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**PART # FB370**  
**Universal Triangulated 4 Link Kit – 1.25” Bars**

**Components:**

- 4 Link Bar w/ Welded End
- 4 Threaded Rod End
- 4 Weld-in Threaded Bung
- 4 ¾-16 Jam Nut
- 16 Urethane Bushing Half
- 8 Steel Inner Bushing Sleeve
- 8 9/16” Grade 8 Bolt
- 8 9/16” Locking Nut
- 8 9/16” Flat Washer
- 4 Long Tab – Flat
- 4 Long Tab – Round
- 4 Short Tab – Flat
- 4 Short Tab – Round

## Installation:

1. If you are working on a finished vehicle with a leaf spring suspension, consider leaving the leaf springs in place until the link kit is installed. This will locate the axle for you during installation. Be sure to check that the rear end is centered in the car both side to side and front to back.
2. If you are starting with a bare frame and axle, set the vehicle up at a comfortable ride height and place the rear end under the car at ride height. Keep in mind that with an air suspension system you will have approximately 8-9" of travel, so try to set up for around the middle of this travel.
3. Center the axle housing side to side in relation to the frame. This is usually done by measuring from the frame to the wheel mounting or bearing flanges of the rear end and making these measurements equal.
4. Center the axle housing in the wheel openings. The basic idea is to have the wheels centered in the wheel openings, but it's important to make sure that the rear end is square to the frame and the distance between the axle centerlines (front to rear) are equal on both sides of the vehicle.
5. The pinion angle should be set around level with the frame. This will provide adjustment in both directions when the installation is complete.
6. Now, go back and double, then triple check all of your measurements to ensure that the frame and rear end are absolutely squared up. It's much easier to correct something now!
7. With everything in place, start with the lower bars and brackets. Assemble the welded end of your link bars with bushings and tabs, and find a suitable position on the frame to mount the tabs. Depending upon your installation, you may need to weld a platform for the tabs to mount onto. Be sure to check ground clearance to ensure that the bars won't drag on the ground when the airbags are deflated. When you are satisfied with the tab locations on the frame side, tack weld them into place.
8. Assemble the threaded rod ends with bushings, tabs, jam nut, and weld-in bung. Leave about .5" - .75" of thread showing past the jam nut to allow for fine tuning after installation.
9. Find a suitable position for the axle mounting tabs on the bottom of your axle tubes. These should be in line with your lower bars, and parallel to your frame. When you are satisfied with the tab locations on the axle side, tack weld them into place.
10. Rotate the lower link bars up to meet your rod ends, and mark the lower bars where the shoulder of the weld-in bung meets them. Now you can disassemble the bars and rod ends, cut your bars to the proper length, and tack weld the bungs into them. Be sure that the bars are the same length from right to left. Test fit your mocked-up bars back onto the frame and axle to make sure everything is still squared up. With everything set, we can move to the upper bars.

11. Assemble your upper link bars with bushings and tabs, and find a suitable position on the inside of the frame to mount them. You may need to box in the frame or add a mount for the tabs to weld onto. Ideally, your upper bars should be parallel with your lower bars (when looking at the vehicle from the side), and the front mounting points should be about the same distance from the rear axle as the lower bars (when looking from the top down). As for angle, your bars should start at the frame as far out as they can be, and come to a point as close to center on the axle housing as is possible. They don't need to be on top of the center of the housing if you have floor clearance issues- just off to the sides should be fine. Shoot for 12° of angle or more per bar from parallel with the frame. When you are satisfied with the tab locations on your frame, tack weld them into place.
12. Assemble the threaded rod ends with bushings, tabs, jam nut, and weld-in bung. Leave about .5" - .75" of thread showing past the jam nut to allow for fine tuning after installation.
13. Find a suitable position for the axle mounting tabs on the top of your axle housing. These should be in line with your upper bars. When you are satisfied with the tab locations on the axle side, tack weld them into place.
14. Rotate the upper link bars down to meet your rod ends, and mark the bars where the shoulder of the weld-in bung meets them. Now you can disassemble the bars and rod ends, cut your bars to the proper length, and tack weld the bungs into them. Make sure that the left and right bars are the same length. Test fit your mocked-up bars back onto the frame and axle to make sure everything is still squared up.
15. At this point, the axle should be connected to the frame with all four link bars. Remove any supports or leaf springs from your vehicle and move the axle through its range of motion to check for any interference or binding. Note that the movement may be somewhat stiff because of the urethane bushings.
16. When you are satisfied with the position and movement of all components, remove the bars and fully weld all of the link tabs to the frame and axle. Remove the bushings from the link ends and fully weld the threaded bungs into the link bars. Grease all of the bushings, reassemble your bars, and install them back onto the vehicle. Double check all of your hardware to make sure it's tight and you're done!