



RM-101-PG

INSTALLATION INSTRUCTIONS

1964-1/2 TO 1970 MUSTANG

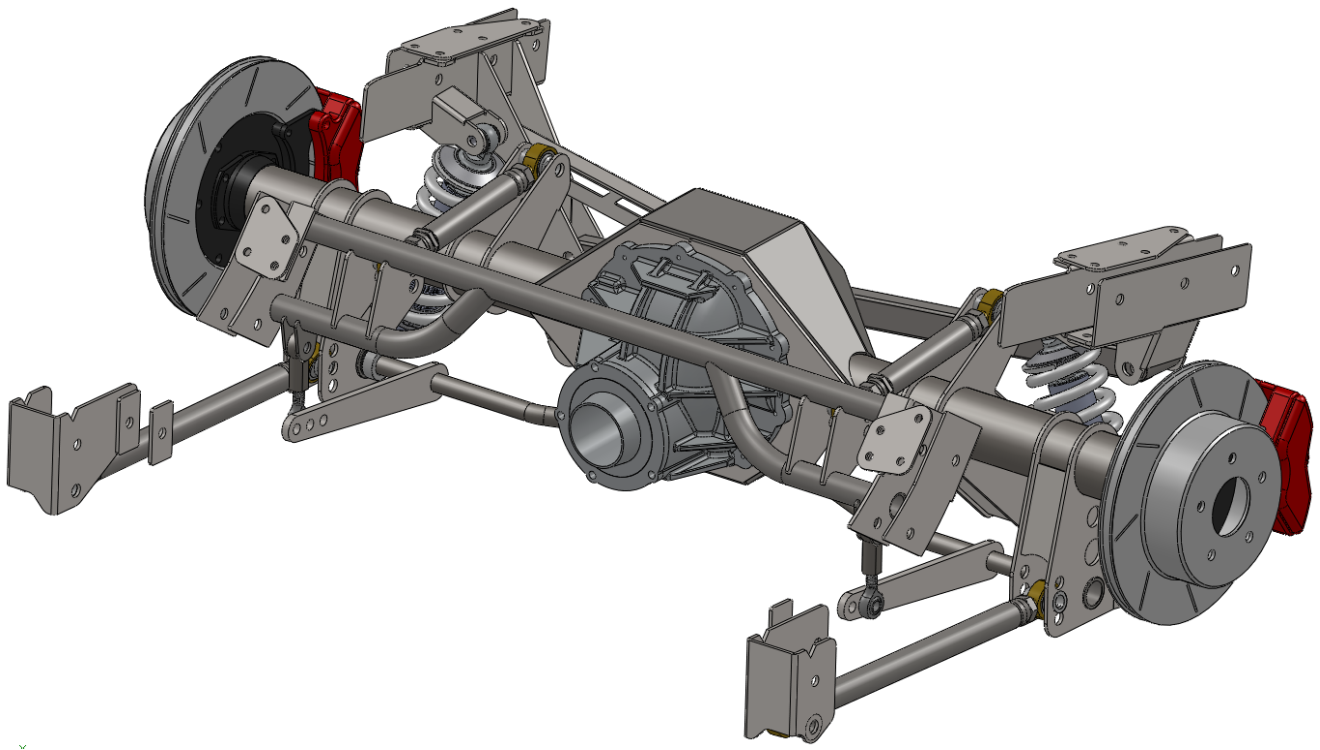
PRO-G REAR 4-LINK KIT

Please read these instruction *completely*
before starting your installation.

