

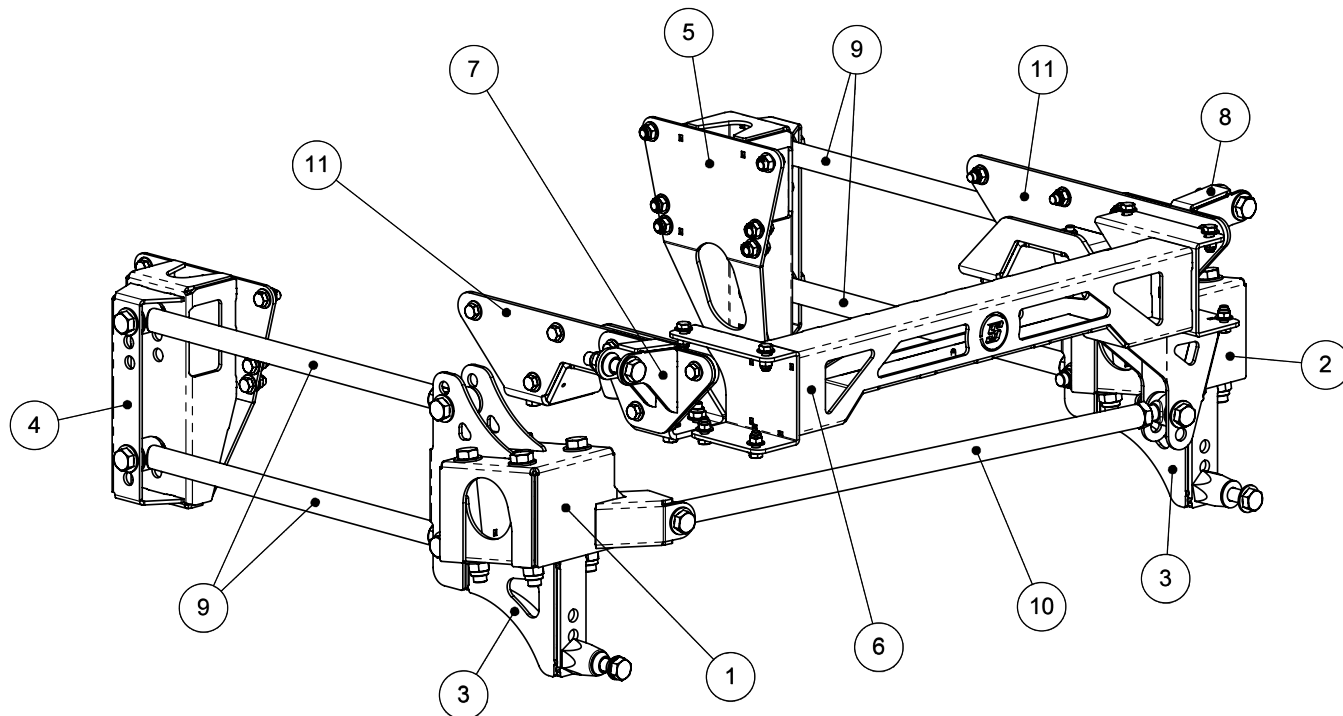
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910-39312 - LevelSet™ 1973-87 C10 Rear 4-Link Suspension Conversion Kit

Kit Contents - 910-39312			
Qty	Part #	Description	Item #
1	91039312.1L	Axle Top Seat, Left	1
1	91039312.1R	Axle Top Seat, Right	2
2	91039312.2	Axle Bottom Seat	3
1	91039312.3L	Front 4 Link Mount, Left	4
1	91039312.3R	Front 4 Link Mount, Right	5
1	91039312.4	Panhard Xmember	6
1	91039312.5L	Top Coil Mount, Left	7
1	91039312.5R	Top Coil Mount, Right	8
4	91039312.6	4 Link Rod	9
1	91039312.7	Panhard Bar	10
1	91027386-BLK	C-Notch	11



