars work well when the pinion is set about 2 degrees (2-4) lower than the transmission (2 degrees nose down from parallel to the transmission). As power thru the drive train increases, the pinion will start to rotate upward.

NOTE: 1964 cars need to check the size of the bushings before replacing them. If the bushing size does not match the bushing supplied, then you need to reuse the original bushings, or purchase new bushings separately. CPP part # 64CAB-RR for rubber bushings, or 3-3133G for new PolyPlus inner only (PolyPlus bushing do not include the outer sheetmetal, they only replace the inner rubber portion of the bushing).

GENERAL TORQUE SPECIFICATIONS:					
1/4″	grade 5	10lb/ft	1/4″	grade 8	14lb/ft
5/16″	grade 5	19lb/ft	5/16″	grade 8	29lb/ft
3/8″	grade 5	33lb/ft	3/8″	grade 8	47lb/ft
7/16″	grade 5	54lb/ft	7/16″	grade 8	78lb/ft
1/2″	grade 5	78lb/ft	1/2″	grade 8	119lb/ft
9/16″	grade 5	114lb/ft	9/16″	grade 8	169lb/ft
5/8″	grade 5	154lb/ft	5/8″	grade 8	230lb/ft



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