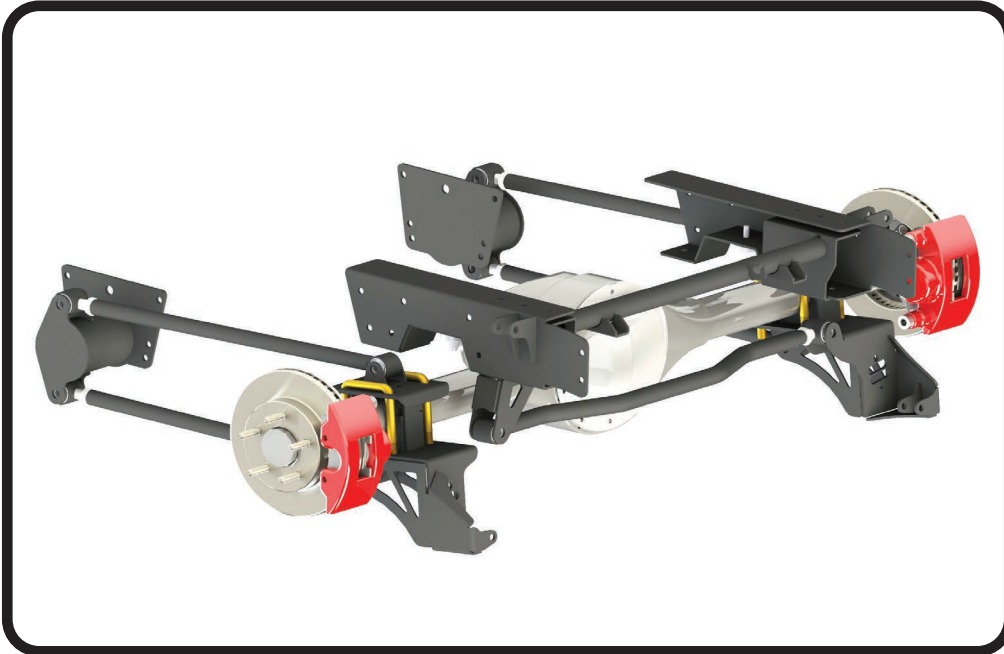




Part # 11367199 - 1973-1987 C10 Rear 4Link

Recommended Tools



1973-1987 C-10 Rear 4Link Installation Instructions

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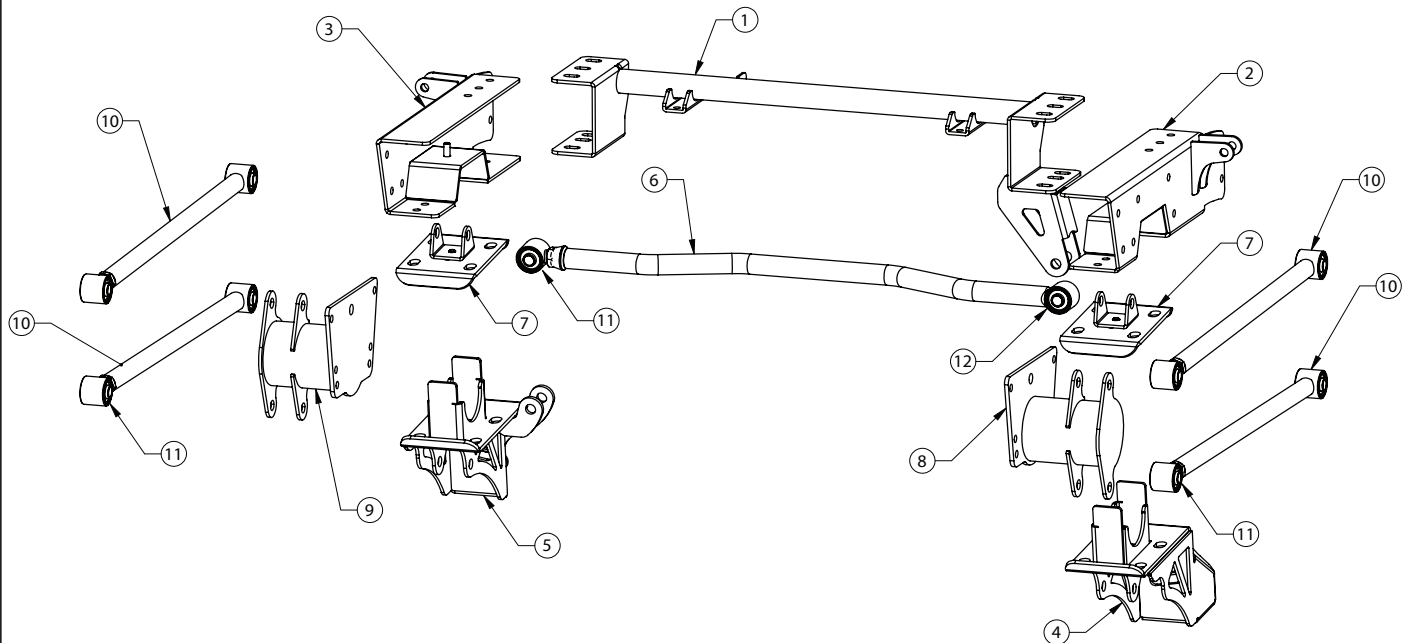