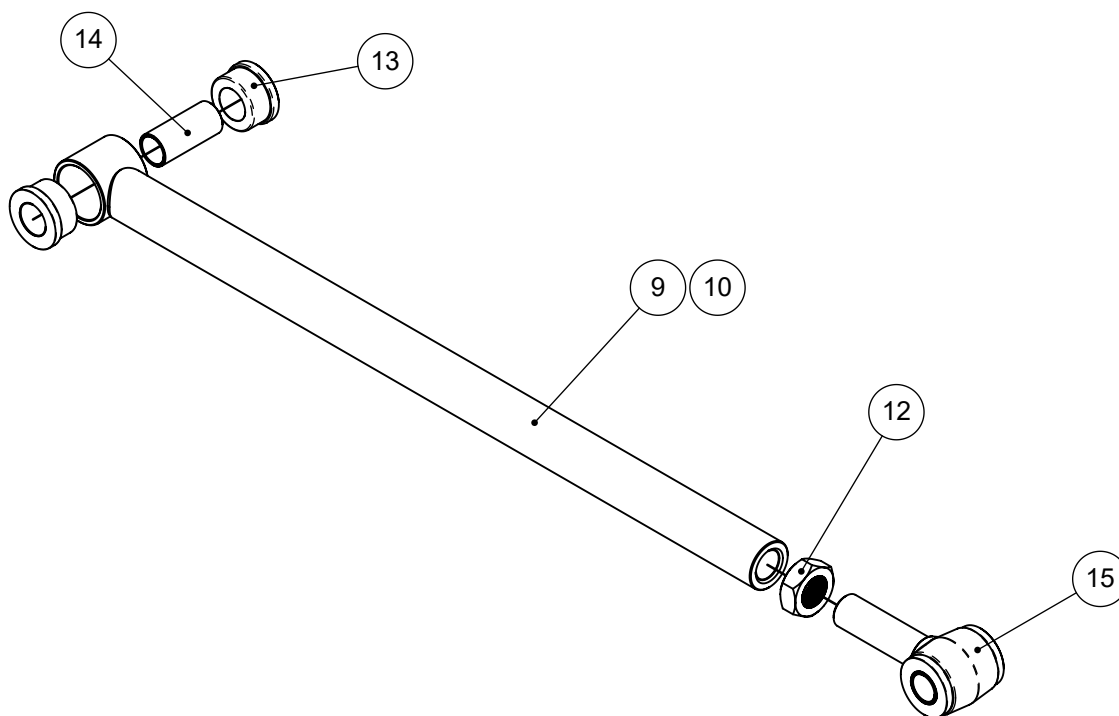
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910-39312.H1 - Hardware Kit Contents

Qty	Part #	Description	Item #
5	1750247	3/4-16, Hex Jam Nut	12
10	91008134	Bushing Insert	13
5	91003540.31	Bushing Sleeve	14
5	91008034-STR	4 Bar Rod End	15



910-39312.H2 - Hardware Kit Contents

Qty	Part #	Description
2	91616769.11.5	Shock Mount
8	91039312.8	Tapered Spacer
8	HZ8HCSF-.38-1.00	3/8-24x1.00 Hex Cap Screw
16	HZ2SFW-SAE-.38	3/8 Flat Washer
8	HZ9OLNF-.38	3/8-24 Lock Nut
1	91039307.1.2	GVW Tag
2	910044-PLN.1	3/16 Rivet

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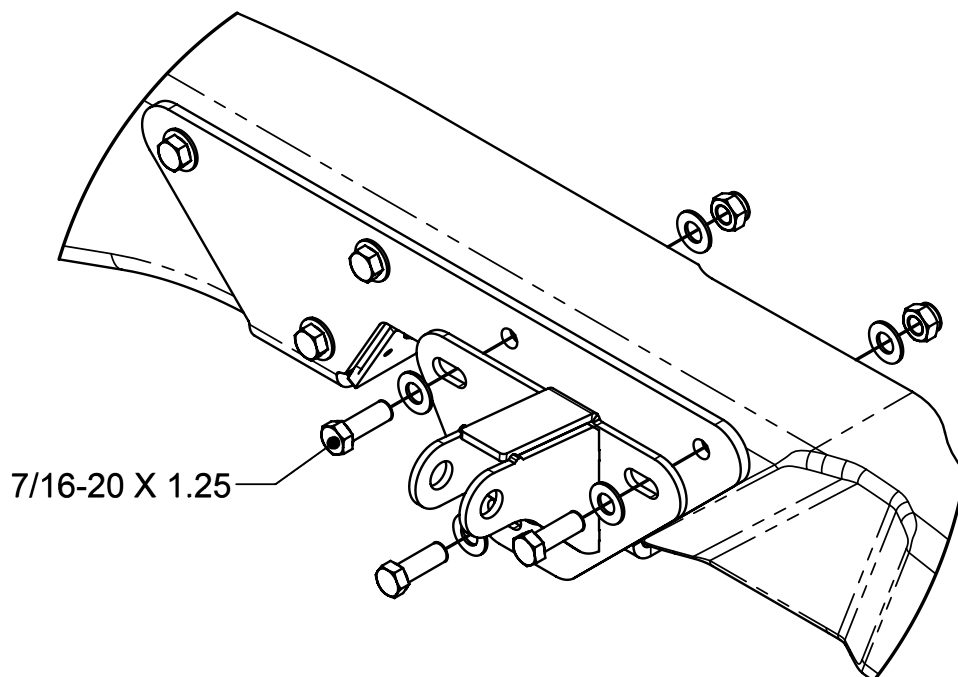
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910-39312.H3 - Hardware Kit Contents

