



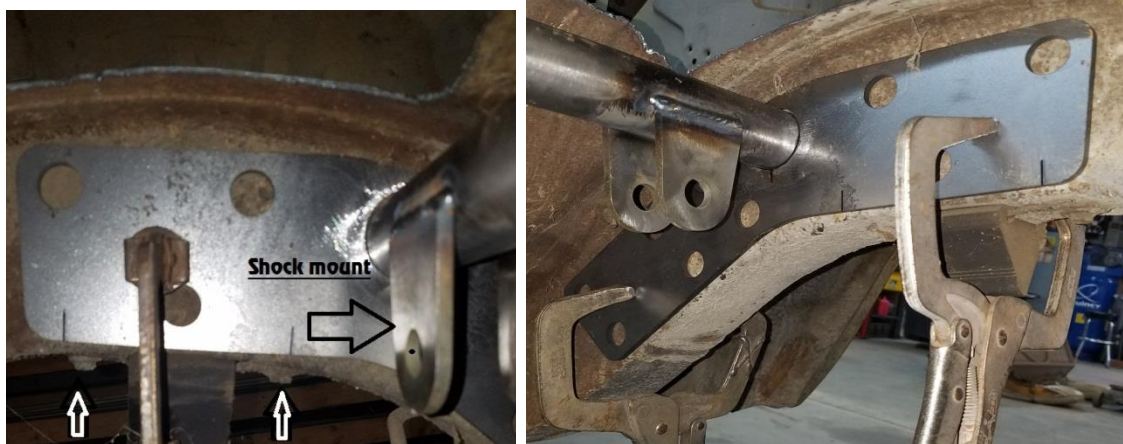
GTS 4 LINK

Kit To Be Installed Only Trained and Qualified Personel!!!!

Step 1: Unhook Battery and drain all gas, and remove the fuel lines.

Step 2: Make Sure Car is Properly and Safely Suported Remove Drive Shaft and Old Suspension. Once the old suspension is removed, slide the upper crossbar into place, on each side plate, there are 2 notches, line these up with the factory bump stop bolts, using a level or angle finder, make sure the shock mounts are vertical,or tipped towards the rear of the car slightly,this is to insure the shocks don't bind. make sure the bar is as low as possible,witout the reinforcement hanging below the frame. Next,mark the ouside of the plates,remove

the crossbar, and clean all grime, grease, paint, etc., off of the frame. Make sure you get it down to bare metal to insure proper welding.



Next, clamp the crossbar back into place, make sure everything is square and tight. (due to frame differences from car to car, it may be necessary to weld a plate to the frame between the crossbar plate and frame of the car, this is only necessary if there is more than 1/8 of an inch of gap). Now, you can weld the crossbar into place, be sure to skip around while welding, to keep from distorting the frame rails, it is only necessary to weld the holes to the frame (plug weld) but you can weld all the way

around the plate as well if you wish.



Next, bolt the lower brackets onto the housing using the supplied u-bolts,snug down hand tight for now.

Next,bolt the lower links to the lower brackets on the rear end,Make sure each are identical in length!!! . A body hole to hole is 20 ½", 68-70B/70-74E body links are 22 ½',71-72B Body is 19".put them in the top hole,then bolt the front bushing of the link,to the link hanger bracket,using the bottom hole,which will bolt into the factory mount where the front leaf spring

mount originally mounted.



Now That everything is bolted up as you see in the picture above,bolt the lower forward link brackets into the factory spring mounting location using the 4 bolts provided,per each side.

Next, raise the housing up, to you're desired ride hieght,

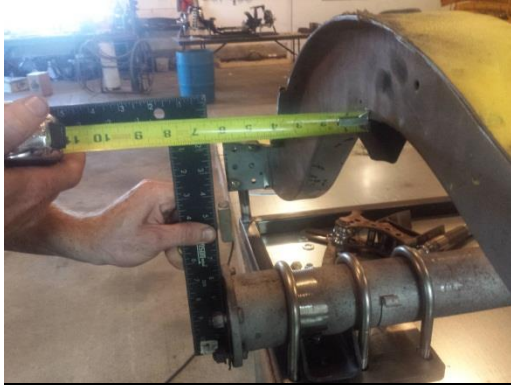


measuere both sides to make sure they're the same, lower bars should be level,or very close,if not,make adjustments st this time to them by moving up or down in the link holes on the front bracket. Once that's done, set the pinion angle to 1 degree negative. (Pinion pointed down is ngative)



Now make sure everything is level,and square with the car,you will NEED to make sure the rear end is centered side to side,

this can be done by putting a straight edge on each end of the axle housing flange, and measuring to the frame, this is very critical! Make sure both sides measure the same, there is no set