Major ComponentsIn the box

Item #	Part #	Description	QTY
1	90000668	Upper Crossmember	1
2	90000670	Driver C-Notch	1
3	90000671	Passenger C-Notch	1
4	90002746	Driver Lower Axle Bracket	1
5	90002748	Passenger Lower Axle Bracket	1
6	90000952	Panhard Bar - Set to 33 1/2"	1
7	90000673	Upper Axle Bracket	2
8	90000666	4Link Frame Mount - Driver	1
9	90000667	4Link Frame Mount - Passenger	1
10	90002824	4Link Bars - Set to 26 1/2"	4
11	90001318	R-Joint Rod End	5
12	90001086	Panhard Bushings - Pressed into Panhard Bar Frame End	2
	70013882	Panhard R-Joint Spacers - .625" ID x .740" Long	2
	90002895	Panhard Bushing Inner Sleeve - pressed into 90001086	1
	70013334	4Link Bar R-Joint Spacer .625" ID x .620" Long	16
	70013495	U-Bolt - 5/8-18 x 3.13 x 5.75 (Not Shown)	4
	99752004	3/4"-16 Jam Nut - Installed on Bars	5
	70013322	Short Bumpstop	2
R-Joint Components - (Installed in bar ends)			
	70013279	Retaining Ring	4
	70013280	Wavo Wave Spring	4
	70013275	R-Joint Center Ball	4
	70013276	R-Joint Composite Center Ball Cage	4

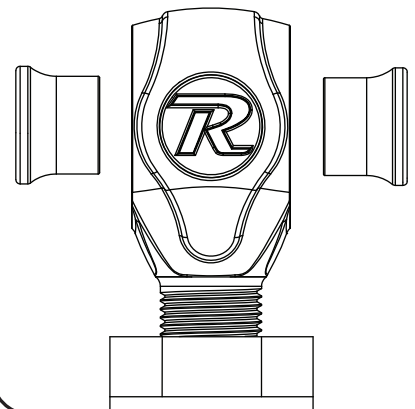


Major ComponentsIn the box



R-JOINT SPACER INSTALLATION

Install the Spacers by inserting the SMALL side of the SPACER into the Center Pivot Ball. Push them in until they bottom out and stop.





Hardware ListIn the box (Kit# 99010014)

The Hardware Kit contains bags to help aid in selecting the correct hardware for the component being installed. The hardware list shows how the hardware is bagged.

QTY	Part Number	Description	QTY	Part Number	Description
4LINK BARS			"C" NOTCH MOUNTING - REAR TOP & BOTTOM		
8	99621004	5/8" x 3" SAE Gr. 8 Bolt	12	99431008	7/16" x 1 1/2" USS Bolt
8	99622006	5/8" SAE Nylok Jam Nut	12	99432001	7/16" USS Nylok Nut
16	99623001	5/8" SAE Flat Washer	24	99433002	7/16" SAE Flat Washer
PANHARD BAR			BRAKE LINE BRACKET		
2	99621018	5/8" x 3 1/4" SAE Gr. 8 Bolt	1	99311002	5/16" x 1 1/4" USS Bolt
2	99622006	5/8" SAE Nylok Jam Nut	1	99312003	5/16" USS Nylok Nut
4	99623001	5/8" SAE Flat Washer	2	99313002	5/16" SAE Flat Washer
FRONT 4LINK BAR MOUNT			SHOCK MOUNTING		
12	99431002	7/16" x 1 1/4" USS Bolt	4	99501050	1/2" x 2 1/2" USS Bolt Gr. 8
24	99433002	7/16" SAE Flat Washer	4	99502009	1/2" USS Nylok Nut Gr. 8
12	99432001	7/16" USS Nylok Nut	8	99503012	1/2" SAE Flat Washer Gr. 8
AXLE BRACKET TO AXLE			BUMP STOP		
8	99622001	5/8" SAE Nylok Nut	2	99373003	3/8" SAE Flat Washer
16	99623001	5/8" SAE Flat Washer	2	99372002	3/8"-16 Nylok Nut
"C" NOTCH MOUNTING - SIDE & FRONT LOWER					
24	99431002	7/16" x 1 1/4" USS Bolt			
24	99432001	7/16" USS Nylok Nut			
48	99433002	7/16" SAE Flat Washer			

