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PAR1000 Parallel 4-link and panhard bar kit

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|---|------------|--|
| 1 | A116-2R | Right frame bracket |
| 1 | A116-2L | Left frame bracket |
| 2 | A114 | Axle brackets |
| 4 | BARTW21.75 | 4-link bars with rubber bushing pressed in |
| 4 | ROD1000 | Rod ends with rubber bushing pressed in |
| 2 | DAY2060 | Short bumpstop |

Hardware:

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|---|---------------------------|
| 8 | 5/8 x 2 3/4 SAE gr.8 bolt |
| 8 | 5/8 SAE thin nyloc nut |
| 4 | 3/4 SAE jam nut |

PAN1000 Panhard bar kit

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|---|------------|---|
| 1 | BARTW34.25 | Panhard bar |
| 1 | A415 | Panhard bar axle bracket |
| 1 | A316 | Panhard bar frame bracket |
| 1 | ROD1000 | Rod ends with rubber bushing pressed in |

Hardware:

- | | |
|---|----------------------------|
| 1 | 3/4 SAE jam nut |
| 2 | 5/8 x 2 3/4 SAE gr. 8 bolt |
| 2 | 5/8 SAE thin nyloc nut |
| 2 | 7/16 x 1-1/4 USS bolt |
| 4 | 7/16 SAE flat washer |
| 2 | 7/16 USS nyloc |

PARALLEL 4 LINK INSTALLATION

1. If you are working on a finished vehicle with a leafspring suspension, consider leaving the leaves in until the four link is installed. This will avoid chasing the rearend around the shop during installation and will preset the location of the rearend. Be sure to double check that the rearend is centered in the car both side to side and front to back.
2. If you are starting from scratch, set the vehicle up at a comfortable working height and place the rearend under the car at ride height. Keep in mind that with an air ride system you will be able to drop the car approx. 4" from this height by deflating the system.
3. Center the rearend side to side in relation to the frame. This is usually done by measuring from the frame to the wheel mounting or bearing flange of the rearend and making these measurements equal.
4. Center the rearend in the wheel openings. The rough position should be centered in the wheel openings, but the final adjustment should make sure that the rearend is square to the frame and that the distance between the axle centerlines [front to rear] are equal on each side of the car.
5. The pinion angle should be roughly set at level with the frame. This will allow you enough adjustment to fine tune the pinion angle when the installation is complete.
6. Steps 3,4, and 5 may have to be double checked and repeated to ensure the rearend is correctly placed under the car. When you are satisfied with the placement, make sure the rearend won't move during installation. [We tack ours to the jackstands.]
6. When the rearend is correctly placed, the lower bracket /bar assembly can be placed. The 4 link kit is installed with the lower bars beside the frame either inside or outside. To determine the proper location, assemble the axle bracket, upper and lower bar, and the frame bracket together and place the lower axle bracket against the axle tube. **Assemble the bars with no more than 1/2" of thread showing on the shaft. This will allow for final adjustment.** With the lower bar level with the car, determine the best location for the frame bracket against the frame.
7. When the lower frame bracket location has been determined, tack them into place. [Don't weld fully yet]
8. Place the axle brackets onto the axle tube at the same distance apart as the lower frame brackets. The back of these brackets should be plumb, [Perpendicular to the ground] and **must be level with each other!** One way to accomplish this is to tack one bracket and then use a piece of angle that is clamped across the back of the bracket to check the angle of the other. This will ensure that the lower 4 link mounting points are even from front to back.
9. With a floorjack, raise and lower the rearend through its travel to check for interference or binding of the rod ends. If the rearend moves freely, final welding may now be done. Note that the movement may be somewhat stiff due to the poly bushings.
10. The panhard bar will secure the axle from side to side. With the axle still centered under the vehicle *and at ride height*, determine the best place for the panhard bar. At ride height, the bar should be as level as possible. This will minimize the bar from pulling the axle sideways during suspension travel. One end will be attached to the axle and the other end will be attached to the frame. The bar may have to be trimmed for length.