



350 S. St. Charles St. Jasper, In. 47546 Ph. 812.482.2932 Fax 812.634.6632
on the internet: www.ridetech.com

TRI-1000 Triangulated 4-link

| | | |
|---|----------|--|
| 4 | ROD1000 | rod ends with rubber bushings pressed in |
| 2 | TW15.00 | upper bars with rubber bushings pressed in |
| 2 | TW26.50 | lower bars with rubber bushings pressed in |
| 2 | A113 | axle brackets |
| 1 | A116-1L | left wing frame bracket |
| 1 | A116-1R | right wing frame bracket |
| 2 | A109 | small axle tabs |
| 2 | A108 | large axle tabs |
| 1 | A107R | right upper frame bracket |
| 1 | A107L | left upper frame bracket |
| 1 | TRI-1000 | Hardware Kit |

TRI-1000 hardware kit

| | |
|---|---------------------------------|
| 8 | 5/8" x 2 3/4" sae bolts (gr. 8) |
| 8 | 5/8" sae nyloc jam nuts |
| 4 | 3/4" sae jam nuts |



350 S. St. Charles St. Jasper, In. 47546 Ph. 812.482.2932 Fax 812.634.6632
on the internet: www.ridetech.com

TRIANGULATED 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 can be installed with the lower bars *under* the frame or *outside* the frame. To determine the proper location, assemble the lower axle bracket, lower bar and the lower 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 lower frame bracket. Make that decision now because that will determine the side to side location of the lower axle brackets. To place the lower bars *under* the frame, the lower frame bracket must be trimmed. The "wings" of these brackets will be cut off and the bracket can be placed under the frame. [Be sure to check ground clearance.]
7. When the lower frame bracket location has been determined, tack them into place. [Don't weld fully yet]
8. Place the lower 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. Assemble the upper 4 link bar into its brackets and tabs. *Assemble the bars with no more than 1/2" of thread showing. This will allow for final adjustment.* Notice that on the tabs that weld to the rearend, two of the tabs are larger. This is to compensate for the angle of the rearend housing where the tabs will be welded. The larger tabs will go to the outside of the bars. They may have to be trimmed to fit.

10. Place the upper bar assembly onto the rearend and against the frame. The rearend tabs will go in the area of the centersection and the frame brackets will go against the frame at an angle. The upper bars should be as close to level as possible. *[Level with the car]* The frame may have to be boxed in the area where the upper frame brackets will go.

There are 3 main goals here:

1. Upper bars level with each other.

2. Upper bars at the same side to side distance on the axle housing. *[Note that on most 9" Ford rearends, the centersection is offset, so the axle tabs will appear to be located in different locations on the rearend.]*

3. Upper bars at the same front to back distance on the frame.

It may take several adjustments to satisfy all of these measurements, *but they must be satisfied!*

When you are satisfied that the bars are located properly, tack them in place.

11. 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



Now you can proceed with the rest of the air ride system!