Hardware Notes

The Hardware Kit contains bags to help aid in selecting the correct hardware for the component being installed. The hardware list shows how the hardware is bagged, but care must be taken to make sure you are installing the correct length bolts in the correct location. The kit contains (8) 5/8"-18 x 3" bolts for the 4 link bars and (2) 5/8"-18 x 3 1/4" bolts for the panhard bar. These bolts are very close in length and very easily mistaken for each other. If you are unsure of which one you have in your hand, use a tape measure to verify. Hex bolts are measured by measuring from the BOTTOM of the hex to the end of the threads. The hex area of the bolt is NOT part of the bolt length.



Disassembly

Congratulations on your purchase of the Ridetech Rear 4Link System. This system has been designed to give your truck excellent handling along with a lifetime of enjoyment. Some of the key features of this system: C-notches to give your suspension the travel it needs at the lowered height, 4Link setup to replace the leaf spring, this provides better control of the rear axle, long panhard bar to reduce the side-to-side movement of the differential, and the biggest feature of all, it allows the use of Shockwaves or CoilOvers.

Note: This system is designed for use with the Ridetech Shockwaves or CoilOvers and the MuscleBar swaybar. **The factory shocks and springs or the factory sway bar will not fit this 4Link.**

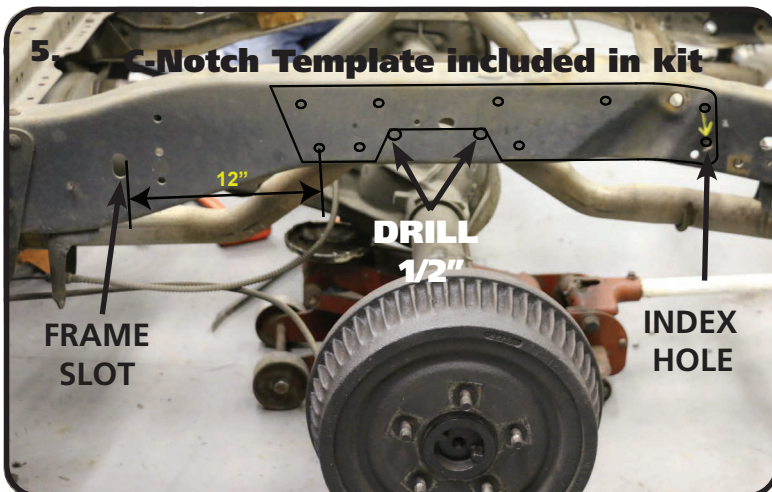
1. Raise the vehicle to a safe and comfortable working height and support it by the frame. You will need to be able to move the rear differential up and down. Let the rear suspension hang freely.

2. Remove the bed.

3. Raise the axle a couple inches and support it so that it cannot rotate. Remove the leaf springs and shock absorbers. Refer to the factory service manual for proper disassembly procedures.



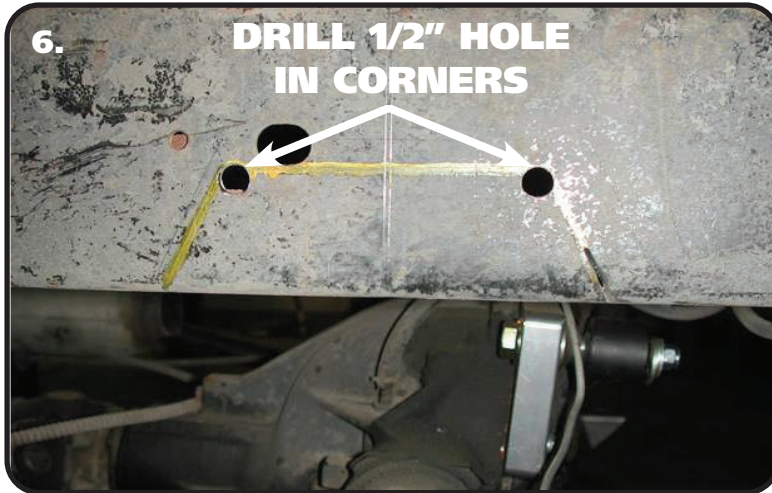
4. The Brake Line Bracket will need to be removed from the passenger side frame rail. This will require separating the steel line from the rubber line at the bracket. There is a provision for the brake line in the upper bridge of the 4 link kit. Cap the line off to help prevent the brake fluid from draining out of the line. Remove the bracket by removing the rivets. We like to use a die grinder to cut a "+" in the head of the rivet. We then knock the head off with a hammer and chisel or an air chisel. With the head removed, knock the rivet out of the bracket and frame.



