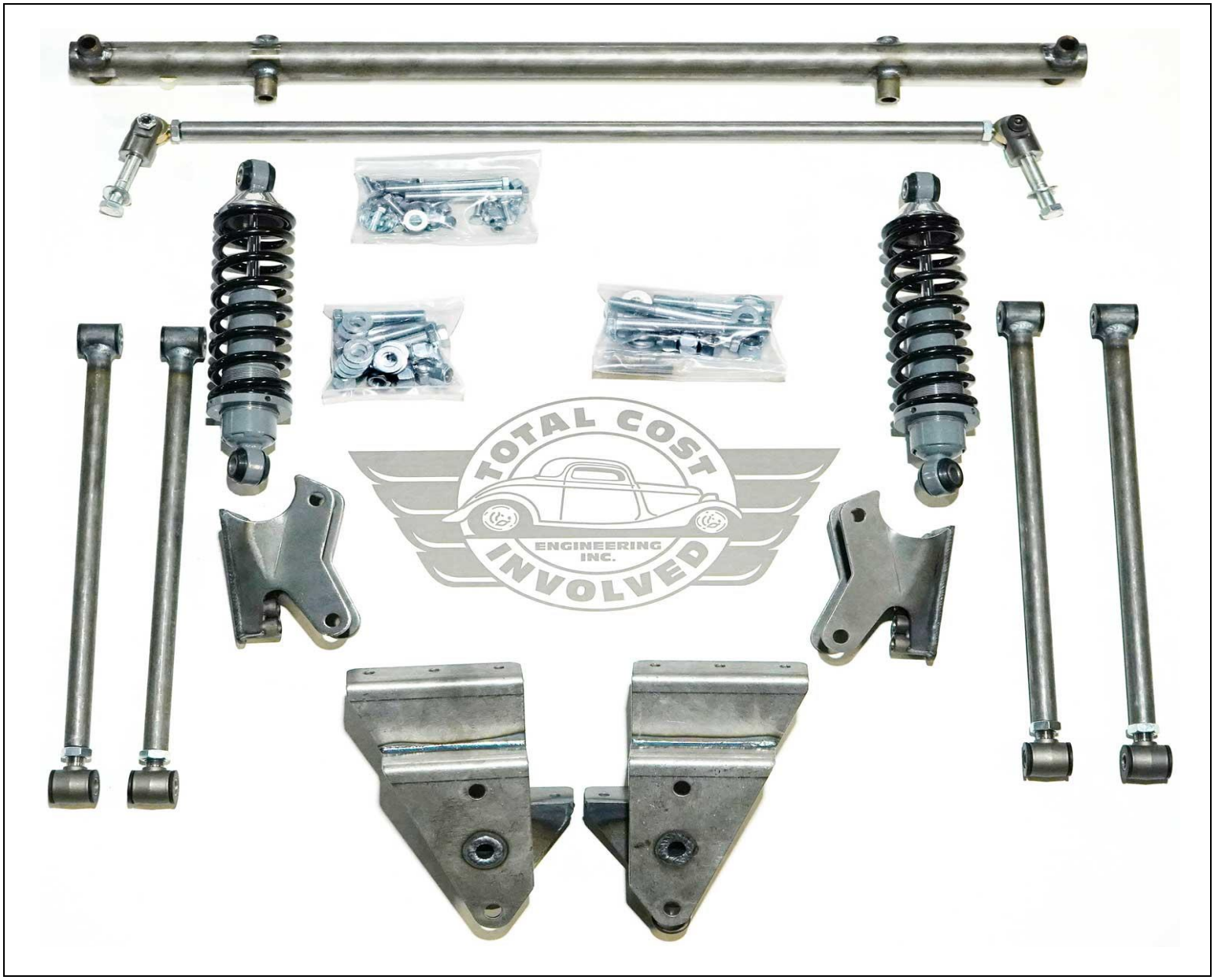
1940-1946 Chevy Truck 4-Link Rear Suspension
INSTALL INSTRUCTIONS

Tech Line: 1-855-693-1259

www.totalcostinvolved.com

Read and understand these instructions before starting any work!

