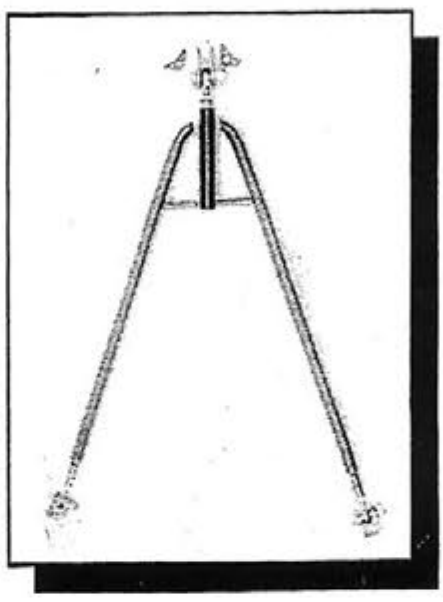
CHASSIS ENGINEERING

Manufacturers and distributors
of quality chassis, suspension, driveline
and components

WISHBONE LOCATOR:

PART #: 3746

BILL OF MATERIALS:



2...1.0" x .065" chrome moly tube w/ends bent
1...1-1/4" x .120" DOM Tube (Outside slip joint)
1...1.0" x .156" DOM Tube (Inside slip joint)
1...3/4" x .065" DOM Tube (Cross brace)
2...1/2" x 1.0" x .065" Tube Adapter. #3851
4...Diagonal Link Brkt. (2 with 5/8" hole, 2 with 3/4" hole) #3748-1, 3748-2
2...3/16" Chassis Tab 3/4" Hole. #3897
2...Roll Bar Gusset. #3768-1
2...1/2" Mis-alignment Rod End. #R/E CM-8-101
1...3/4" Standard Rod End. #R/E CM-12
2...1/2" Nylock Nut Fine. #ABT 1230
2...1/2" x 2-1/2" Grade 5 Bolt Fine. #ABT 1520
2...1/2" Flat Washer. #ABT 1060
1...3/4" Nylock Nut Fine. #ABT 1280
1...3/4" x 2-1/2" Grade 5 Bolt Fine # ABT 1560
2...3/4" SAE Flat Washer. #ABT 1080

IMPORTANT NOTES:

1. Wishbone type rear end locator can be used on either four link or ladder bar equipped cars with excellent results.
2. Your wishbone locator is shipped to you in kit form and must be sized and assembled to fit every application. All pieces in the kit are extra long to virtually every application. Before measuring your car and cutting material, you MUST have the rear end centered in the car and at desired ride height. Also, you MUST have at least 2" of the slip joint showing with the car at correct ride height.
3. Wishbone locator may be mounted in a variety of ways. They can be mounted on either the top or bottom of the rear. (bottom mounting recommended). They can also be mounted with the slip joint either the front or the back of car. Hardware supplied with this kit is for mounting with the slip joint at either the front or the back of car.
4. Welding: Heli-arc welding is recommended for this application.

INSTRUCTIONS:

1. Jack the rear of the car up supporting the rear end housing on jack stands.

2. Remove the front ladder bar bolts one at a time and install the diagonal link brackets. If you are using a four link they will go on the bottom bars.

3. Make sure the rear end is centered in the car, find the center between the ladder bar or four link brackets and mark the rear end housing. This will be the center of the brackets that mount the slip joint on the bottom of the rear end **(10-bolt, 12-bolt, Dana 60 rear ends we recommend that you weld the slip joint to the front, not on the rear end housing since its hard to weld to the casting).** Using the 3/4" rod end between the two chassis tabs center it on the mark and tack weld in place along with the gussets. These tabs should be shortened as much as possible making sure this slip joint still has adequate clearance for travel.