Qty	Part #	Description
8	HZ8HCSF-.63-6.00	5/8-18x6.00 Hex Cap Screw
2	HZ8HCSF-.63-4.50	5/8-18x4.50 Hex Cap Screw
10	HZ8HCSF-.63-3.25	5/8-18x3.25 Hex Cap Screw
2	HZ8HCSF-.63-2.75	5/8-18x3.00 Hex Cap Screw
46	HZ2SFW-SAE-.63	5/8 Flat Washer
22	HZ9OLNF-.63	5/8-18 Lock Nut
2	HZ8HCSF-.50-1.25	1/2-20x1.25 Hex Cap Screw
4	HZ2SFW-SAE-.50	1/2 Flat Washer
2	HZ9OLNF-.50	1/2-20 Lock Nut
12	HZ8HCSF-.44-1.00	7/16-20x1.00 Hex Cap Screw
24	HZ2SFW-SAE-.44	7/16 Flat Washer
12	HZ9OLNF-.44	7/16-20 Lock Nut

4-Link Instructions:

1. Remove the truck bed and support your truck on jack stands on flat, level ground.
2. Install the Speedway Motors C-notch Kit (91027386) or equivalent according to the kit's individual instructions while adding the supplied upper coil over mounts as shown. If using another brand of notches, you will need to fabricate your own upper shock mounts. The upper shock mounts should be installed on the rear side of the notches.



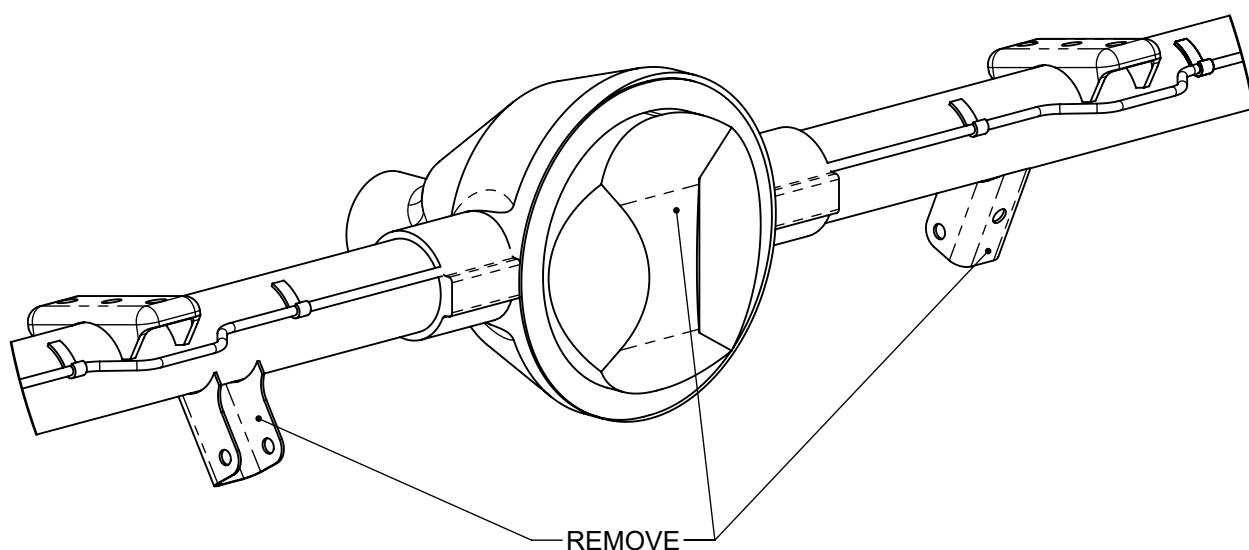
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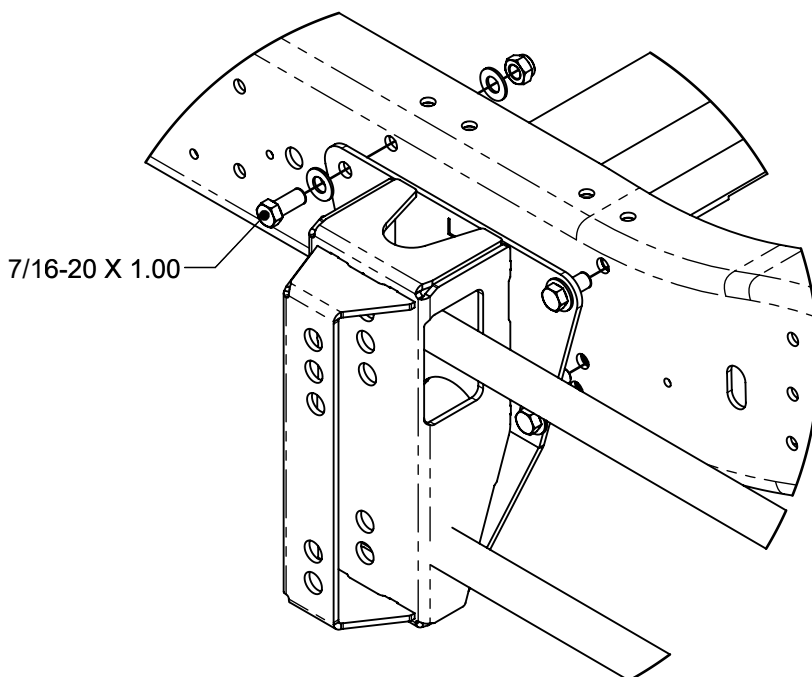
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3. Remove all frame rivets from the front and rear leaf spring mounts on both sides. This can be done with a grinder, air chisel, or any other method. Also remove the brake line bracket on the right-side frame rail going to the rear axle, the leaf springs themselves, and the rear shocks.