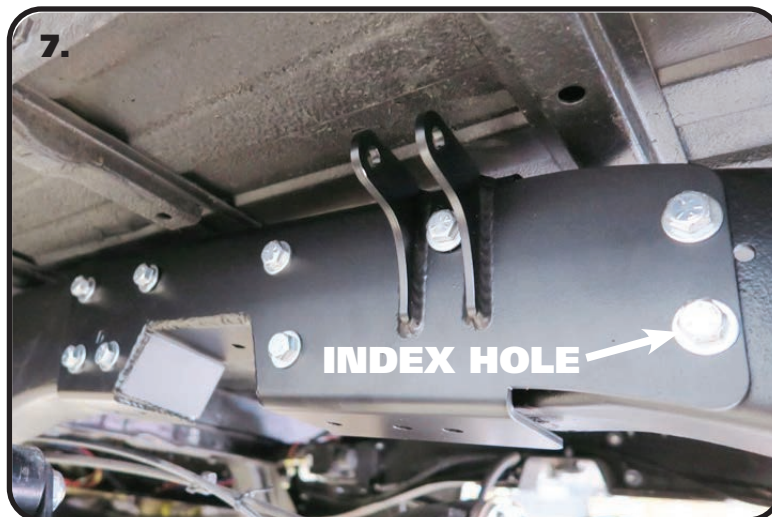
5. To allow maximum drop on this truck the frame must be notched. The template for the notch will locate off of the index hole shown below. Use the supplied "C" Notch template to mark out the frame for cutting. Before cutting out the frame, support the frame in front of and behind the "C" Notch area. We suggest doing one side at a time. The "C" Notch template has an arrow pointing to the front of the truck. Use the "Index Hole" in the back side of the template to help locate the Template. FOR TRUCKS THAT DO NOT HAVE THE INDEX HOLE, THE CENTER OF THE FRONT LOWER MOUNTING BOLT IS 12" FROM THE BACK EDGE OF THE FRAME SLOT.



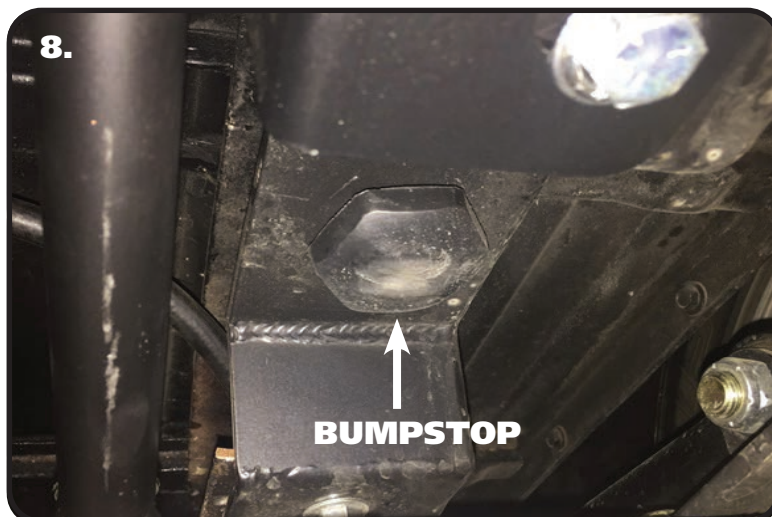
"C" Notch Installation



6. Use the supplied Template to mark the cut lines on the frame, then drill out the two corners with a $\frac{1}{2}$ " drill bit. This will give the cut a round edge and eliminate the possibility for stress fractures. Then cut the notch with a saw-z-all, cutoff wheel or plasma cutter. Grind all edges smooth.



