

JIMENEZ BROS CUSTOMS

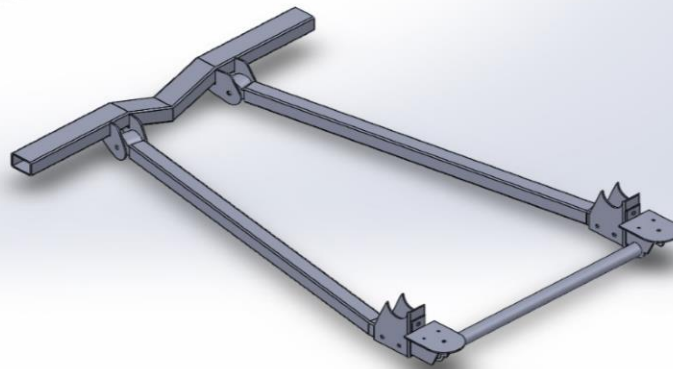
2 LINK INSTALLATION INSTRUCTIONS

PLEASE MAKE SURE TO READ INSTRUCTIONS FIRST!!
DO NOT WELD ANYTHING IN UNTIL MOCK UP IS
COMPLETE!

1. BEFORE REMOVING ORIGINAL REAR END MARK THE CENTER OF YOUR REAR END AXLE ON YOUR FRAME, THIS IS GOING TO PREP YOU FOR YOUR STEP NOTCH INSTALL. BEGIN BY REMOVING ALL OF YOUR REAR END OFF THE VEHICLE JUST LEAVING THE FRAME. LEVEL THE FRAME SIDE TO SIDE AND FRONT TO BACK. MAKE SURE HAVE A CLEAN AND SAFE WORK SPACE AND SET ASIDE THE REAR END.
2. FIRST STEP TO INSTALLING A STEP NOTCH OR C NOTCH IS FINDING YOUR CENTERLINE (THIS WAS IN STEP ONE). YOU WILL HAVE 4 NOTCHES 2 HOOPS AND 2 STRAPS IN YOUR KIT PROVIDED ALL RANGING IN SIZE FRONT 5-9 INCHES DEPENDING ON ORDER SPECIFICATIONS. TO BEGIN ON MOCKING UP NOTCH HEIGHT, PLACE A PIECE OF THE NOTCH ON THE SIDE OF THE FRAME AND MARKING WHERE IT NEEDS TO BE CUT ON THE OPPOSITE SIDE (SEE FIG 1) *NOTE: THE STEP NOTCHES ARE A UNIVERSAL PIECE AND WILL NEED TO BE TRIMMED TO FIT YOUR SPECIFIC VEHICLE.* AFTER TRIMMING THE NOTCH TO THE DESIRED HEIGHT, SET THE NOTCHES IN PLACE ON THE FRAME AND CENTER THEM WITH THE PREVIOUSLY MARKED CENTERLINE OF YOUR OLD AXLE, TALLEST SIDE POINTING TOWARDS THE REAR OF THE VEHICLE (FIG. 2). ONCE CENTERED, PLACE A CLAMP ON THE NOTCHES TO HOLD IN PLACE, THEN USE A LEVEL ON THE BACK PART OF THE NOTCH TO MAKE SURE THEY ARE LEVELED ON TOP AS WELL AS FRONT TO BACK, THEN TACK WELD IN (FIG.3). PLACE THE TOP STRAP ON TO THE TOP OF THE NOTCH STARTING FROM THE BACK, TACK WELD THEN BEND INTO PLACE WITH A Mallet USING THE HEAT OF THE WELD TO HELP BEND, COVERING THE OPEN SPACE ON THE TOP OF THE NOTCH AND TACK WELDING AS YOU GO (FIG. 4). THIS WILL LEAVE YOU WITH THE EXPOSED FRAME ON THE INSIDE OF THE NOTCH THAT YOU NEED TO CUT OUT (FIG. 5) ONCE EXPOSED FRAME IS CUT OUT PLACE PRE-BENT HOOP INSIDE AND CLAMP TO HAVE A TIGHT FIT. AFTER CLAMPING THE HOOP BEGIN TO WELD HOOP AND NOTCH TOGETHER. THE HOOP WILL HAVE EXCESS METAL ALONG THE SIDES AND ON THE BOTTOM OF THE FRAME THAT WILL NEED TO BE CUT OFF. ONCE CUT GRIND SMOOTH AND STEP NOTCH IS COMPLETE (FIG.6)