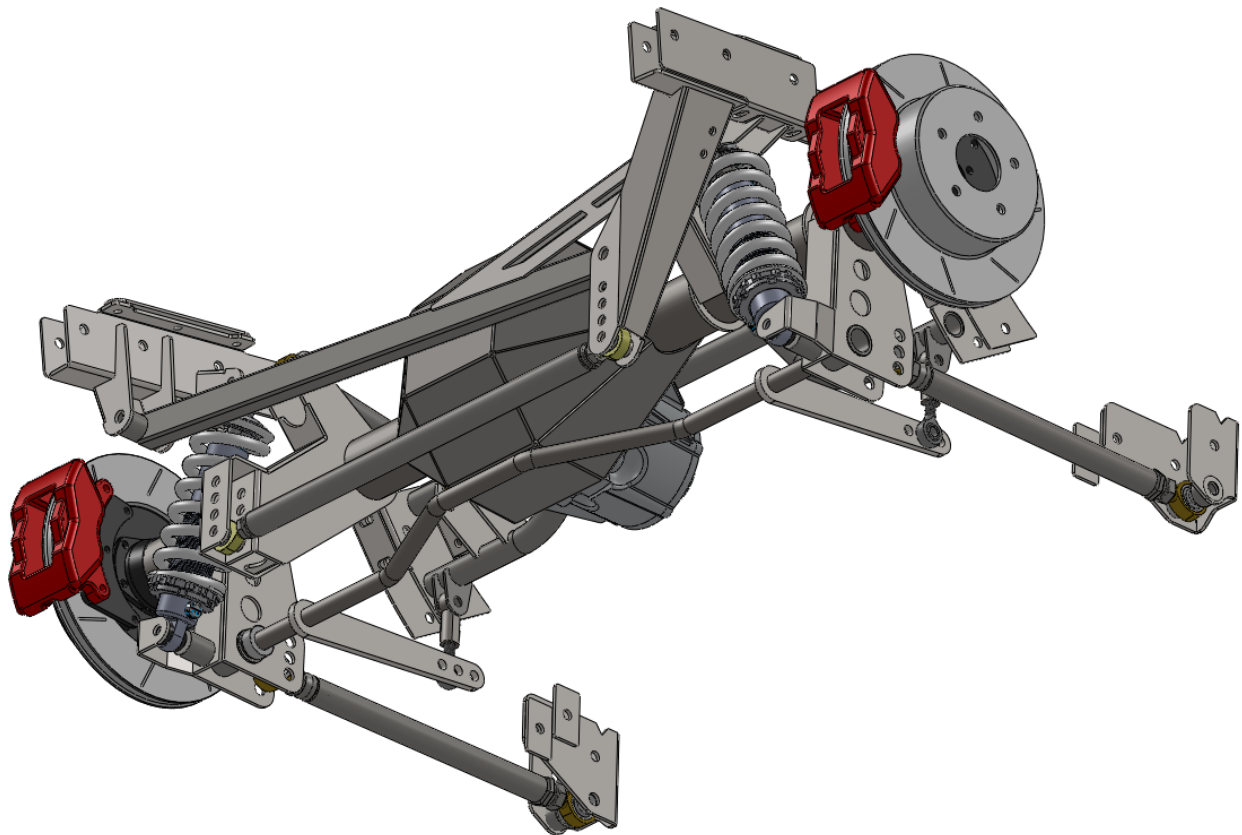
Remember the basic rule of a successful installation:
Measure Twice, Drill Once.

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





Front view of RM-101-PG



Rear view of RM-101-PG

PARTS LIST

- 1) Left Lower link axle bracket
- 1) Right lower link axle bracket
- 1) Upper link axle bracket
- 1) Upper link / panhard bar axle bracket
- 2) Lower front link brackets
- 1) Upper link crossmember
- 1) Panhard bar crossmember
- 1) Panhard bar
- 2) Upper links
- 2) Lower links
- 2) Lower link spacers
- 4) Lower link spacer plates
- 1) Left saddle
- 1) Right saddle
- 8) reinforcement plate / brackets
- 2) inner frame spacers

HARDWARE KIT

LOWER FRONT LINK BRACKETS

- 2) 1/2-13 x 7 Bolts
- 2) 1/2-13 x 3 ½ Bolts
- 4) 1/2 -13 Nylock Nuts
- 8) 1/2" Washers

LOWER LINKS

- 2) 5/8-11 x 4 ½ Bolts
- 2) 5/8-18 x 2 ¾ Bolts
- 2) 5/8-11 Nylock Nuts
- 2) 5/8-18 Nylock Jam Nuts

UPPER LINK CROSSMEMBER

- 4) 3/8-16 x 1 ¼ Bolts
- 4) 3/8-16 x 4 ½ Bolts
- 8) 3/8-16 Nylock Nuts
- 16) 3/8" Washers
- 4) 1/2-13 x 3 Bolts
- 4) 1/2-13 Nylock Nuts
- 16) 1/2" Washers