USE THE PARTS LIST BELOW TO MAKE SURE YOUR KIT IS COMPLETE BEFORE INSTALLATION.
IF ANY PIECES ARE MISSING, PLEASE CONTACT: Total Cost Involved Engineering 1-855-693-1259



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Before removing the stock leaf springs, mark the frame and take measurement as to where the stock axle centerline was. The frame needs to be at the typical 2 degrees rake to mimic actual ride height. Keep the frame at this rake throughout the installation. Remove the brake lines, driveshaft, leaf springs, rearend, rear leaf hangers etc. ***NOTE*** This installation can be done with the bed in place but it will be infinitely more time consuming. We removed it in order to have clearer pictures.

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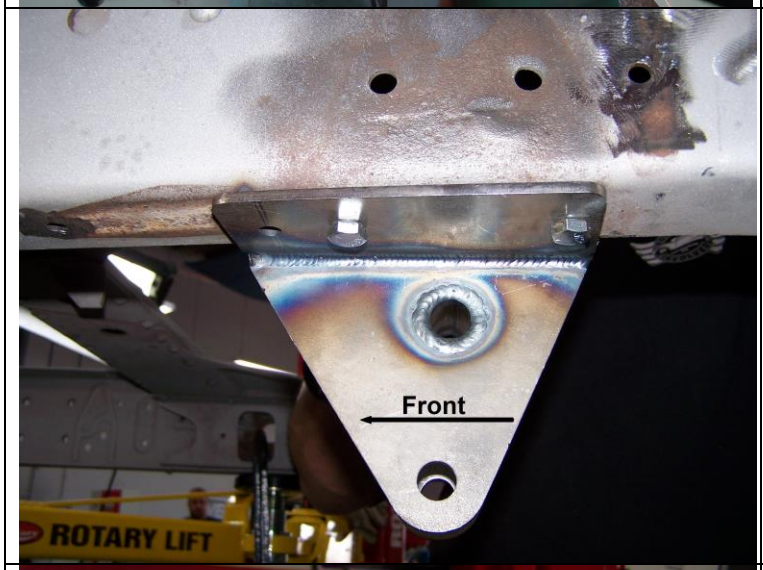
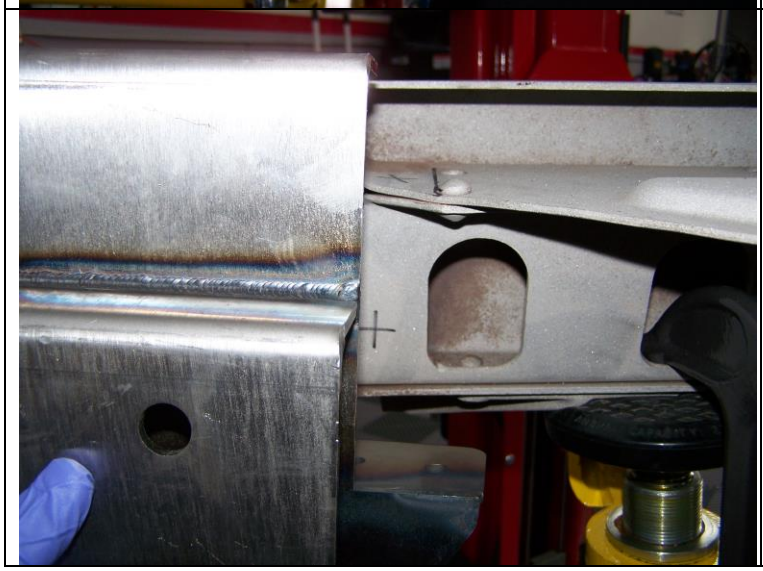
	Remove the front leaf spring mounts by grinding off the rivet heads and then punch the rivets body through the frame. *’55-’59 shown*
	Determining left and right side brackets: The lower 4-link bar hole on the frame brackets will be further forward than the upper holes and the brackets sits on the inside of the frame rail. ***driver side shown***
	In order to line up the holes of the new bracket onto the frame rail you will need to trim part of the factory cross member.

