

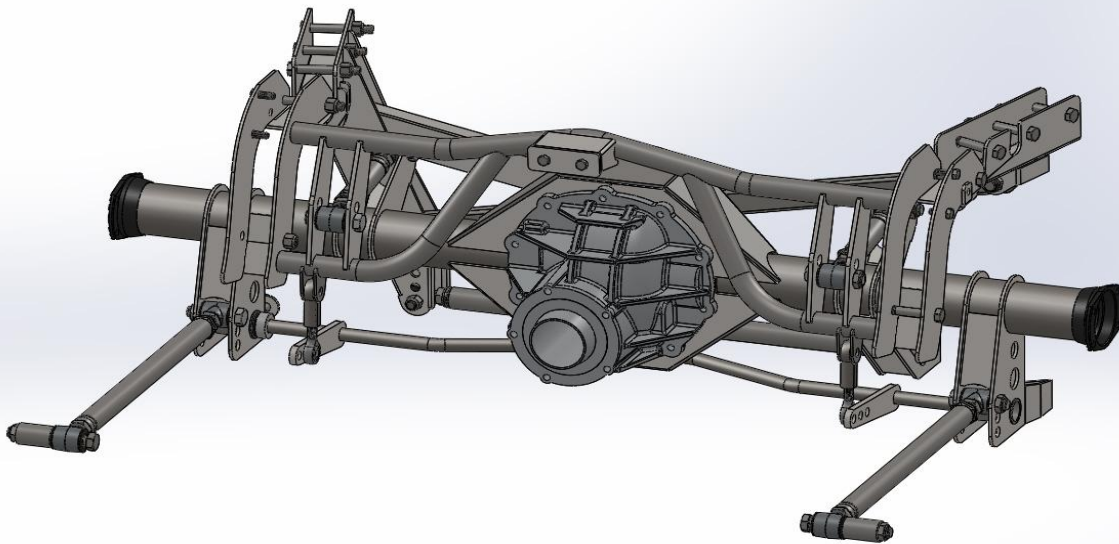


RC-121-PG

INSTALLATION INSTRUCTIONS

1970 TO 73 CAMARO

PRO-G 4-LINK



Please read these instructions completely before starting your installation.

Remember the basic rule for a successful installation:

****** Measure Twice, Weld/Drill Once. ******

****** Do Not Paint or Powder Coat any suspension components before
trial fitting all items ******

For questions on installations please call 800-841-8188 In Illinois (847) 487-0150



PARTS LIST

- 1) UPPER LINK CROSSMEMBER
- 1) PANHARD CROSSMEMBER
- 1) LOWER LINKS
- 2) LOWER LINK SPACERS
- 1) UPPER LINK AXLE BRACKET
- 1) PANHARD GUSSET
- 1) INNER REINFORCEMENT PLATE
- 2) SADDLES
- 2) UPPER LINKS
- 1) PANHARD BAR
- 2) LOWER LINK AXLE BRACKETS
- 1) PANHARD / UPPER LINK AXLE BRACKET
- 1) HARDWARE KIT

HARDWARE KIT

UPPER LINK CROSSMEMBER

- 4) 1/2-13 X 3-1/2 BOLTS
- 4) 1/2-13 NYLOCK NUTS
- 8) 1/2 WASHERS
- 6) 3/8-16 X 1 BOLTS
- 2) 3/8-16 X 1-1/4 BOLTS
- 2) 3/8-16 NYLOCK NUTS
- 10) 3/8 WASHERS

SADDLES

- 6) 1/2-13 X 3-1/2 BOLTS
- 6) 1/2-13 NYLOCK NUTS
- 12) 1/2 WASHERS

PANHARD CROSSMEMBER

- 1) 5/8-18 X 2-3/4 BOLT
- 1) 5/8-18 X 3-1/2 BOLT
- 2) 5/8-18 NYLOCK JAM NUTS
- 2) 3/8-16 X 1-1/4 BOLTS
- 2) 3/8-16 NYLOCK NUTS
- 4) 3/8 WASHERS

LOWER LINKS

- 2) 5/8-18 X 2-3/4 BOLTS
- 2) 5/8-18 X 4-1/2 BOLTS
- 4) 5/8-18 NYLOCK JAM NUTS

UPPER LINKS

- 4) 5/8-18 X 2-3/4 BOLTS
- 4) 5/8-18 NYLOCK JAM NUTS

PANHARD BAR

- 2) 1/2-13 X 2-1/2 BOLTS
- 2) 1/2-13 NYLOCK NUTS

SHOCKS

- 2) 1/2-13 X 2-1/2 BOLTS
- 2) 1/2-13 X 4 BOLTS
- 4) 1/2-13 NYLOCK NUTS

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1) Jack up the car and support it on sturdy jack stands. Remove the rear section of the exhaust system. Remove the back seats, drive shaft, E-brake cables, Bump stops and rear axle assembly including leaf springs and shocks. If the existing rear end is being reused the housing ends will have to be removed in order to install the axle brackets.

2) Install the upper link cross member between the factory frame rails.



3) Locate the cross member using the factory bump stop nut plate with six (3/8-16 x 1" bolts and 3/8 washers) Drill the four 1/2" holes through the frame rail and use (1/2-13 x 3-1/2 bolts, nuts and 1/2 washers) Making sure not to crush the frame rail when tightening the bolts.



4) Drill the two 3/8" holes. Start with a 1/8" drill bit from the outside then with a 3/8" drill bit finish drilling the hole from the inside. Secure the bracket with (3/8-16 x 1-1/4 bolts, nuts and washer) Use the inner reinforcement plate on the inside.



5) Install the left and right saddles. They locate off the factory bump stops but only the lower back 3/8 bolts will be used. Make sure the saddles are flat against the frame rail and hold the saddles in place with a vise clamp / c-clamp. Drill the six 1/2" holes through the frame.



6) Install the six 1/2-13 x 3-1/2 bolts with washers, nylock nuts and leave them loose for now.

7) Install the panhard reinforcement crossmember using two 3/8-16 x 1-1/4 bolts and 5/8-18 x 2-3/4 on the right side. For the left side one 5/8-18 x 3-1/2 bolt. Now that all the bolts are in tighten the bolts in the saddles and panhard crossmember. TIP: use the small window next to the shock mount to insert a wrench to tighten the two 3/8 bolts.



8) Time to install the axle brackets. The upper link axle and upper link / Panhard axle bracket are first. Followed by the left and right lower link axle brackets. The pinion angle is 2 degrees DOWN. The housing shown is a 60" if you have a 58" housing subtract one inch from either side of the dimensions shown. MEASURE TWICE WELD ONCE. Have a certified welder weld the axle brackets and housing ends.

9) lower link install. Start with drilling the stock leaf spring pocket from 1/2 to 5/8 then insert the lower link with the spacer to the outside of the car. Use 5/8-18 x 4-1/2 bolt and nylock jam nut.