UPPER LINKS

- 4) 5/8-18 x 2 ¾ Bolts
- 4) 5/8-18 Nylock Jam Nut

L & R SADDLES

- 6) 3/8-16 x 1 ¼ Bolts
- 4) 3/8-16 x 4 ½ Bolt
- 10) 3/8-16 Nylock Nuts
- 20) 3/8 Washers
- 6) 1/2-13 x 3 Bolts
- 6) 1/2-13 Nylock Nuts
- 12) 1/2 Washers

SHOCKS

- 2) 1/2-13 x 2 ½ Bolts
- 2) 1/2-13 x 4 Bolts
- 4) 1/2-13 Nylock Nuts

PANHARD BAR CROSSMEMBER

- 2) 3/8-16 x 1 Bolts
- 2) 3/8-16 Nylock Nuts
- 4) 3/8 Washers
- 1) 5/8-18 x 2 ¾ Bolt
- 1) 5/8-18 Nylock Jam Nut
- 1) 5/8-11 x 4 Bolt
- 1) 5/8-11 Nylock nut

PANHARD BAR

- 2) 1/2-13 x 2 ½ Bolts
- 2) 1/2-13 Nylock Nuts

- 1) Jack up the car and support it on sturdy jack stands. Remove the rear section of the exhaust system. Remove the drive shaft, E-brake cables 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 subframe connectors now because the lower front link brackets will bolt to the rear portion of the subframe connectors. (Disregard this step if you don't have Heidts subframe connectors)



Figure 1. Spacer for 67-70 Mustangs only.



Figure 2. Subframe connector bolted to lower link bracket.

- 3) Install the front lower link brackets into the stock leaf spring pocket. Locate using the factory holes on the front leaf spring mounts with the $\frac{1}{2}$ x 7" bolt and spacer. (1 O.D. x 2-5/8 long) Drill a $\frac{1}{2}$ " Dia. hole through the factory frame rails and bolt the sides of the mounts using the reinforcement plates.



Figure 3. 2 5/8 long spacer.



Figure 4. Use the same reinforcement plate on the inside frame rail.

- 4) Remove factory rear brake line bracket and pinion bump stop. Remove the back seat bottom and top.



Figure 5. Rear Brake Line Bracket



Figure 6. Pinion Bump Stop

- 5) Install the upper link crossmember by sliding it between the factory frame rails. Make sure the crossmember is slid up against the factory shock reinforcement box.



Figure 7. Cross member installed. Move brake line to weld on brake tab.

- 6) Drill four 3/8" Dia. holes through the floor pan. Use the (3/8-16 x 1 1/4 bolts) and reinforcement plates to secure the crossmember in the car.