4. Remove the factory brake lines running across the length of the axle. Use a cutoff wheel and a grinder to remove the stock shock mounts from your rear axle. Take your time and be mindful to only remove the brackets themselves as removing excess material from the axle tube will weaken the axle. After removing the brackets, it is recommended that you clean and paint the axle to prevent corrosion.



5. Install the front 4 bar mounts using the supplied 7/16" hardware from hardware kit 3 (91039312.H3). The mounts will use the existing holes left from the front leaf spring mounts. The holes will need to be drilled out using a 7/16" drill bit. On early square body frames, the two middle mounting holes on each 4-bar mount will need to be drilled after installing the mounts with the existing top and bottom holes. Install the front mounts with the opening facing rearward and a washer under both the bolt head and nut.

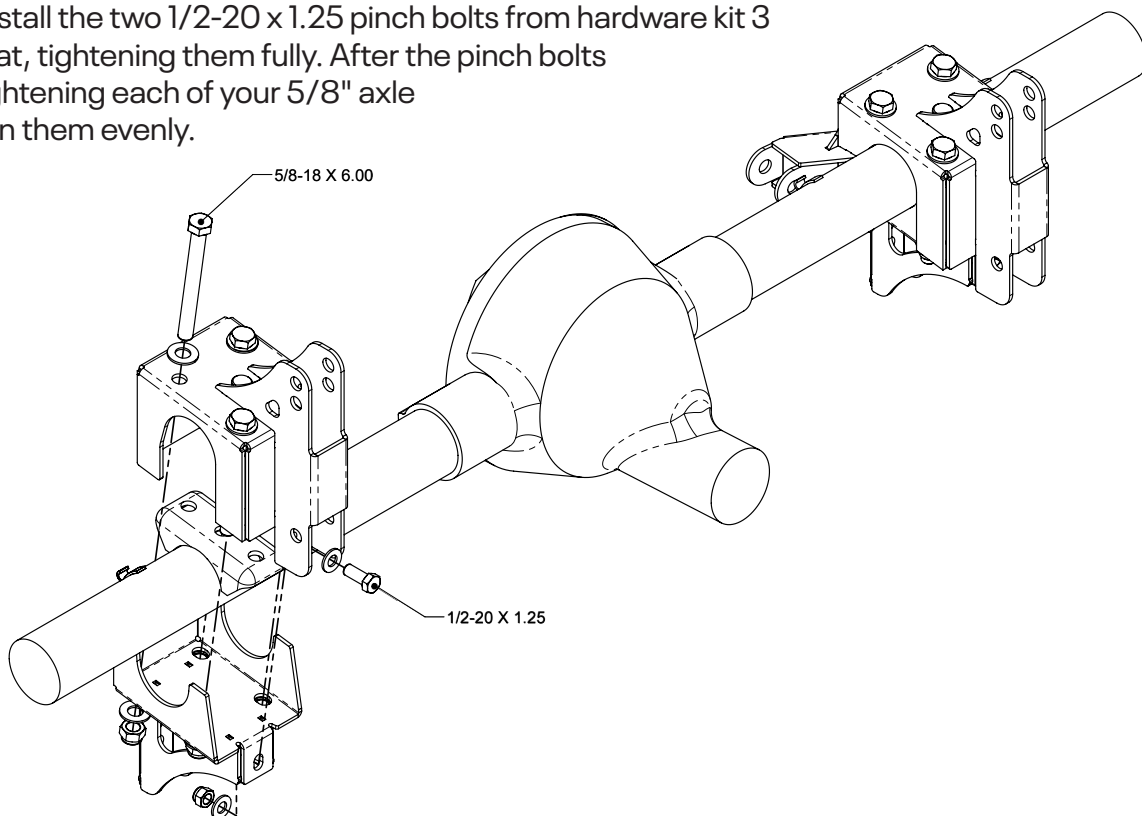