FIG. 1
FIG. 2
FIG. 3
FIG. 4
FIG. 5
FIG. 6
FIG. 7

3. PRE-ASSEMBLE ALL THE 2 LINK WITH HARDWARE PROVIDED AND PREPARE FOR MOCK UP. **NOTE: THAT YOU SHOULD NOT FULLY TIGHTEN THE NUTS AND BOLT THIS ALLOWS FOR FLEX IN THE KIT.** PARTS THAT YOU CAN PRE-ASSEMBLE ARE THE LOWER BAG BAR, TRAILING ARMS, AXLE PERCHES, AND CROSSMEMBER SHOWN BELOW.



4. ATTACH LOWER BAG BAR TO AXLE PERCHES (AXLE PERCH OPENING FACING TOWARDS THE FRONT OF THE VEHICLE) WITH THE 4- 1 $\frac{1}{2}$ '' X $\frac{1}{2}$ '' GRADE 5 BOLTS, WASHERS AND NYLOCK NUTS. NEXT ATTACH BOTH LINKS (FACED INWARD) TO THE INSIDE OF THE OPENING OF AXLE PERCHES WITH 4 - 4'' X $\frac{1}{2}$ '' GRADE 8 BOLTS, WASHERS AND NYLOCK NUTS. ON THE OPPOSITE SIDE OF THE LINKS THREAD IN THE JOHNNY JOINTS WITH THE 1'' JAM NUT. YOU SHOULD ONLY HAVE ABOUT $\frac{5}{8}$ '' OF THREAD SHOWING. ONCE IT IS THREADED IN ATTACH THE JOHNNY JOINTS TO THE CROSSMEMBER THAT SHOULD BE SHAPED LIKE A 'V' IN THE CENTER. YOU WILL HAVE 2 $\frac{5}{8}$ '' X 4'' FINE THREAD GRADE 8 BOLTS WITH NYLOCK NUTS FOR THE JOINTS.
5. TO BEGIN THE MOCK UP SET YOUR REAR END AXLE ONTO JACKS CENTERING IT WITH THE PREVIOUSLY MARKED CENTERLINE. CONTINUE DROPPING AND

LIFTING THE REAR END TO DOUBLE CHECK YOU ARE CENTERED IN THE NOTCH. ONCE CENTERED SLIDE THE PRE-ASSEMBLED 2 LINK UNDER THE CENTERED AXEL. USING A JACK, LIFT YOUR KIT UP TO THE AXEL AND USE THE AXEL PERCHES AS REFERENCE POINTS ON WHERE TO CLAMP IN YOUR CROSSMEMBER (SEE FIG. 7) CAR CROSSMEMBERS ARE TRIMMED TO FIT AND PLACED INSIDE AT THE TOP OF THE FRAME AND TRUCK CROSSMEMBERS ARE UNDER THE FRAME. ONCE THE CROSSMEMBER IS CLAMPED IN YOU WILL HAVE TO MEASURE OUT EACH SIDE OF YOUR FRAME EVENLY TO GET THE AXLE PERCHES CENTERED ON THE AXLE IN THE CORRECT POSITION. AT THIS POINT YOU WOULD WANT TO CHECK THAT YOUR PINION ANGLE MATCHES THE TRANNY (SOME PEOPLE PREFER DOING 2 TO 5 DEGREES BUT THIS IS UP TO WHERE YOU SET YOUR MOTOR).