7. Slide the C-Notch in place making sure the "Index Hole" is aligned. If it doesn't align, you may need to trim the C-Notch opening you cut in the frame. Once you have the C-Notch fitting properly, use it for a template to drill the attaching holes in the frame. Drill the holes in the side of the frame and also the top and bottom of the frame. Use a $\frac{7}{16}$ " drill bit to drill these. You will have to drill out the "Index Hole" to $\frac{7}{16}$ " too. Install a $\frac{7}{16}$ " Flat Washer onto (12) $\frac{7}{16}$ "-14 x 1 $\frac{1}{4}$ " bolts. Insert the bolts/washers into the drilled holes leaving the bolts out of the rear 3 holes on the top and bottom of the C-Notch. Install a $\frac{7}{16}$ " Washer and $\frac{7}{16}$ " Nylok Nut on each of the bolts sticking through the frame and tighten to 50 ftlbs. Repeat steps 5-7 on other side.



8. Install the bumpstops into the "C" Notches using a $\frac{3}{8}$ " nut and flat washer. Tighten the hardware enough to hold the bumpstop in place.



Upper Cross Member Installation



9. After both C-Notches have been installed, the Upper Cross Member can be installed. The Cross Member is located using the rear 3 holes in the top and bottom of each C-Notch. The Panhard bar mount is located on the driver's side of the Cross Member. The Cross Member attaches underneath the Frame on the top, and underneath the C-Notch on the bottom. Install a 7/16" Flat Washer on (12) 7/16" x 1 1/2" Hex Bolts and insert them into each of the (12) holes. Install all of the bolts with the Nylok Nuts inside the frame. Install a 7/16" Flat Washer & 7/16" Nylok Nut on each of the (12) Bolts and tighten to 50 ftlbs.



10. Attach the rubber brake line to the Upper Cross Member using the OEM clip. You may have to tweak the steel brake line to reposition it to thread into the rubber brake line. Thread the steel brake line into the rubber brake line and tighten.

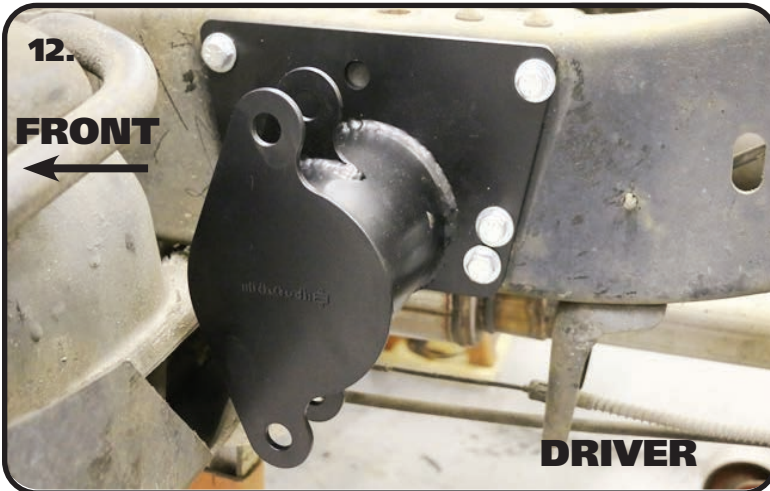
YOU WILL NEED TO BLEED THE REAR BRAKES BEFORE DRIVING THE TRUCK!!



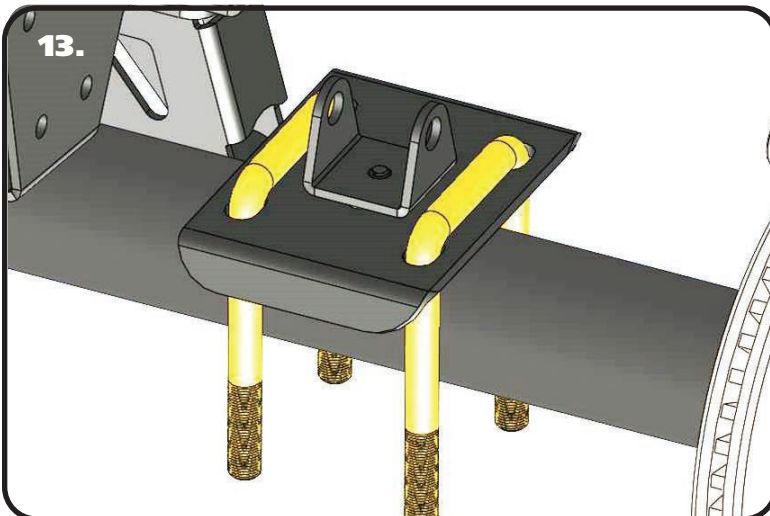
11. The OEM front leaf spring mounts will need to be removed from the frame rail. This can be done by either drilling the rivets out or removing the rivet heads and driving them out. We remove the rivet heads by cutting a " + " in the head with a die grinder then we cut the head off with a hammer and chisel or with an air chisel. Once the head is removed, the rivet can be driven out with a hammer and punch. After removing the frame mounts, drill the rivet holes with a 7/16" drill bit.