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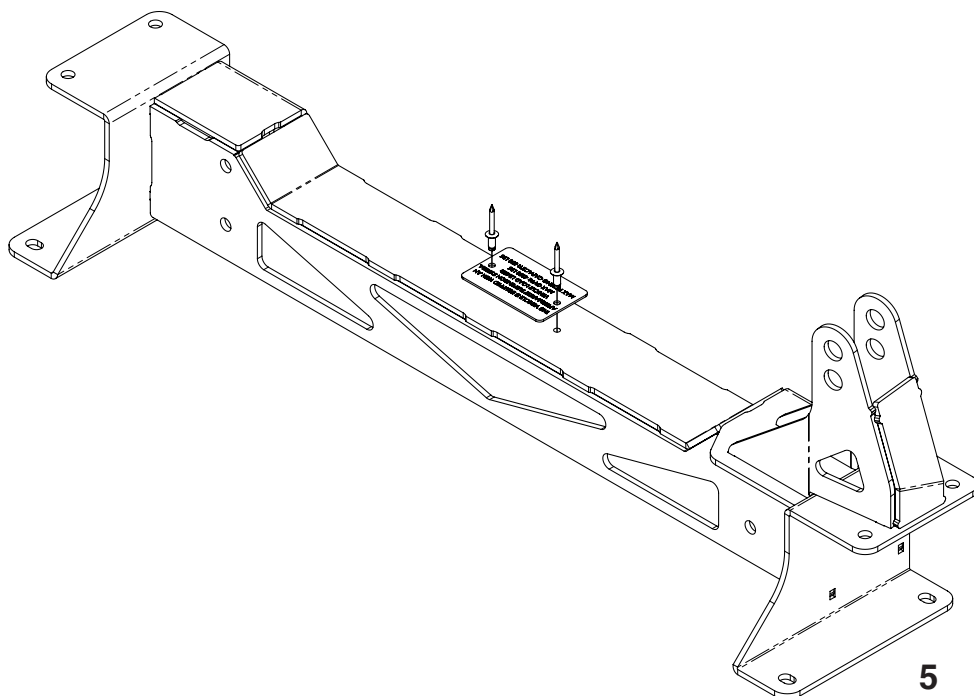
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6. With your rear axle prepped and positioned in place, install the upper axle seats over the leaf spring pad using the centering pin. At this time also install your lower axle seats by sliding them inside the upper seats to capture the axle. The upper seat with a panhard mount will be your left set and should be installed on the driver's side. The upper and lower seats will clamp together over the axle using the eight 5/8-18 x 6.00 bolts from hardware kit 3. Use a washer on both the bolt head and lock nut side and leave them slightly loose so they can easily be turned with a wrench. Install the two 1/2-20 x 1.25 pinch bolts from hardware kit 3 on the front side of each seat, tightening them fully. After the pinch bolts are tightened, finish fully tightening each of your 5/8" axle seat bolts. Be sure to tighten them evenly.