CHASSIS ENGINEERING

Manufacturers and distributors
of quality chassis, suspension, driveline
and components

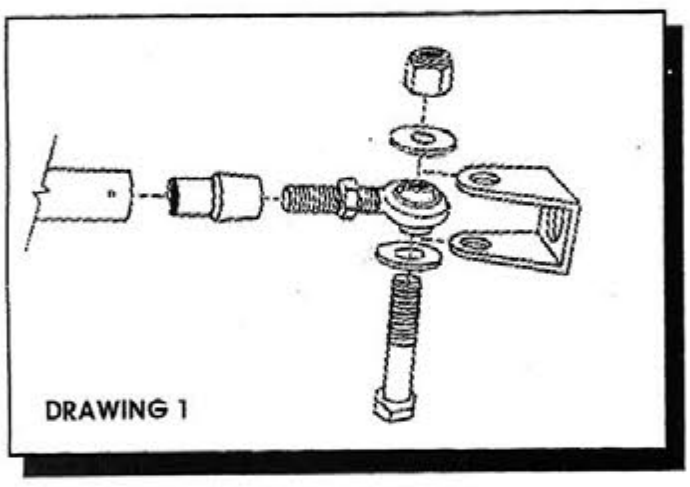
4. Install 1/2" rod ends halfway into tube adapters and place in diagonal link brackets with a 1/2" bolt to hold in place. (See drawing 1)

5. With the brackets tack welded to the bottom of the rear end screw the small slip joint tube halfway on to the 3/4" rod end. The larger tube will slide on top of this tube making sure to leave 2 " between the large tube and the jam nut for rear end travel. (See drawing 2)

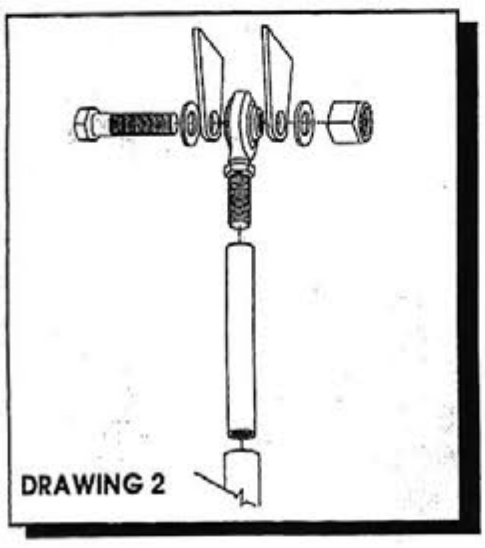
6. While holding slip joint up fit the wishbone sides to the slip joint and the tube adapters on the rod ends mounted to the front brackets both sides should be the same if you have the rear end and mounting brackets centered on the rear end. Once the sides are cut and fit drill a 1/4" hole 3/8" from the end of the tubing that slides over the tube adapters, these will be your plug welds. (tack in place until all measurements are checked).

7. With the wishbone sides tacked in place cut and fit the cross brace.

8. After checking all measurements remove the wishbone from the car and weld completely.(Slip joint may need to be re-sized after welding for smooth operation. Lubricate well and check often.)

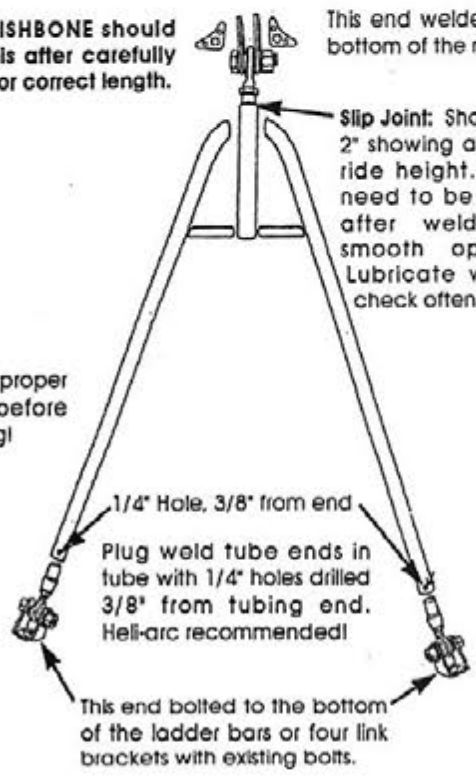


DRAWING 1



DRAWING 2

Finished WISHBONE should look like this after carefully measuring for correct length.



IMPORTANT: Check for proper driveshaft clearance before cutting to size or welding!