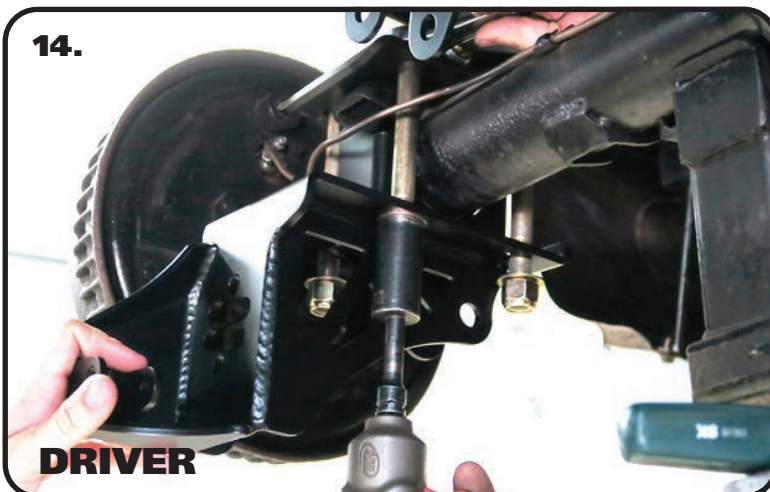
Frame Mount & Axle Mount Installation



12. The Bar Mounts bolt in place of the OEM front leaf spring mount. There is a Driver and Passenger Mount. **Image 12** shows the Driver Mount. The Tabs are to the FRONT of tube. Install a 7/16" Flat Washer on (6) 7/16" x 1 1/4" Bolts. Hold the Mount in place and insert the bolts/washer through the mount and frame. Install a 7/16" Flat Washer and 7/16" Nylok Nut on each bolt sticking through the frame and tighten to 50 ftlbs. Repeat on the other side.



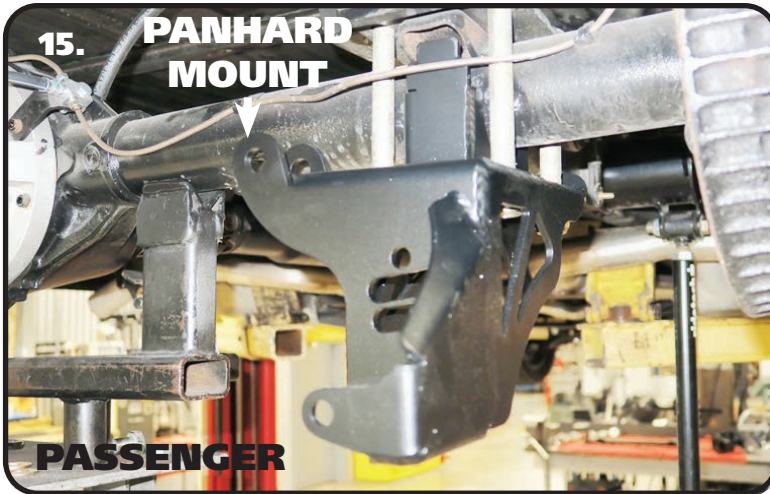
13. The Kit includes 2 Upper Bar Mounts that are the same. Each one sits on a leaf spring pad with the center pin indexed into the center hole of the leaf spring pad. Sit an Upper Bar Mount on top of the axle with the locating pin into the center hole of the leaf spring pad. Install a 5/8" Square U-bolts through each pair of side holes in the Upper Bar Mount with the threads pointing down. The U-bolts will run parallel to the frame.