7. Install the GVW tag on the bottom of the panhard crossmember with the supplied 3/16" rivets from hardware kit 2.

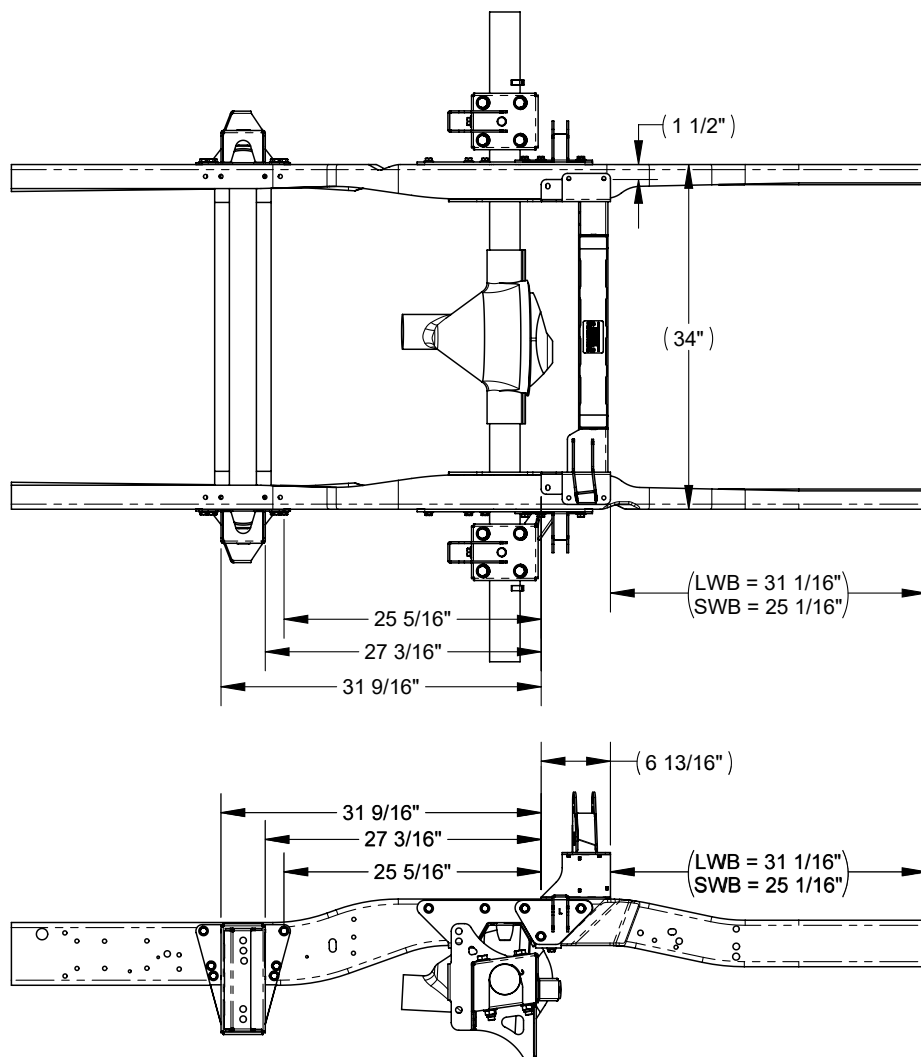


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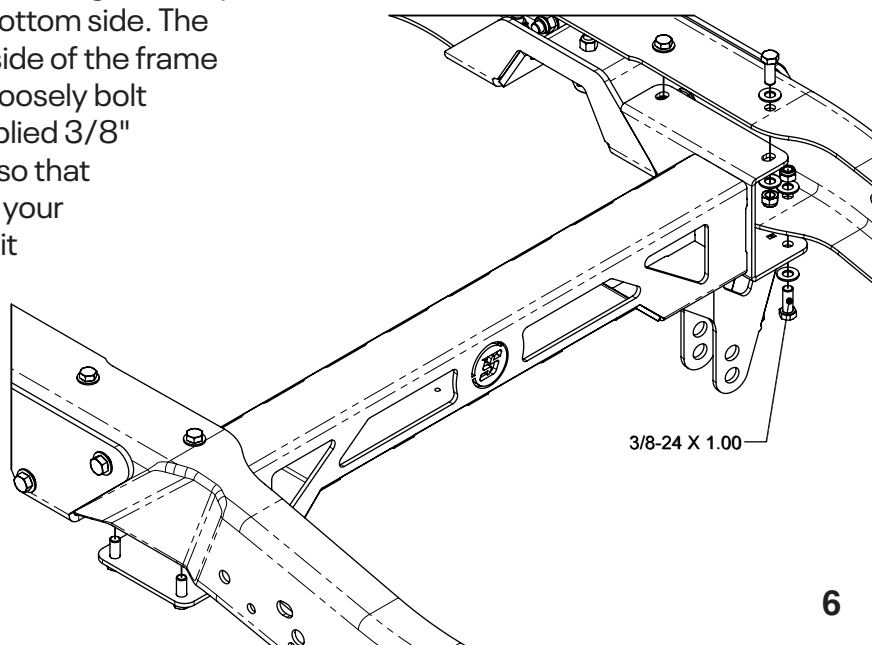
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8. Next align and drill the panhard bar crossmember holes. To mark these holes, flip the crossmember upside down on top of the frame rails as shown. Set the leading edge of the crossmember to $27\frac{3}{16}$ " from the rear face of the front 4 bar mount on each side as shown. Alternate measuring points are also provided. Set the crossmember so it is evenly spaced left to right and use a marker or scribe to center mark the holes. Remove the crossmember and drill the four top holes with a $\frac{3}{8}$ " drill bit.



9. With your top holes drilled, flip the crossmember right side up and insert it between the frame rails from the bottom side. The crossmember end flanges will sit on the underside of the frame on both the top and bottom of the frame rails. Loosely bolt your crossmember into the frame with the supplied $\frac{3}{8}$ " hardware from hardware kit 2. Orient the bolts so that all nuts are on the inside of the frame rail. Once your crossmember is loosely bolted in place, center it and clamp it tight to the bottom of the frame rails. To center the crossmember measure from the inside of the frame rails to the inside of the C-channel ends on the crossmember. Do not use the flanges for centering as the bottom flanges are different lengths side to side. Use the crossmember as a template and drill the remaining four lower $\frac{3}{8}$ " holes. Insert the remaining $\frac{3}{8}$ " hardware and tighten all bolts.