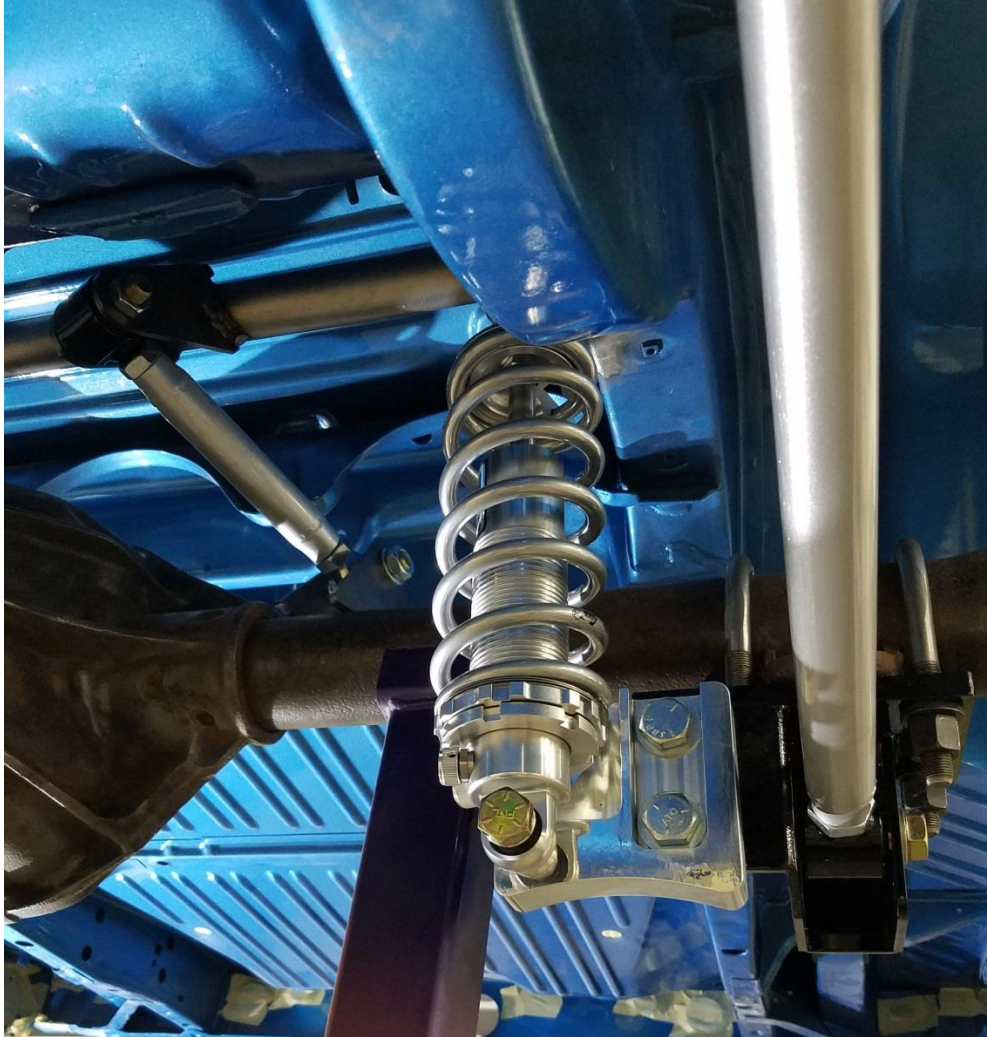
measurement, as there are several different rear ends that this can be used with.

Now that everything is set, attach the shorter upper links to the crossbar, put the rubber bushed mounts into the crossbar, snug them down tight enough that the links will support themselves, but can still move freely by hand, attach the rear end mounting tabs to the upper link, make sure you have a $\frac{1}{2}$ " spacer on each side of the heim joint, between the heim and the tabs. Slight grinding may be necessary to get the tabs to fit nicely on the housing. In some cases, the tabs will fall directly on the brake tee, if this happens remove the brake tee, and put the vent plug back in, and slightly adjust the tabs so they don't interfere with the vent cap screw. We recommend relocating the brake tee by simply welding a $\frac{7}{16}$ " bolt to the housing, and reattaching the brake tee.



Next, tack the tabs in place,make sure to put some good heavy tacks on. Now, recheck all measurements, once this is done,and everything looks good, you can weld the tabs on,weld all the way around for maximum strength,once again,be careful,and take your time welding as to not get the housing to hot, getting the housing to hot from welding can distort the axle tubes.

Once this is all done, tighten all bolts, Next,attach the coilover brackets to the lower link mounts, the upper 2 holes are the most common,tighten these bolts to 80 foot pounds. See picture on next page for reference.



Next, assemble coilover shock to manufactures specifications with the instructions provided with the shocks. Attach shocks to crossbar, tighten bolts to 60 pounds of torque. Next, attach to the aluminum bracket, put a $\frac{1}{2}$ inch long spacer between the shock and bracket, and a $\frac{1}{4}$ inch long spacer between the bolt head and the shock, then, make SURE TO USE ANTI SEEZE on these threads, to prevent galling the aluminum threads, tighten up, be careful not to over tighten and stripping the threads.

Sway bar:

If you ordered a sway bar with your kit, you can now install it, use the u-bolts supplied to mount the sway bar bushings and brackets, (you can run the offset in the bar up over the rear end pumpkin, or below, it makes no difference) make sure the bar is centered, and tighten down the u-bolts. Next put on the end link brackets, they can be run in an assortment of ways, you want the links running as straight up and down as possible (pictured is how they work best on an E-Body) Next, clamp on the end link frame brackets to the frame, make sure everything is centered and square and links are running as straight as possible, and weld bracket into place. (you can also opt to use large sheet metal screws and screw bracket onto the frame rail, because the rear sway bar does not see very high loads, heavy sheet metal screws will be more than adequate)



Double check all work that has been done, then make sure it is approved by trained personnel.

You may now reinstall driveshaft,wheels and tires,etc. You may now set your car back on the ground and double check your desired ride hieght,any adjustments can be made to your shocks now, using the spanner wrenches provided, and as per shock manufactures recommendations. Your 4 link is now complete.

Disclaimer:

FOR OFF ROAD AND RACING ONLY!!!!

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