Stock Style 4-Link Adjustment and Installation

1. Install spherical housing bearings into the upper control arm mounts on the rearend housing. The stock rubber / poly bushings and shells must be FULLY removed down to the bare housing material first. Use a sandroller bit or something similar to sand down the I.D. to be sure it is clear of all burrs or leftover debris. Drop a dab of thread lock onto the spherical bearing threaded nut before tightening to keep it from backing off.

2. Install the upper control arms and lower control arms set to neutral to start. All rod ends and hex adjusters should be 5 full turns out from full tight to be neutral.

Adjustment and Alignment:

1. BEFORE adjusting the rearend side to side and front to back, first unbolt the links to the ARB if applicable and set the car to ride height.

2. Adjust the lower control arms. The lowers are used to adjust the rearend front to back. You want to center the tire / wheel in the wheel well and be sure they are the same on both sides. Measure from somewhere on the frame that is the same on both sides back to the rearend as close to the wheel as possible. This may take some time to find good measurements but the whole idea is to get the rearend centered in the car. The lengths of each control arm may be slightly different, this is OK, as long as the rearend is square.

3. Adjust the upper control arms. The uppers are used to adjust the rearend side to side and to set pinion angle. First adjust side to side by dropping a plumb-bob from both fender lips and centering the rearend / tires / wheels in the car. You can also measure using a straight edge on the whole tire up to get a good measurement. Adjust one of the uppers at a time by turning the hex adjuster. By doing this you will move the rearend

side to side. (Example, by lengthening the passenger side upper control arm hex adjuster, you will be moving the rearend to the drivers side.) Adjust as needed until the rearend is centered in the car. Now your rearend should be centered and squared in the car since both the uppers and lowers are adjusted.

4. Adjust your pinion angle. All cars vary on what it needs. To adjust the pinion angle, simply turn the upper hex adjusters equally and the same direction at the same time. This will give you more or less pinion angle by lengthening or shortening the upper control arms. In general, with the complete TRZ rear suspension set the pinion angle to between -1.5 and -2.5 degrees of pinion angle down. The driveshaft will be on a slight angle downwards in relation to the yoke in the rearend. To do this you will need some kind of angle finder, either digital or a plastic angle finder you can get at a local auto parts store.

5. Once all of this is complete lock down all of the jam nuts on the upper control arms and the lower control arms. Then re-install your ARB links to the rearend housing and preload it as needed. We usually preload TRZ anti-roll bars by installing the links neutral at ride height (at full race weight) and then lengthening the passenger side link 1/2 to 3/4 turns. If you have an ARB other than TRZ's, then check with the manufacturer on what they recommend on preload for their ARB.