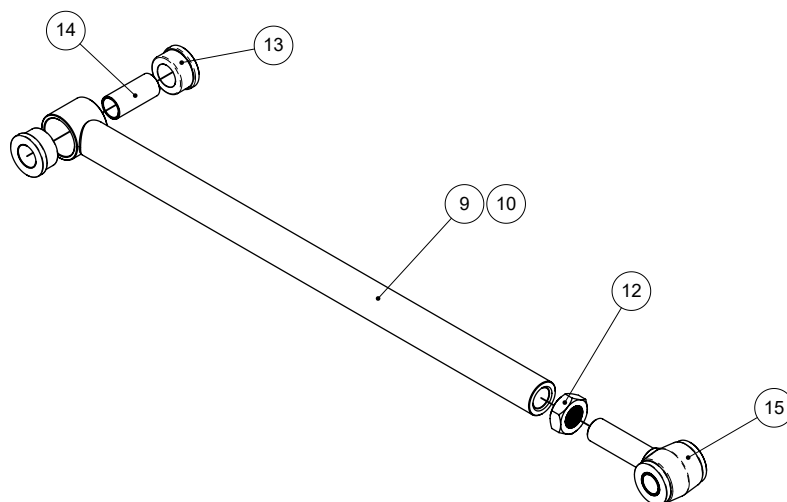


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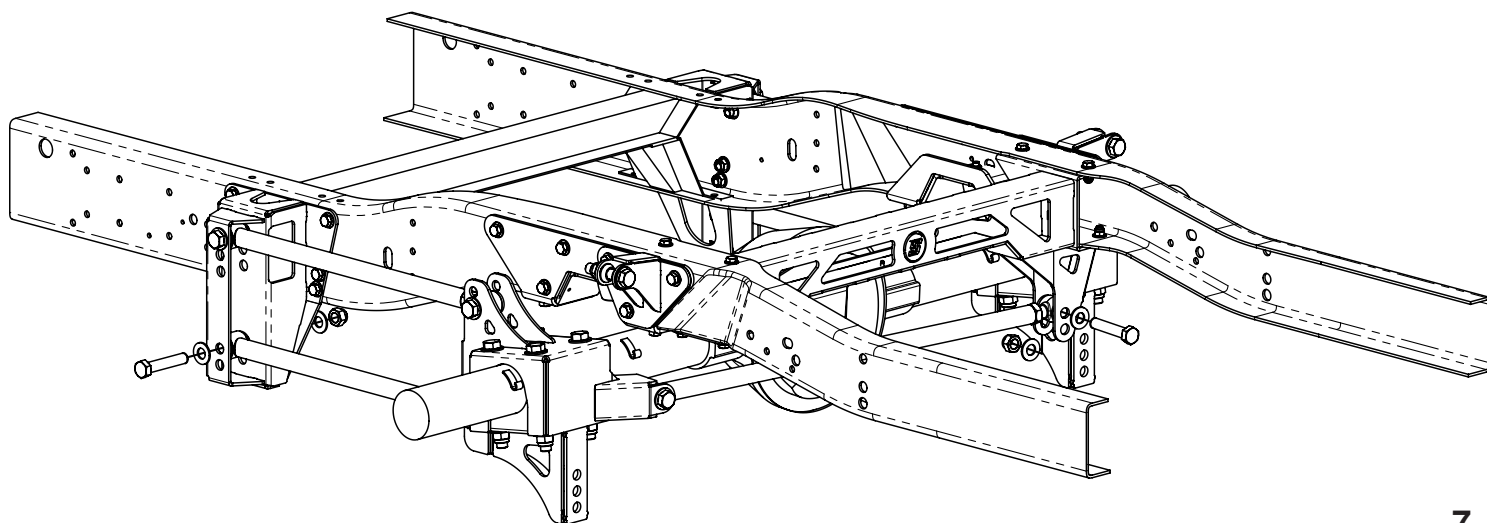
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10. Preassemble your 4-link rods and panhard bar as shown using the supplied rod ends, jam nuts, bushings, and sleeves found in hardware kit 1. The panhard bar will be the longest of the five. All 4-link rods can be preset to an eye-to-eye measurement of 21-1/4". The panhard bar can be set to 30-3/8".



11. Install your rear axle into the frame using your preassembled 4 link rods, panhard bar, and the supplied 5/8" hardware from hardware kit 3. Use the supplied 5/8-18x3.25 bolts with a washer on both sides leaving the nuts finger tight. Orient the rods so that the solid ends are bolted to the front mounts and the pinion side of the axle as shown. This will allow the rods to be easily swung up or down for adjustment. For the lowest ride height setting, use the topmost front mounting holes and lowest rear mounting holes as shown. This setting is designed for the rods to sit level with the frame and provide the maximum amount of travel available before the rear end housing contacts the bottom of the truck bed. To raise the chassis an additional inch, move the top rod to the top hole on the axle and the bottom rod to the bottom hole on the pinion. This will allow you to maintain your set pinion angle and rod angle while changing ride height. The additional two top holes on the front mounts are for adding anti-squat if desired by lowering the top rod front mount. Set your axle setback, side to side, and pinion angle at your simulated ride height before tightening all bolts and jam nuts fully. You may find it easiest to set the axle setback, pinion angle, and side to side on jack stands and then adjust each rod individually so that it falls into place. Your pinion angle should be set to match your transmission angle. It is recommended that you attach and adjust the panhard bar last. After setting all measurements, tighten all bolts.