6. NEXT ATTACH YOUR AIR BAGS TO THE LOWER BAG BAR ALONG WITH THE UPPER BAG PLATE WITH HARDWARE PROVIDED (FIG. 8). NOW YOU WILL HAVE TO MEASURE OUT YOUR SHOCK BAR. **NOTE: THE SHOCK BAR IS A UNIVERSAL PIECE AND WILL NEED TO BE TRIMMED TO FIT YOUR SPECIFIC VEHICLE** (FIG. 9) WITH THE SHOCK BAR TACKED ON TO THE UPPER BAG PLATES SLIGHTLY EXTEND BAGS AND SHOCK BAR UPWARD **NOTE: DO NOT EXTEND FULLY** MAKE SURE TO KEEP BAGS STRAIGHT TO MEET UP WITH THE LOCATION NEEDED. THIS SHOULD BE THE UPPER BACK PORTION OF THE STEP NOTCH TOWARDS THE REAR. TACK WELD INTO PLACE.
7. NOW YOU WILL NEED TO PUT ON THE TIRES TO BEST JUDGE THE ANGLE AT WHICH YOU WOULD WANT YOUR SHOCKS. PUT AIR INTO YOUR BAGS, EXTEND THE SHOCK AND MARK WHERE YOUR TAB IS. ONCE YOU HAVE THESE MARKED AND MEASURED OUT ON BOTH SIDES YOU WILL NOW PLACE YOUR SHOCK TABS AT YOUR PREFERRED WIDTH DEPENDING ON YOUR DESIRED ANGLE OF THE SHOCKS. ($\frac{1}{2}$ " AWAY FROM THE OUTSIDE OF YOUR LOWER BAG BAR IS WHERE WE HAVE THEM PICTURED IN FIG. 10) ONCE SHOCKS HAVE BEEN MOCKED UP FOR PLACEMENT REMOVE THEM AND CONTINUE TO PANHARD PLACEMENT.
8. NEXT YOU WOULD TAKE THE PAN HARD BAR WITH THE TABS AND TACK WELD AT PREFERRED RIDE HEIGHT (SUGGESTED IS 8 $\frac{1}{4}$ " FOR OUR SLEEVE) AND PARALLEL WITH REAR AXLE TO THE STEP NOTCH. ALSO TACK WELD THE PAN HARD BRACKET TO THE AXEL ONCE THIS MEASUREMENT IS DECIDED (FIG.11)

FIG. 8

FIG. 9

FIG. 10

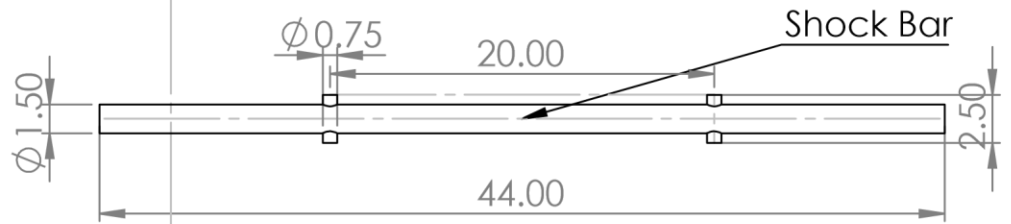
FIG. 11

AT THIS POINT EVERYTHING IS TACK WELD ONLY!
NOTHING BUT THE STEP NOTCH OR C NOTCH IS A
SOLID WELD!

9. YOU SHOULD BE AT THE POINT WHERE YOU CAN LOWER AND RAISE THE KIT TO DOUBLE CHECK THAT IT IS STILL CENTERED AND AT DESIRED HEIGHT. IF THIS IS ALL OK THEN YOU CAN GO BACK AND ACTUALLY WELD EVERYTHING THAT YOU HAD TO TACK WELD EARLIER AND REASSEMBLE YOUR REAR END COMPLETELY.

