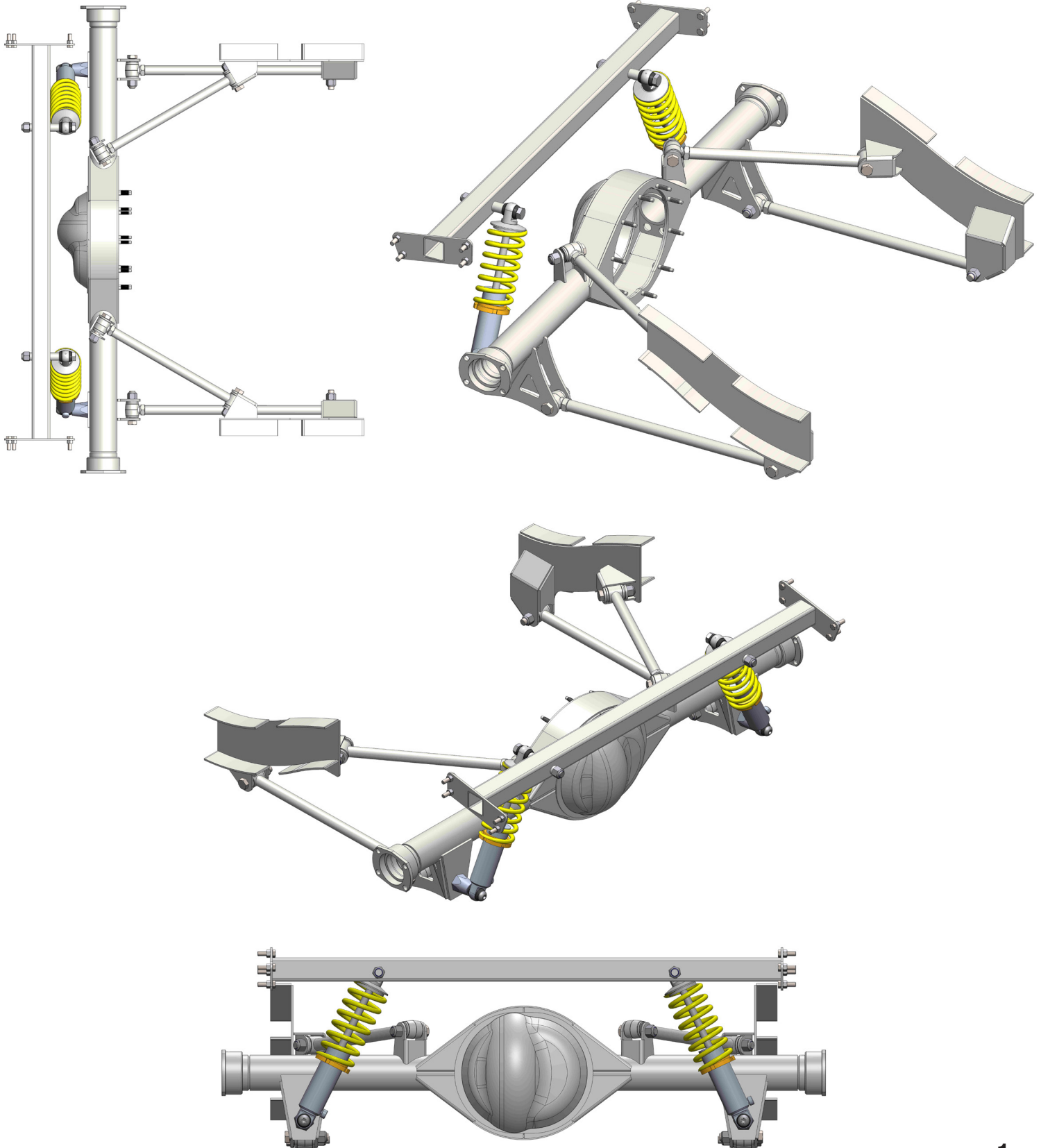


INSTRUCTIONS

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910-03540 - Bolt-In 1935-40 Ford Triangulated Four-Bar Rear Suspension Kit