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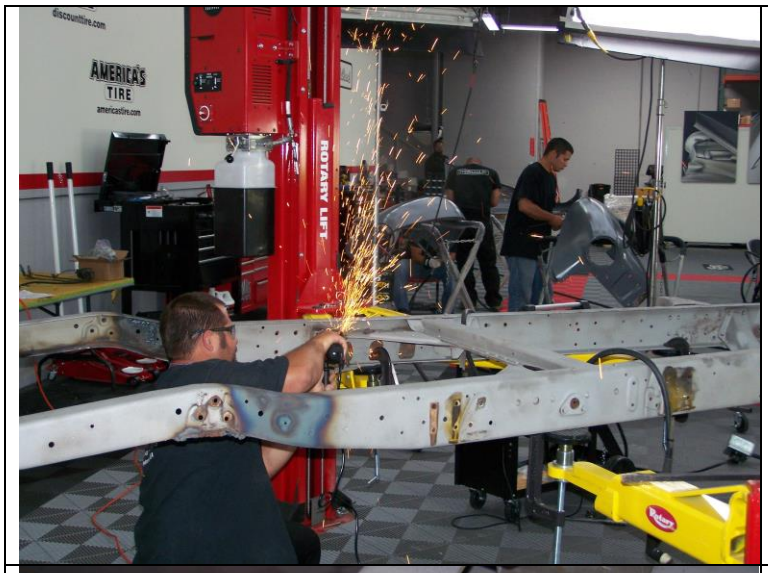
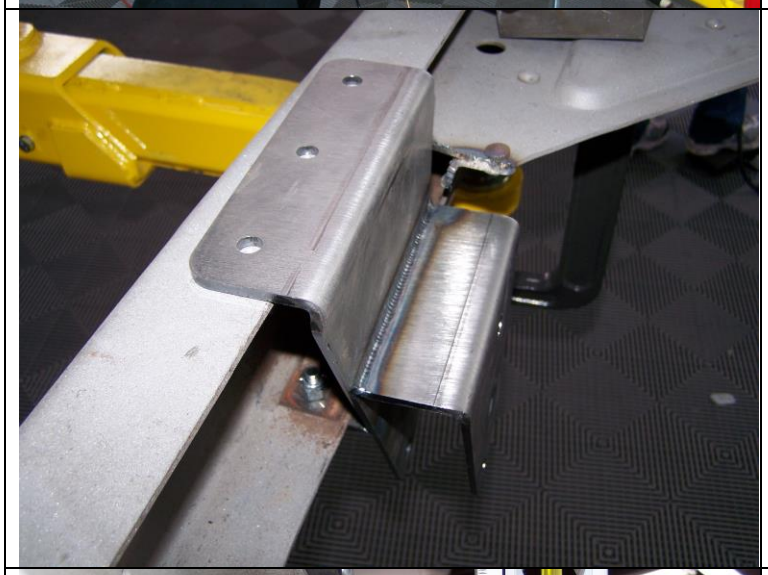
	We used an angle grinder to remove this part of the cross member. Just trim it back until the existing holes on the frame line up with the bracket.
	Place the 4-link frame brackets onto the frame where the original front spring perch used to be making sure the existing holes line up. The bracket will fit over the top of the rail and below the bottom of the rail. The frame rail we were installing this onto required some flattening of the factory rail for the new bracket to fit over. Only install bolts into the existing holes on the frame rail but leave them loose.
	We need to make sure the brackets are square to each other and are sitting vertical before drilling any holes. The bracket centers from driver's side to passenger side is 33". Make sure the brackets are square to each other by measuring the front of the bracket and comparing it to the rear of the bracket. Also make sure the brackets are squared in the chassis. The easiest way to do this is to install the lower link bars, they should be of equal distance from the frame rail all the way back.