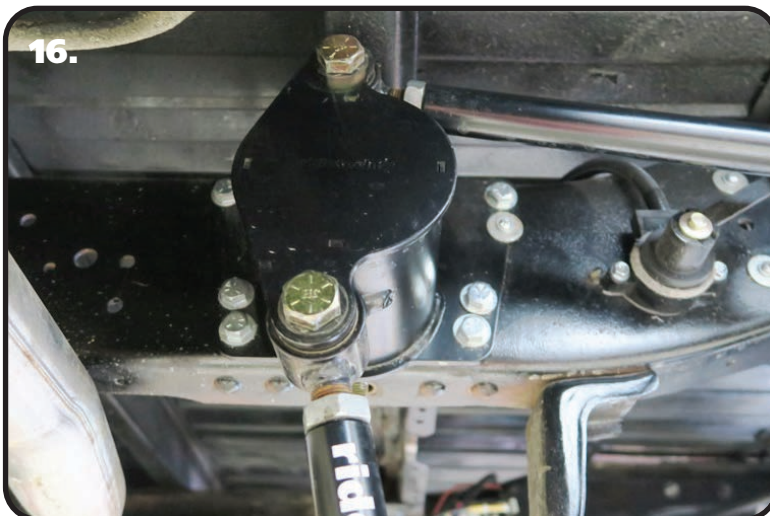
14. The Kit includes a Driver and Passenger Lower Axle Mount; the two are different. The Passenger Mount has the Panhard bar mount built into it. Image 13 shows the Driver Mount. Hold the Mount up in place against the bottom of the axle tube. The tabs will nest against the bottom of the leaf spring pad. Make sure the u-bolts drop through the holes in the Lower Mount. Install a 5/8" Flat Washer followed by a 5/8" Nylok Nut on each leg of the U-Bolts. Tighten the Nuts evenly until the Lower Mount is tight against the tube and leaf spring pad. Then torque the Nuts to 60 ftlbs in a crisscross fashion.



Installing Lower Axle Mount & 4Link Bars



15. Repeat the above step on the Passenger Lower Mount. Torque the hardware to 60 ftlbs in a crisscross fashion.



16. This Kit contains (4) 4Link bars that are the same. **Insert the .620" Long R-Joint Spacers into the Center Pivot Ball of the R-Joints in the bars as shown on Page 3.** Each Bar is attached with a **5/8" x 3" Bolt**, 5/8" Nylok Jam Nut, & (2) 5/8" Flat Washers. Install a 5/8" Flat Washer on each of the **5/8" x 3" Bolts**. Attach the front of the bars to the frame mounts first. Do this by holding the Bar in position and insert the 5/8" Bolt/Washer through the Mount and Bar End. Install a 5/8" Flat Washer followed by a 5/8" Nylok Jam Nut on the threads of the bolt. Install all of the Bars before tightening the Hardware.



17. Attach the rear of the Bars to the Axle Mounts. The upper bar gets installed in the Upper Axle Bracket, the lower bar gets installed in the Lower Axle Bracket. Each Bar is attached using (1) **5/8" X 3" Bolt**, (2) 5/8" Flat Washer & (1) 5/8" Nylok Jam Nut. Install a 5/8" Washer on each Bolt before inserting them through the Bar/Bracket. Install a 2nd 5/8" Flat Washer on the threads of the bolt that are sticking out of the bracket followed by a 5/8" Nylok Nut. Tighten the hardware enough to eliminate any gaps.



Installing Panhard Bar and Shockwaves/Coilovers



18. Install the Panhard bar into the frame bracket. The Panhard Bar is a bent bar, it is bent to clear the center section of the rear differential. The bar needs to be mounted with the BEND to the REAR and the Rubber Bushing in the Frame Mount, this will help it clear the differential cover. The Panhard bar is attached using (1) **5/8" x 3 1/4" bolt**, (1) 5/8" Nylok Jam Nut & (2) 5/8" Flat Washers. Tighten the hardware enough to eliminate any gaps.

Note: The panhard bar is set at 33 1/2" before it is shipped, but may need adjusted to center the axle at ride height.



19. Install the .740" Long R-Joint Spacers into the Center Pivot Ball of the R-Joint in the Panhard Bar. Install the other end of the Panhard bar into the mount on the Passenger Lower Axle Mount. The Panhard bar is attached using (1) **5/8" x 3 1/4" bolt**, (1) 5/8" Nylok Jam Nut & (2) 5/8" Flat Washers. Tighten the hardware enough to eliminate any gaps.

