



**INSTALLATION  
INSTRUCTIONS**



**Part # 70010122**



**Weld-On Axle Bracket  
For Use w/Ridetech 4-link**

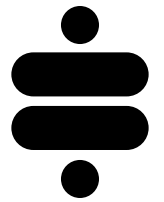


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**Please Read And Understand All Instructions  
And Warnings Prior To The Installation Of  
This Product.**



**THANK YOU**

Congratulations on your new Ridetech product! It's an honor that you've selected the Ridetech brand to upgrade your ride. Our products are developed around quality and performance without compromise. We're confident you'll have many years (and miles) of pure driving enjoyment.  
Thank you for choosing Ridetech!

### Road Map

<b>Bracket Installation</b>	<b>3-4</b>
<b>Setting Pinion Angle</b>	<b>5</b>

<b>Components</b>		
<b>Part #</b>	<b>Description</b>	<b>Qty</b>
70010122	Weld-On Axle Bracket	1

**NOTE:**

**The 4-link cradle and lower bars must be installed before attempting to install the weld-on brackets.**

## Bracket Installation

1. Position the rear axle at ride height, center the axle left to right between the quarter panels, and set your pinion angle.

Refer to the "Setting Pinion Angle" guide on page 5 or refer to your 4-Link instructions.

**NOTE:** To maintain ride height and pinion angle while making adjustments, it's helpful to place a wood block between the axle and frame rail as a spacer (Figure 1).

Eye-to-eye shock length should be approximately 14 1/2" at ride height.

2. Install the lower bar into the middle hole of the axle bracket and swing the bracket up to the axle (Figure 2).

The back side of the axle bracket will typically be at a 0-1 degree angle (perpendicular to the ground).

**Quick Tip:** Use a long hose clamp to hold the bracket in place while making adjustments.



Figure 1



Figure 2

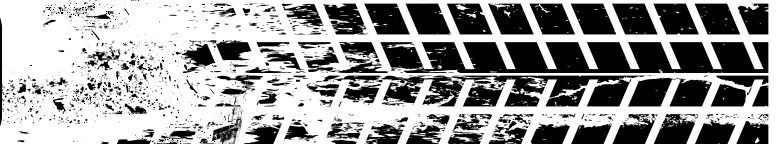
3. Refer to Figure 3 and the table on page 4 for the approximate spacing of the brackets for common applications. Minor adjustments may be necessary for your particular install.

4. Once you are satisfied with the position of the axle brackets, tack weld them in place. **Do not fully weld yet.**

5. Refer to your 4-link instructions for setting the upper bars and mounting tabs. Once positioned, tack them in place but **do not fully weld yet.**

6. Before fully welding the axle mounts and upper bar tabs, install the upper bars (with spacers) and double check your ride height, pinion angle, and axle position (front to back and side to side).

## Bracket Installation



**7.** Once you are satisfied with your axle position, you may commence with fully welding the axle brackets and upper bar tabs. Lay welds on the inside and outside of the mounts and tabs, 1" at a time, and skip around from side to side to avoid overheating the axle tube.

**NOTE:** Remove the upper bars before welding to avoid potential damage.

**8.** Proceed with the remainder of your 4-link installation per the instructions included with your 4-link kit.

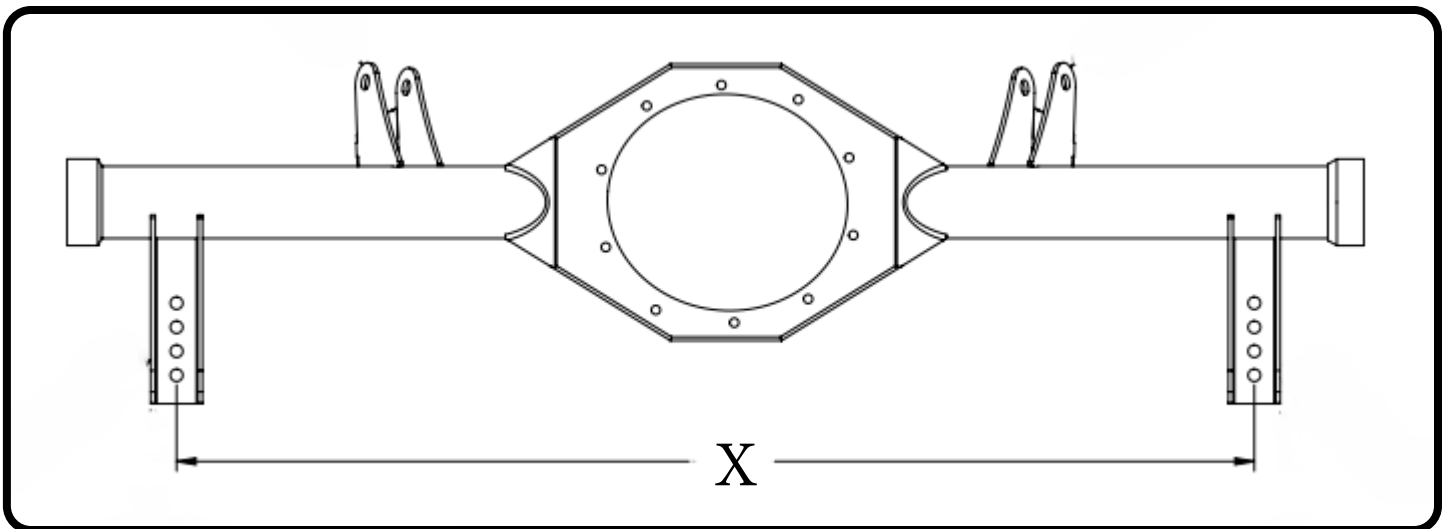
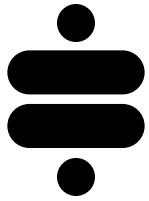