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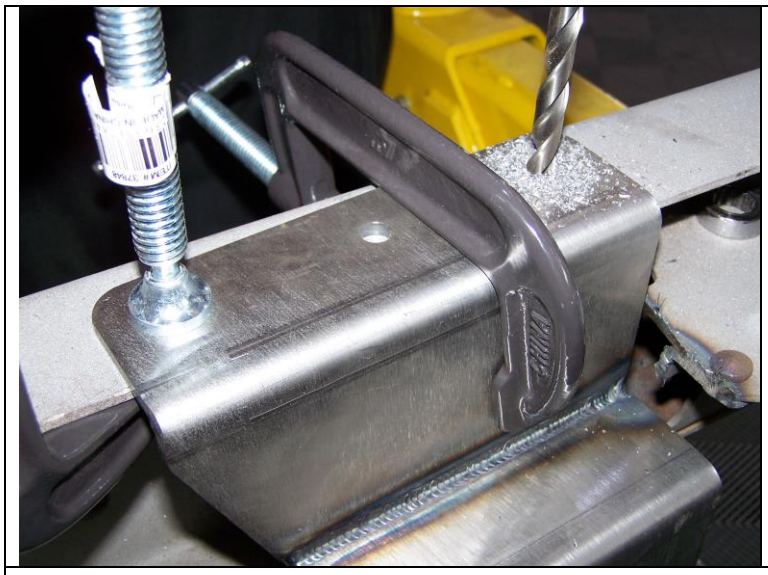
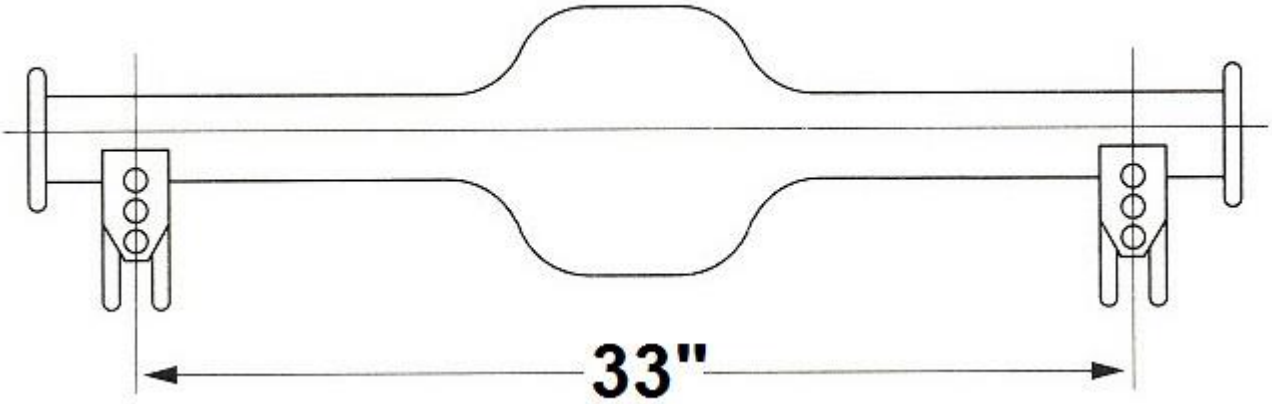


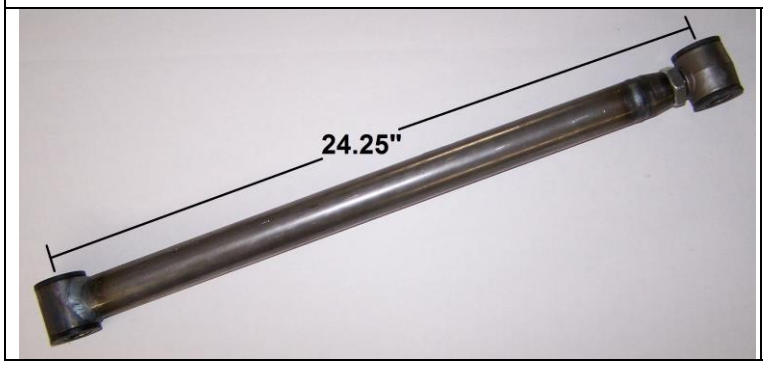
Once the brackets are in the proper position use a couple c-clamps to hold them in place. Tighten down the existing bolts to help keep the brackets in place.

Now you can finish drilling the rest of the holes and install the rest of the hardware.

Welding the Axle brackets onto the housing:



The factory leaf spring pads must first be removed from the housing and the area cleaned up. The axle brackets are installed at 33” Center to center. Make sure that they are centered on the housing. Also, make sure the pinion is pointed up one degree in comparison to the flat area at the backside of the brackets (where the three holes for the coil-overs are located). Use the 3rd member mounting face on a Ford 9” or the differential cover on a GM housing as reference.



Adjust all the 4-link bars to 24.25” center to center and tighten the jam nuts.