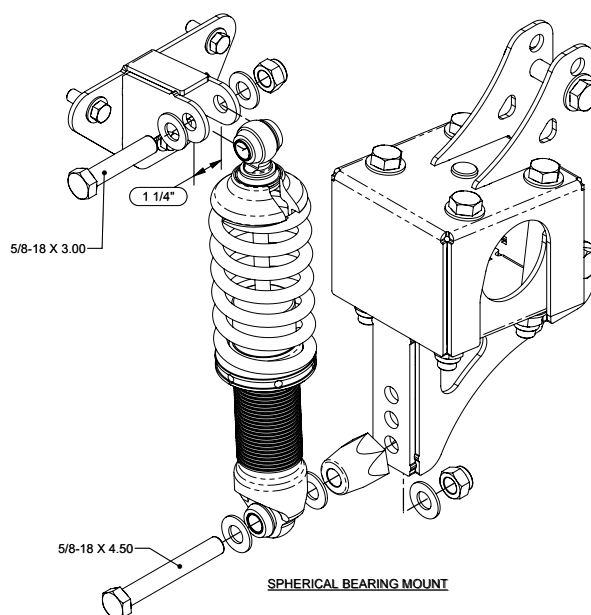
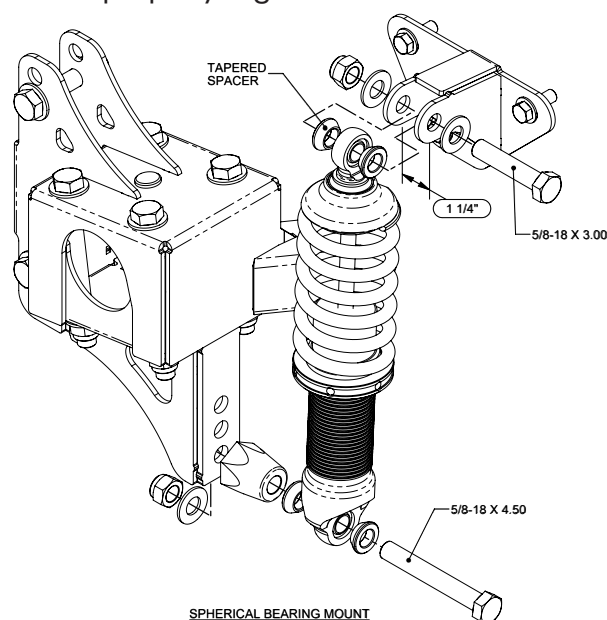


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12. Install your coilover shocks (NOT INCLUDED) in one of the two configurations shown below using either a spherical bearing mount or a bushing mount. Shocks should be mounted with the shaft up and the body down. The 5/8" hardware needed is supplied in hardware kit 3, and the tapered spacers and lower shock mounts are supplied in hardware kit 2. The spherical bearing configuration will use the tapered spacers designed for a 5/8" spherical bearing that is 1/2" wide. The bushing mount will use 5/8" ID bushings that are 1-1/4" wide. Some shock options may require additional spacers to properly align the shocks. This kit is designed to use 5" stroke shocks with 12" springs. Install your shocks so that at ride height approximately 60-80% of your available shock travel is dedicated to compression travel. For reference while setting ride height, square body C10 trucks will carry approximately 550 lbs. of spring load. In the lowest suspension setting, the eye-to-eye length of the shocks will be between 12-5/8" and 14-5/8" depending on the mounting location used on the lower shock mount. If needed, adjust the position of your upper shock mount front to back to align your shock vertically. This can be done by loosening the three shock mount bolts on each side and sliding the mount in its slots. Retighten the upper bolts once the shock is properly aligned.



13. If installing optional sway bar kit 91039314, install it now before moving on to step 14.

14. With your suspension kit now installed, perform a complete bolt check of all components, tightening any remaining loose bolts and checking for interference or binding.

15. Reconnect the parking brake and run new brake lines across your rear axle ensuring that they do not have any pinch points or interference throughout suspension travel. Reinstall the truck bed. Congratulations, your new 4 link suspension kit is now installed.

NOTE: After the first several hundred miles of driving, reinspect the suspension system and verify that all hardware remains properly seated. Retorque all fasteners to the specified torque values as necessary. Periodic inspection of suspension components and hardware is recommended as part of routine vehicle maintenance.

Need Help with This Product?

Talk to one of our Tech Support Agents:
Mon-Fri, 8am – 5pm (CST)

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