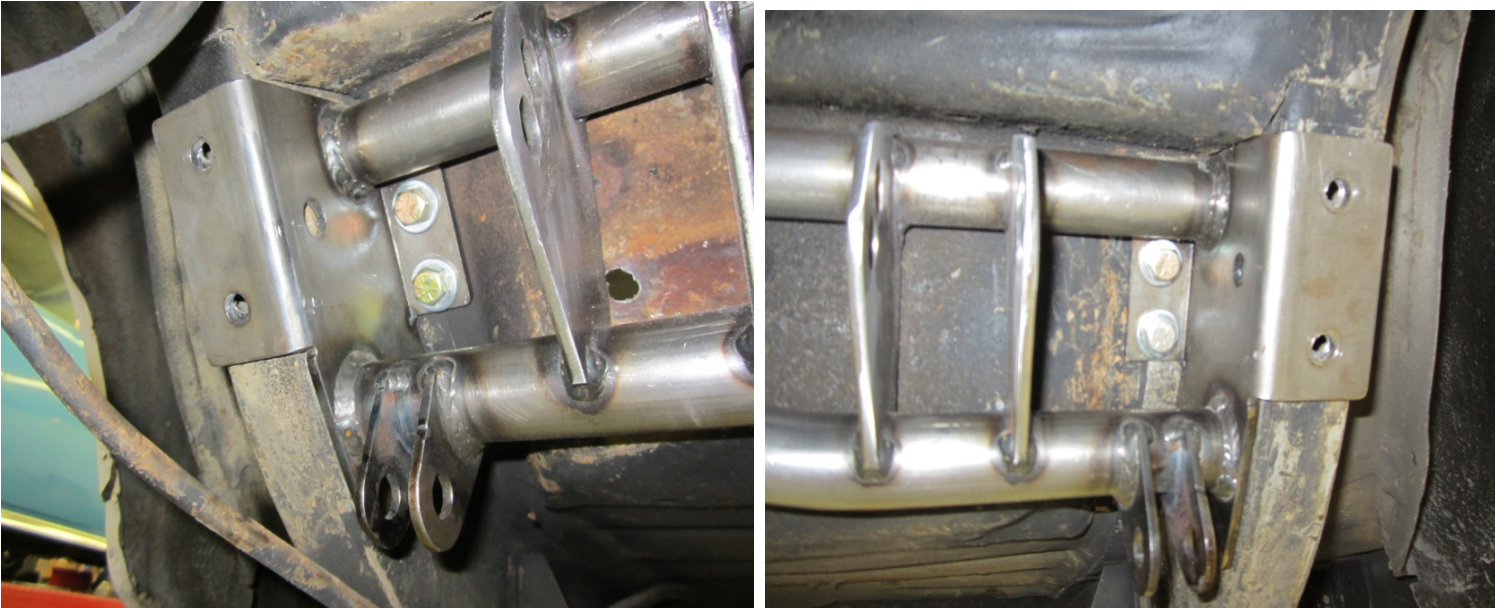


Figure 8. Drill through the frame rails once the crossmember is secure.

- 7) With the reinforcement plates bolted in, use them as guides to drill four more 3/8" Dia. holes. Drill the remaining 3/8" Dia. holes through the frame rail. Then bolt on the side reinforcement brackets with the (3/8-16 x 4-1/2) bolts.



Figure 9. Reinforcement plates inside the car.



Figure 10. Install 3/8" bolts hand tight for now.

- 8) Use the side reinforcement brackets as guides to drill through the frame rail with a 1/2" drill bit. (1/2-13 x 3" bolts)



Figure 11. Drill frame rail, using brackets as a guide



Figure 12. Tighten 1/2" bolts, then 3/8" bolts.

- 9) Install the left and right saddles making sure they are slid up against the factory shock reinforcement box. Drill six 3/8" Dia. holes through the trunk pan and secure the saddles with (3/8-16 x 1-1/4" bolts) and the trunk reinforcement plates.



Figure 13. Driver Side Saddle



Figure 14. Passenger Side Saddle

- 10) Use the trunk reinforcement plates as a guide to drill 2 more holes vertically through the frame rail on each side. Install the four (3/8-16 x 4 1/2" bolts) and the six (1/2-13 x 3" bolts) for the side reinforcement brackets. (Leave all bolts and nuts loose.)



Figure 15. Driver Side Reinforcement Trunk Plate



Figure 16. Use clamps to secure brackets while drilling



Figure 17. 1 (of 3) 1/2" bolts installed in driver side frame rail



Figure 18. TIP: Use tape to hold the nut during install.

11) Install the Panhard bar crossmember. One (5/8-11 x 4" bolt) on the left side. One (5/8-18 x 2 3/4" bolt) and two (3/8-16 x 1" bolts) on the right side.



Figure 19. Assemble Panhard cross member hand tight.

12) Once all the bolts are in, tighten the Panhard bar crossmember. Followed by the left and right saddles.



Figure 20. Use access window in Panhard bracket to tighten the hidden 3/8" bolts in the Panhard cross member

13) 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 59" if you have a 58" housing subtract a half inch from either side of the dimensions shown. MEASURE TWICE WELD ONCE. Have a certified welder weld the axle brackets and housing ends.