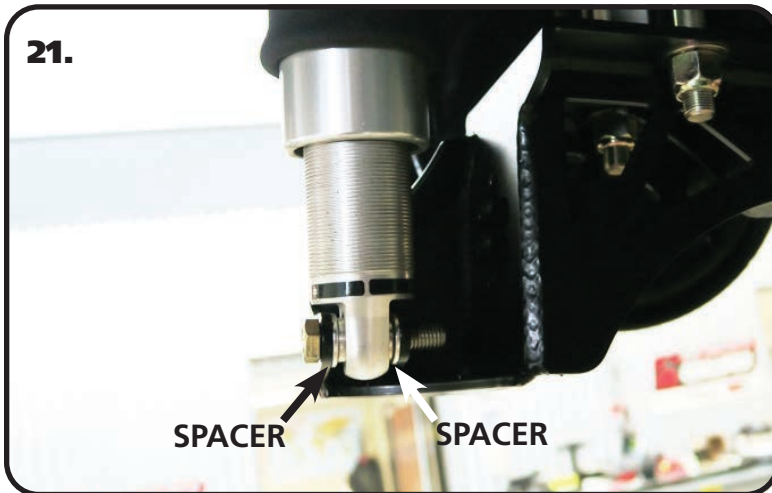


20. Insert a Spacer into each side of the upper Shockwave/CoilOver bearing. Slide the assembly into the upper shock mount. If your shock has an adjuster knob, position it so that the knob points toward the outside of the truck. Line up the hole in the spacers with the hole in the upper shock mount and insert 1/2" x 2 1/2" bolt and 1/2" Nylok nut with a 1/2" SAE Flat Washer on each side of the mount.

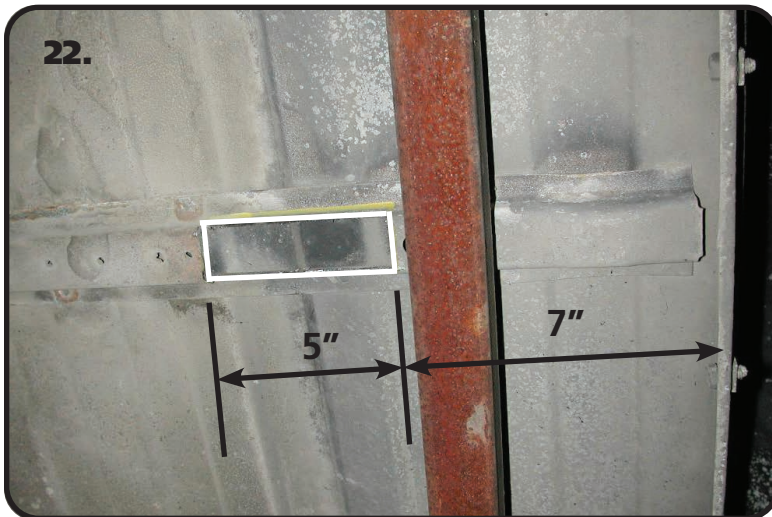
Note: If installing Shockwaves and you want to locate the air fitting in a different location, the air spring assembly can be rotated on the shock by grabbing the shock and air spring assembly by hand and spinning the shock in the air spring assembly.



Finishing



21. Insert a Spacer into each side of the lower Shockwave/CoilOver bearing. Slide the shock, with the spacers installed, into the mount on the Lower Axle Mount. You may need to jack the rearend up to line up the holes in the bushings with the 1/2" hole in the shock mounts and hold it in place while you install the 1/2" x 2 1/2" Bolt and 1/2" Nylok Nut with a 1/2" SAE Flat Washer on each side of the mount. Tighten the upper and lower shock bolts to 75 ftlbs.



22. To allow clearance for the C-Notch, a section of the bed floor brace that is above the axle must be removed. This section is approximately 5" wide and about 7" from the fender well.

23. Tighten all fasteners. If you are going to install the Ridetech MuscleBar, now is a good time to do it. Reinstall the bed and set the truck back on the ground.

24. Set ride height on the truck. The ride height of the Shockwave/CoilOver is approximately 14 1/2". If you are using Shockwaves, this is done by changing the air pressure in the Shockwaves. If you are using CoilOvers, the ride height is done by using the adjuster nut for the coil spring. The coil spring on the CoilOver will have some preload in the spring to get ride height, this is normal.

25. Measure to make sure the axle is centered at ride height. We prefer to measure between the frame and wheel. Make sure you are measuring the truck in the same location on both sides. If the measurements are off more than 1/16", adjust the Panhard Bar to center the differential.

BLEED THE REAR BRAKES!!!