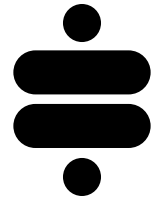
Figure 3

### BRACKET SPACING (CENTER-TO-CENTER)

Application	"X"
62-67 Nova	40 1/8"
67-69 Camaro and 68-74 Nova	40 1/2"
70-81 Camaro (Old-Style 2-Piece Cradle)	44 3/4"
70-81 Camaro (Unicradle Style)	40"



# Setting Pinion Angle



How do you set the pinion angle? On a single-piece shaft, you want to set it up where a line drawn through the center of the engine crankshaft or output shaft of the transmission and a line drawn through the center of the pinion are parallel to each other but not the same line (Figure 1).

Your transmission angle should be around 3 degrees down in the rear. If it is more or less than 3 degrees, you may want to consider changing it. Too little angle on the transmission reduces the amount of oil getting to the rear bushing. Too much transmission angle will increase the working angles of the u-joints which will increase the wear. With the transmission at 3 degrees down in the rear, you will want to set the pinion 3 degrees up in the front.

A simple way to do this is to place a digital angle finder or dial level on the front face of the lower engine pulley or harmonic balancer. This will give you a reading that is 90 degrees to the crank or output shaft unless you have real problems with your balancer. At the other end, you can place the same level or angle finder against the front face of the pinion yoke that is also at 90 degrees to the centerline. If you rotate the yoke up or down so both angles match, you have perfect alignment.

Road testing will tell you if you have it right. If you accelerate and you get an increase in vibration, then the pinion yoke is too HIGH. Rotate it downward in small increments of a degree or two until the problem goes away. If you get an increase in vibration when decelerating, then the pinion yoke is too LOW. Rotate it upward to correct it.

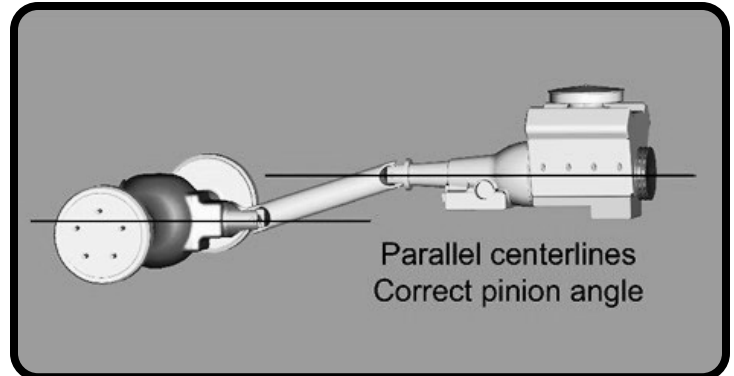


Figure 1

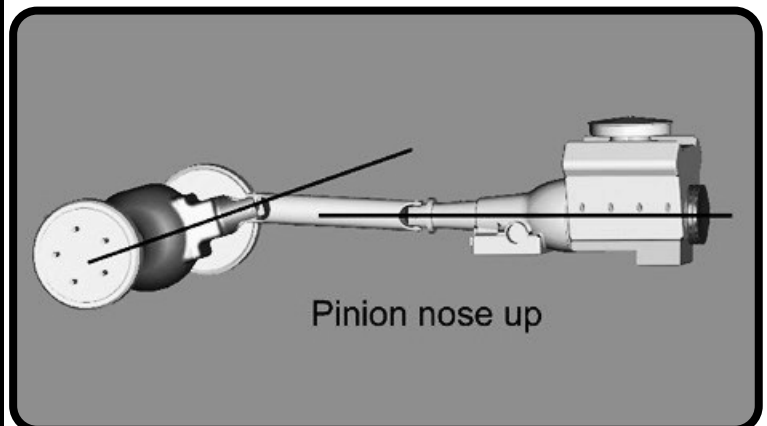


Figure 2

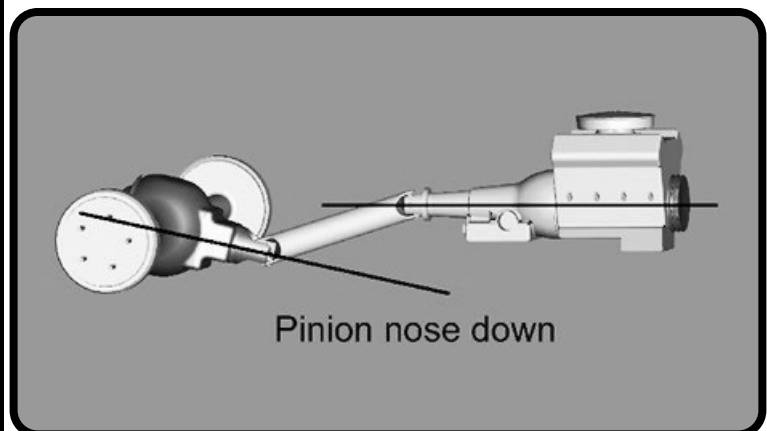


Figure 3