NOTE It might be necessary to adjust the 4-link bars later to center the tires in the wheel wells or adjust the pinion angle.

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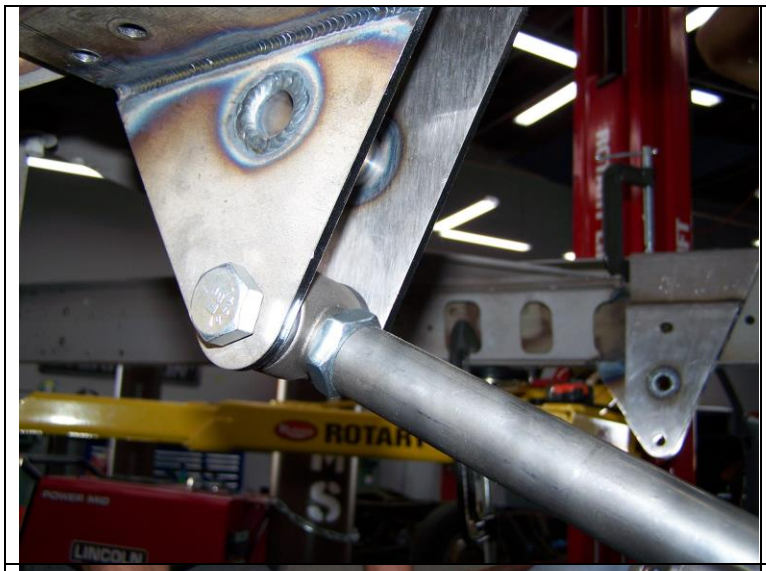
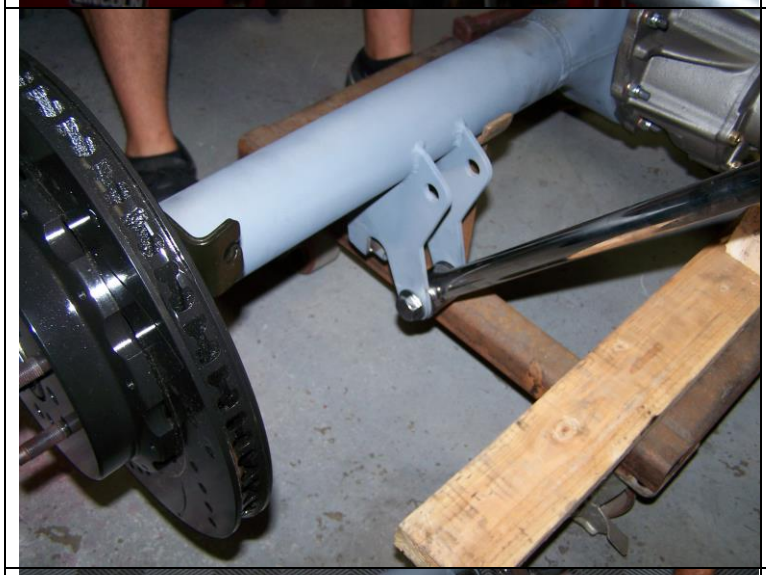
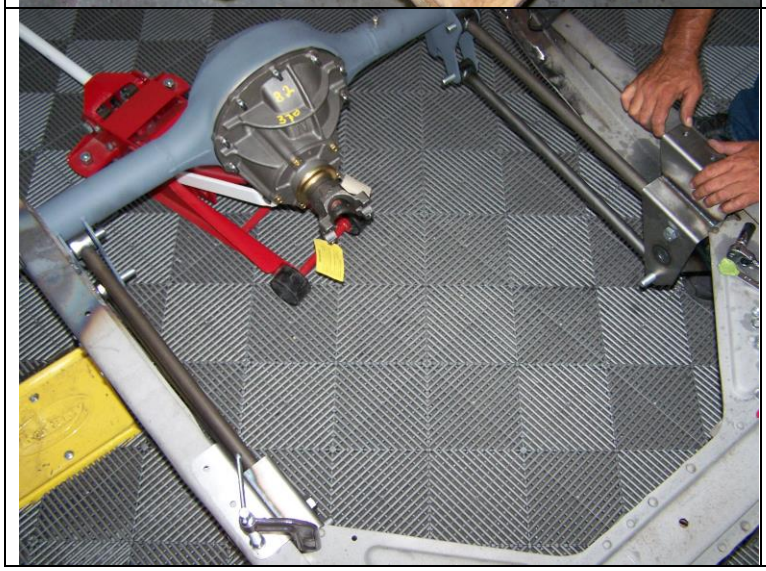
	Install the 4-link bars with the adjuster side onto the frame using the provided 5/8” hardware. The bolts are installed from the outside of the frame on the lower holes and from the inside of the frame on the top holes. ***NOTE*** The driver’s side front lower link bar does not use a nylock nut, rather a clevis for attaching the track bar. Install the clevis onto this bolt at this time. Tighten all 5/8” hardware (the clevises can be left hand tight for now)
	Place the lower 4-link bars onto the lower hole of the axle bracket using the provided 5/8” hardware. ***NOTE*** The passenger side rear lower link bar does not use a nylock nut, rather a clevis for attaching the track bar. Install the clevis onto this bolt at this time. Leave the bolts & the clevises hand tight for now
	Place a jack under the rear axle. Install the upper 4-link bars onto the upper hole of the axle bracket using the provided 5/8” hardware. Leave the bolts loose for now

