



**Southwest Speed Triangulated Rear Four Link Bar Kit
1928-1940 Ford Car (SWS # 568-9032)**

Packing List:

- 2 – 28" Center to Center Lower Axle Bars
- 2 – 19" Center to Center Upper Axle Bars
- 2 – Lower Axle Brackets
- 2 – Lower Frame Brackets
- 2 – Upper Axle Brackets
- 2 – Upper Frame Brackets
- 4 – 5/8" x 5-1/2" Long Coarse Thread Bolts
- 8 – 5/8" x 3" Long Fine Thread Bolts
- 4 – 5/8" Flat Washers
- 4 – 5/8" x 1-1/2" Spacers
- 4 – 5/8" Course Thread Locking Nuts
- 8 – 5/8" Fine Thread Locking Nuts

Tools Needed:

- 15/16" Socket, open end or box end
- 15/16" Wrench, open end or box end

Note: The shorter bars are the upper axle bars and the longer bars are the lower axle bars.

Installation Steps:

1. The rear end should be located in its exact position, front-to-rear and side-to-side and the frame should be at ride height. The pinion angle should be set prior to welding (usually 3 degrees).
2. The adjustable ends can go at the front or rear of the bars. For mock up, assemble the adjusters in the bars with about 1/3 of the threads showing. (There should never be less than 5/8" of adjuster thread in the bar).
3. The lower bar frame brackets can go inside or outside the frame rails. If they are mounted outside the rails, be sure there is room to mount the coil-overs or air suspension and shocks.
4. Assemble lower bar including frame bracket and shock mount. Mock-up into position and mark the front bracket placement.

5. Under optimal installation both the upper and lower bars will sit parallel under a load. This would be the center point for axle movement up and down.
6. Tack the lower frame brackets in place. Depending on the frame, some angle adjustment might need to be made to the brackets to keep them parallel.
7. The lower rear axle brackets should be spaced apart the same distance as the frame brackets so the bars will be parallel when viewed from above. The pinion angle should be re-validated at this point.
8. The lower rear axle brackets should be tacked onto the rear axle tube with the rear bracket surface vertical to the ground. Please keep in mind that this is not necessarily at 90 degrees to the housing face.
9. Loosely install the lower axle bars to validate fitment and make sure everything else is good.
10. Assemble an upper axle bar with the adjuster. Assemble the rear axle bracket plates onto one end and install the frame bracket onto the other end. **The frame brackets are driver and passenger sides so be sure and utilize the correct one. The nut should go on the frame side of the bracket.**

NOTE: If your differential is offset, like 8" and 9" Fords, start mock up on the shorter side.

11. Nest the upper axle brackets above the rear axle tube and then move the assembly along the axle tube until the frame bracket is close to the boxing plate. The Rear upper axle bracket plates are designed to mount with the middle of the urethane bushing above rear axle centerline. One plate will face ahead and one will face back. In some installations these brackets will be on the curved section of the housing. Each plate will have to be trimmed to fit. The upper frame brackets also might have to be trimmed to accommodate for the upper axle bar angle that you want (or need). Be sure there is enough room to get a wrench on the nut. **Once the desired location is set, tack weld into place.**
12. Set the other side using the same process as mentioned above. Validate the measurements to ensure proper placement, then Tack into place.
13. **Ensure that all items are correctly installed.**
14. Test rear axle for movement of travel and ensure there is no binding. re-test pinion angle and axle centerline. Make any necessary adjustments and retest as necessary.
15. Finish all welding. Be sure the Bars containing urethane bushings have been removed or they could melt. Weld slowly to avoid warpage or other issues could occur.