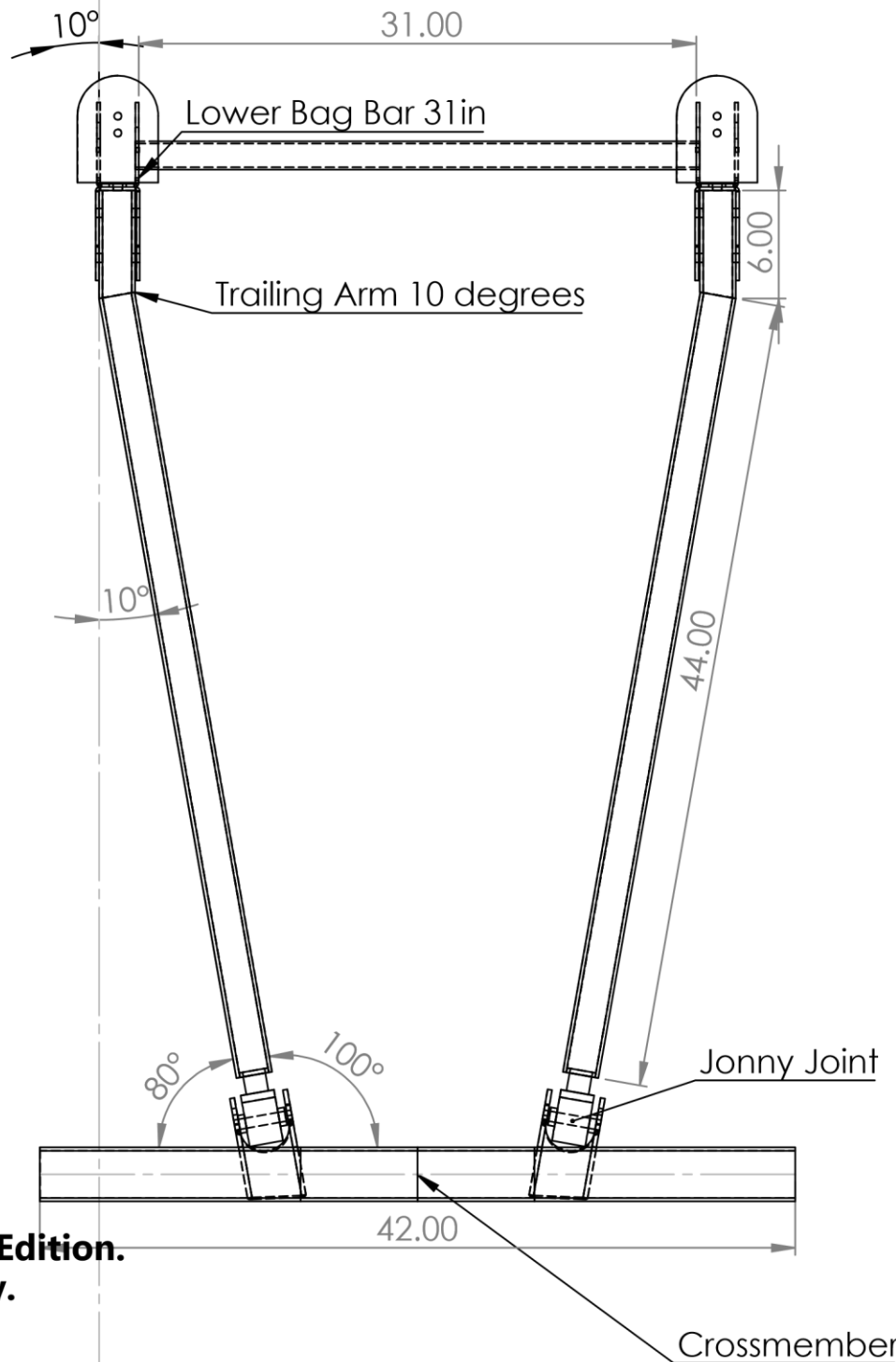
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