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	Remove the factory shock cross member using the same process as before with the leaf spring brackets.
	Place the new coil-over cross member into the frame rail with the extended tube for the shock mount pointing forward. Measure 28 1/8” from the rear bed bolt hole forward and mark the frame. Place the crossmember onto the center of this measurement. Drill through the frame into the sleeve of the crossmember with a 5/8” bit. Install the provided 5/8” hardware
	You can now install the coil-overs using the provided 5/8” hardware. The threaded side goes down as per the picture. Tighten the 5/8” cross member bolts. Tighten the 5/8” shock bolts.

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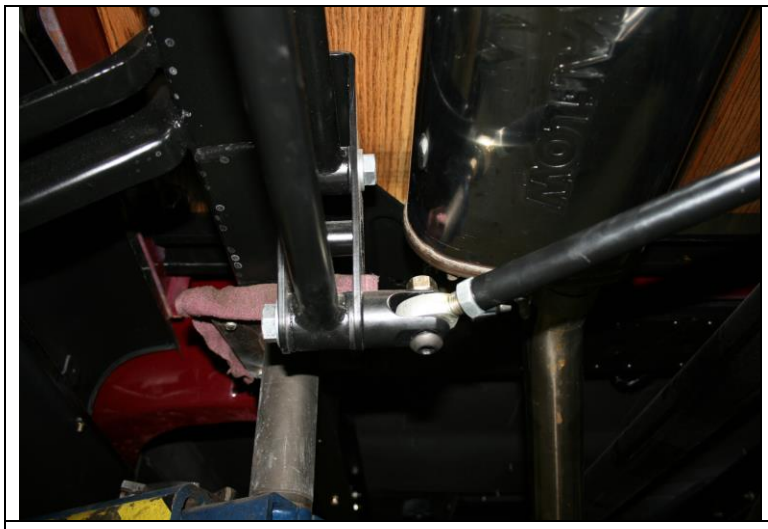

Install one rod end of the track bar onto either clevis and use it as leverage to tighten it down. Remove the rod end from that clevis and repeat this process on the other clevis. You may need to rotate the clevis so that the 9/16” bolts holding the rod end are sitting vertical. Install the track bar completely onto the clevises. Make sure the rear end is centered in the frame and that the wheel base is correct by adjusting the Link & Track bars accordingly. Tighten down the jam nuts on the Track and 4-link bars.

Tighten the 9/16” bolts.

Reinstall the driveshaft, brake lines etc and drop the vehicle down onto its full weight. Adjust ride height as needed with the coil-over shocks. Double check all hardware and make sure the pinion angle is still one degree up. Adjust the link bars accordingly.

No returns or exchanges without a RMA#.
Packages must be inspected upon receipt & be reported within 10 days.
If you are missing parts from your kit, TCI Engineering will send the missing parts via FedEx or U.S. mail ground.
Returned packages are subject to inspection before replacement/refund is given. (Some items will be subject to a 15% restocking fee)

Thank you for your business!

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