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Coil-Over Mounting -

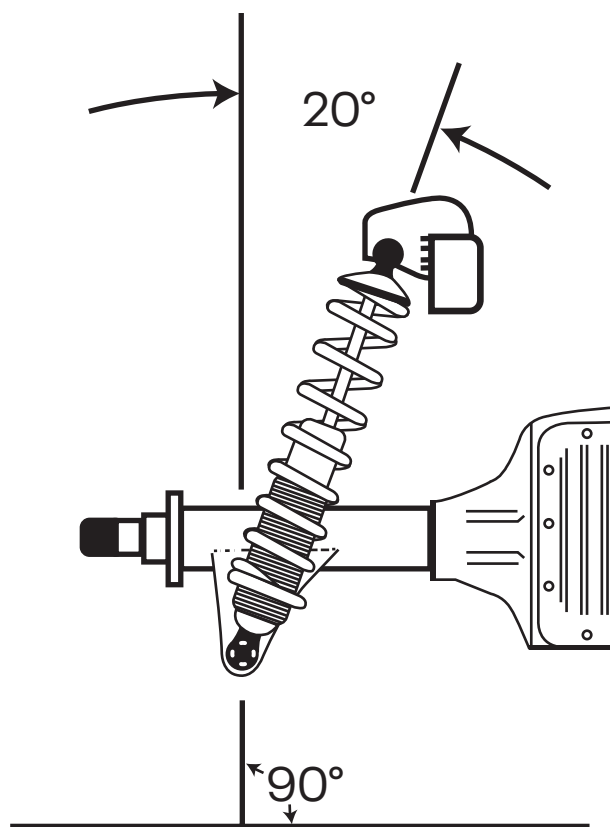
Example:

- If desired wheel rate is 200 lbs. per inch
- If degree of angle of coil-over mounting is 20°
- Then 20° of angle equals .88 effective rate (see chart)
- Divide the .88 (effective percentage of spring when mounted at 20°) into desired rate
 $200 / .88 = 227.3$
- The 227.3 represents the amount of spring needed at 20° of angle to equal the desired wheel rate of 200 lbs. per inch.

Degree of Angle -

When mounting coil-overs, check the degree of angle and use this simple chart to correct spring rate.

10°	15°	20°	25°	30°	35°	40°	45°
.96	.93	.88	.82	.75	.65	.59	.50



Average Car Weights -

With driver, auto transmission, Small Block Chevy V8, full upholstery and normal street equipment (like a spare tire and gas in the tank) as you would usually go to a rod run.

NOTE: Fiberglass cars usually weigh the same as steel. Stripped or lightened cars will weigh less. Extra passengers will add to the weight. Street rod shocks should be mounted with about 60% of the rod showing. This allows 60% of the shock to be used for bump travel, 40% for rebound.

FIND YOUR CAR'S FRONT/REAR WEIGHT HERE

Year	Model	Front	Rear
To 1927	Ford Coupe	1200	1300
1928-1931	Ford Coupe	1300	1400
1932-1934	Ford Coupe	1400	1600
1935-1938	Ford Coupe	1600	1700
1939-1940	Ford Coupe	1700	1800
1940-1948	Ford Coupe	1750	1700
1932-1938	Chevy, Plymouth, Dodge Coupe	1500	1550
1939-1940	Chevy, Plymouth, Dodge Coupe	1600	1600
1940-1948	Chevy, Plymouth, Dodge Coupe	1700	1600

THEN ADJUST ACCORDING TO CHART

FEATURES	Front	Rear
Air Conditioning	+75	+25
Sedan (4-door)	0	+150
Sedan Delivery	+50	+200
Roadster	-50	-50
Less Fenders	-100	-75
B/B V8	+175	+25
S/B Mopar	+75	+25
Model A with side or rear tanks		+125

EXAMPLE:

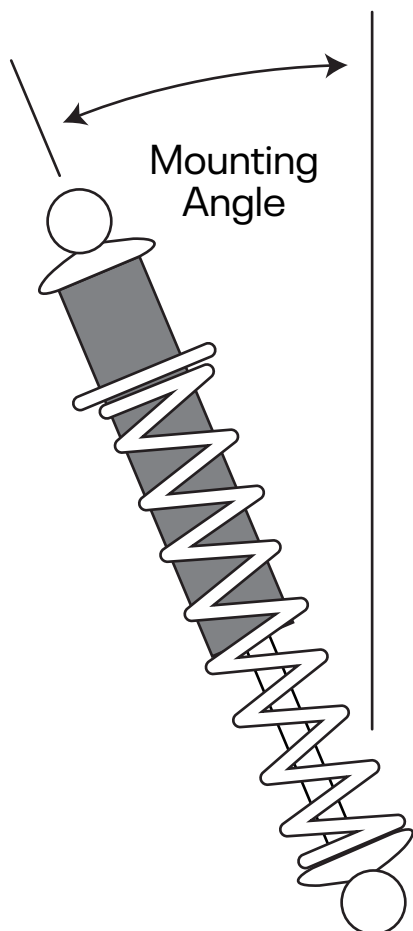
FEATURES	Front	Rear
1932 Ford Coupe	1400	1600
Add for Sedan	0	+150
Add for Air Conditioner	+75	+25
Less Fenders	-100	-100
TOTAL WEIGHT	1375	1675

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Ride Rate Correction Chart -

When shock and/or springs are angled:

Mount Angle	10°	15°	20°	25°	30°
Rate Multiplier	.96	.93	.88	.82	.75

Example:

