

Determine current rear Axle location and mark center of axle location on the outside of each frame rail for a reference point during installation. With this 4-link kit you will have the ability to move the axle location after fully installed but just slightly. + or - 3/4" in either direction. Remove existing factory frame brackets (Rear Shock Mounts Rear Leaf spring and shackle mounts)

Clean surface area for new brackets.

Remove rear housing and disassemble

Prepare rear housing for welding on brackets. Make sure you have a fixture to keep the rear housing from bending during welding if not we would recommend tacking brackets in place the having a fabrication shop who specializes in rear ends fully weld brackets to ensure you do not ruin your rear housing. Another option is to purchase empty housing from toms with all brackets welded in place.

Note all Measurements are done using a rear 9" housing with 3" tube diameter and is 53 1/2 in overall width from outside of bearing flange to outside of bearing flange.

If you purchased a top truss for your 9" housing this will be the first part welded to the rear housing. The truss should fit the profile of the housing nicely but could require slight trimming for perfect fit. Please remember proper prep and fitment will improve the finished product drastically.

Tack truss in place making sure the top truss does not interfere with the drop in in any way. Also, if top truss covers vent hole in housing, this would be the best time to determine what you plan on doing to vent you housing. We recommend cutting a small access point to allow you to install breather tube and vent hose or weld original vent hole location and relocate outside the profile of the truss. See img 1 Please look at attachment 1 for reference on link bracket and shock mount locations.

Next, we can tack the upper link mount in place. This bracket will mount to the center line of the housing. To find the exact center of the housing it helps to have an extra set of hand two straight edges and a good tape measure. Hold a straight edge along each end of the housing and measure the distance between the two straight edges. Divide the measurement by 2 and measure from one end of the housing using the straight edge resting against the housing end. Next using that measurement mark the center point at the top of the truss. After you mark the top of the truss set the upper link bracket in place centering the upper link bracket perfectly. See img. 2 and 3

Once truss is tacked in place and upper links are tacked and you determine there are no interference issues you will need to determine your ideal pinion angle. The factor pinion angle was 15 degrees upright from the horizontal. At TOMS we have determined that an additional 6\* of pinion angle for a lifted bronco setting the pinion angle at 21\*. (One major benefit of a 4-link is the adjustability one of those adjustments can be pinion angle. After we set our base line, we can make fine adjustments of pinion angle with the links) see img 4

After placing housing at correct pinion angle and securing it to ensure it does not move during installation it is time to start tacking the remaining brackets in place.

Next place lower link mounts on housing with brackets facing forward and 14\* in 2.5 inches from outer edge of bearing flange. For most 3.5-5.5 lifts the bracket should be sloping up at 3\* from horizontal if your pinion angle is set at 21\*. See img 5 and 6. Once link mounts are tacked, please measure the vertical distance between center hole on lower link mount and center hole on upper link mount. To

prevent axle, wrap the vertical distance between these two points should be approximately one fourth the tire size being used. Example for a 35" tire 9.25" of vertical separation would be desired. If distance is not adequate for tire size being used it will be necessary to rotate the lower link mounts down slightly until distance is obtained. See img 7

Once lower links are tacked in place we will mount our lower shock mounts. The rear lower coil over shock mount will mount of the rear side of the housing and are set 3 3/4" inward from the outside of the bearing flange. See img 8 they will be rotated 16\* down from the horizontal to ensure the coil over enters the mount at the correct angle. See img 9

Once all housing brackets are tacked in place set housing aside and move to frame side brackets Do not fully weld until links are mocked up and everything is determined to be correct.

For frame side brackets make sure frame is clean and no brake lines, fuel lines, electrical wire etc will need relocation. Frame side brackets have 5/8" dowel pin to help locate bracket on underside of frame sliding pin in factory drain hole. See img 10 If you are currently running an older set of Toms offroad or other suppliers extended radius arm brackets you made need to trim frame bracket to clear existing brackets. If you have existing extended radius arms, please check for clearance and to ensure this style of bracket will work before modifying frame side link bracket.

Once bracket is set in place tack bracket ensuring the bracket is mounted flush to the frame. And it is fully seated in its location. Img 11

Next, we can place the rear upper shock mount and tack in place. At Toms we have two options for the upper rear shock mount 1 that is designed to fit under the Bronco body that has a 2" body lift with no trimming of the body. We also offer a taller rear upper shock mount for those of you who want the ultimate in travel. For this application you will need to trim out a portion of the rear wheel well and floorboard section please see attachment 2. The upper shock mount should be placed over the outer frame rail rear ward of the rear frame cross-member butting the front edge of bracket the rear of cross-member. See img 12 Check location of brackets making sure they are equal distance from the rear of frame. Img 13 If brackets in same location side to side tack brackets in place.

After all brackets are tacked on it is time to mockup the 4 link to ensure the geometry is all correct. You will need to assemble the links by threading the Ballistic joints and ballistic bushing in each of the link with the correct jam nut be sure to not cross thread any as some are LH thread. Once links are assembled place housing under bronco in its desired location you previously marked. center housing from side to side and square the housing to the frame. You will want to place housing on Jack stands at ride height for example if you are running 35" tires the center of axle tube should be 17.5" from ground. The frame of the bronco should be at the desired height as well from the top of the axle tube a stock height bronco was 6.5 inch to underside of frame so if 3.5" lift is desired the measurement from top of axle tube to bottom of frame would be approximately 10". IMG 13 Once the rear housing is placed in the proper location and the frame is sitting level at ride height go ahead and install the upper and lower links making sure you set the pinion angle at this time. IMG 14 The upper links have different mounting points at the frame based on suspension height. Please see img 15 to determine correct location. After links are installed, we can install the Coil over shock and make sure all aspects of the link system are installed correctly.

After rear link kit is mocked up this would be a great time to determine what other aspects of your

suspension needs to be mocked at this time bump stops, sway bars, limiting straps, etc. prior to fully welding brackets. Once all brackets are tacked in correct location and other aspects of suspension have been considered fully weld brackets in place.

**(Make sure to not add to much heat to frame or housing when welding to ensure nothing warps) Please if you do not feel confident in the welding have all brackets welded by certified welder.**