A 200# / Inch spring mounted at a 20° angle gives a 176# / Inch rate when figured for ride rate (200 x .88)

Suggested Spring Rates

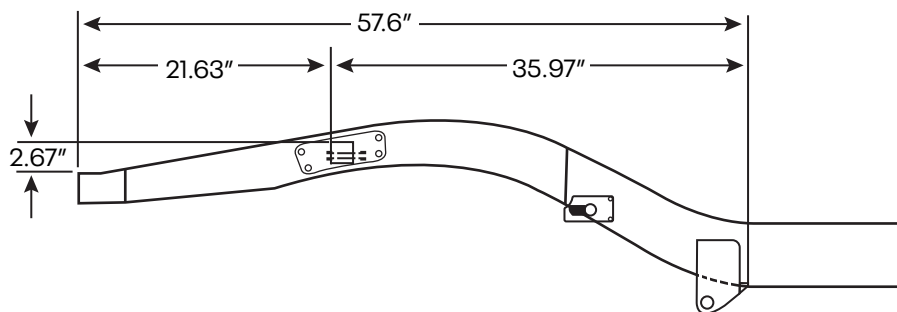
Front Rate	Total Weight on Front Wheels	Rear Rate	Total Weight on Rear Wheels
200	600-800 lbs.	65	Under 800 lbs.
250	800-1000 lbs.	80	800-1000 lbs.
275	1000-1100 lbs.	95	1000-1100 lbs.
300	1100-1200 lbs.	110	1100-1200 lbs.
350	1200-1500 lbs.	130	1200-1300 lbs.
400	1500-1800 lbs.	140	1300-1400 lbs.
450	1800-2000 lbs.	150	1500-1700 lbs.
500	2000-2300 lbs.	170	1700-2300 lbs.
550	2300-2500 lbs.	200	2600-2900 lbs.
650	2600 lbs. & up	250	2600-2900 lbs.
		300	2900-3200 lbs.

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Additional Instructions:

1. Installing the Chassis Brackets:

Place the side-specific 4-link chassis brackets to the inside of the frame rails. The front of the bracket should measure 57.6" from the rear of the frame. When both brackets are installed, a rubber mallet may be necessary to position the brackets correctly.



Verify alignment and confirm measurements from left to right prior to drilling the holes in the bracket or frame.

Once measurements are confirmed and everything is aligned properly, mark and drill holes in both the frame and brackets to accommodate the 8 per Bracket/side (4 on top and 4 on bottom) 3/8" hardware included in the kit.

Insert 3/8 bolts and nylock nuts into these holes. Double-check measurements to ensure nothing has shifted during assembly. One verified torque all bolts and nylock nuts in the 4-bar brackets to 30 ft. lbs.

2. Positioning/Mounting the Rear Axle Housing:

Set the rear axle housing between the frame rails.

Assemble the bushings and threaded adjusters into the four link bars, exposing about 1/2" of the thread.

Install the lower four link bars into the brackets with the adjusters facing the rear axle, using 5/8"-18" x 3" bolts and nylock nuts on the front mounts and 5/8"-18 x 3-1/4" bolts and nylock nuts on the rear mounts.

Install the upper four link bars in the brackets with the adjusters toward the rear axle using 5/8"-18" x 3" bolts and nylock nuts on the front mounts and 5/8"-18 x 3-1/4" bolts and nylock nuts on the rear mounts.

3. Installing the Upper Coil-Over Shock Bar:

Position the upper coil-over shock bar onto the chassis 21.63" (center of bar) from the rear of the frame or 35.97" from the front of the main frame bracket. Do not drill holes at this point.

Ensure the main 2" x 2" tube is properly offset and squared with the top of the chassis for correct shock mounting. Clamp the shock bar securely.

Attach the lower coil-over shock mounts to the shocks and tighten them. Then install these mounts onto the lower brackets on the housing.

Swing the shock upward to attach it to the upper mount. Use 5/8"-18 x 5" bolts, washers, and nylock nuts to secure the shocks to the upper mounts. Adjust the upper shock mount if needed for proper alignment.

4. Finalizing Installation and Adjustments:

Once the upper shock bar is correctly positioned and measurements are confirmed, mark and drill the eight 3/8" mounting holes. Torque all bolts and nylock nuts in the 4-bar brackets to 30 ft. lbs.

Adjust the 4-link bars to square and center the housing in the chassis. Modify the pinion angle using the lower link bars if necessary. Once the housing is aligned, tighten all the 5/8" bolts to 110 ft lbs.

5. After everything has been installed and torqued to specification:

Lower the vehicle to the ground and adjust your desired ride height. This may take several attempts as the suspension settles while driving.

IMPORTANT NOTE:

After 50-100 miles of Driving/Road test time we recommend double checking the pinion angle and all hardware. May need to adjust/retorque hardware as needed.

IMPORTANT

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