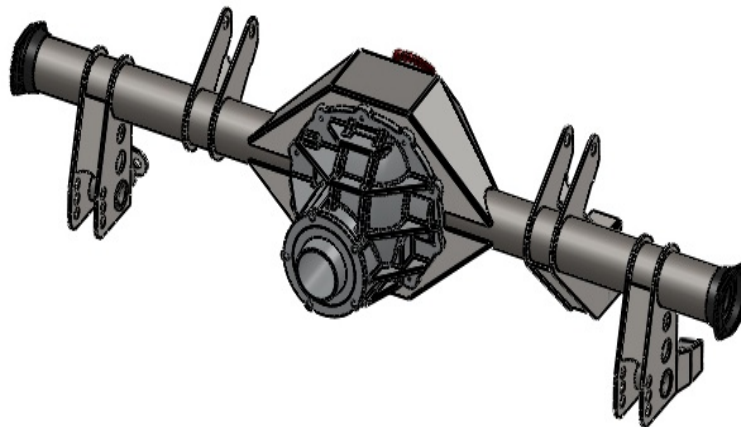
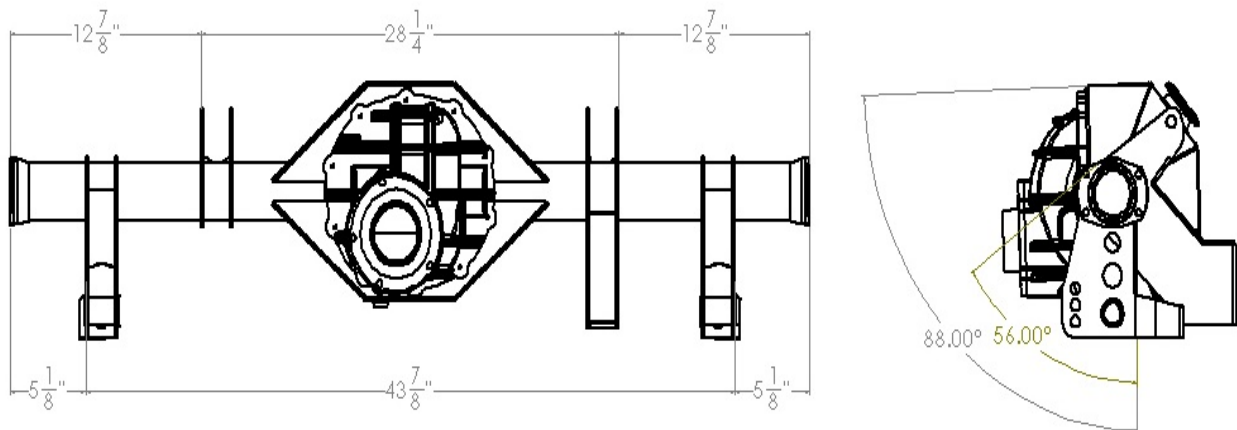


Figure 21. Dimensions for axle brackets - Upper link brackets should be at 56 Deg. as shown above. Lower Link shock mount brackets should be vertical so the pinion angle is 2 deg. down.

- 14) Install the lower links in the front link bracket with the spacer to the outside of the car (two 5/8-11 x 4 1/2" bolts). Place the rear end under the car and bolt in the lower links (two 5/8-18 x 2 3/4" bolts). Install the upper links (four 5/8-18 x 2 3/4" bolts). The panhard bar is next (two 1/2-13 x 2 1/2" bolts)



Figure 22. Passenger Side Lower Link: Spacer on the outside



Figure 23. Start with Lower Link in center axle hole

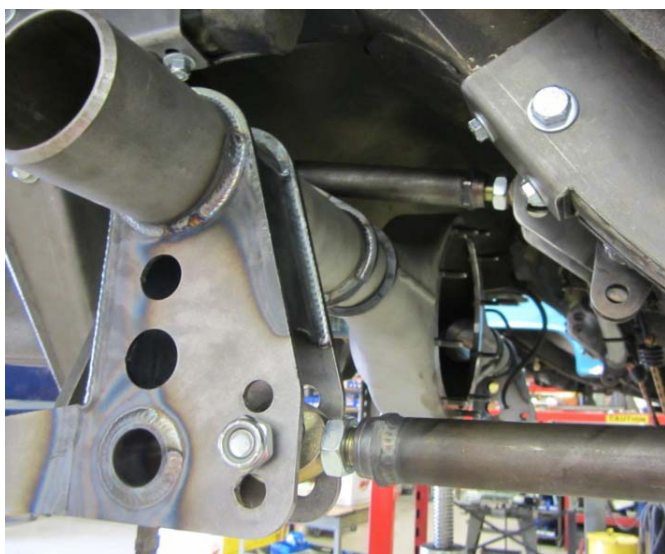


Figure 24. Start with Upper Link in upper chassis hole



Figure 25. Panhard Bar: Start in bottom holes

- 15) Install the shocks (two 1/2-13 x 2 1/2" bolts) on the chassis side and (two 1/2-13 x 4" bolts) at the axles. Now install the 3rd member, brakes and axles.
- 16) Plumb the rear brake lines, bleed the brakes, add gear lube (and friction modifier for limited slip differentials).
- 17) Adjusting track width (via Panhard bar), pinion angle (via upper links) and centering the rear end should be done with the car at ride height.

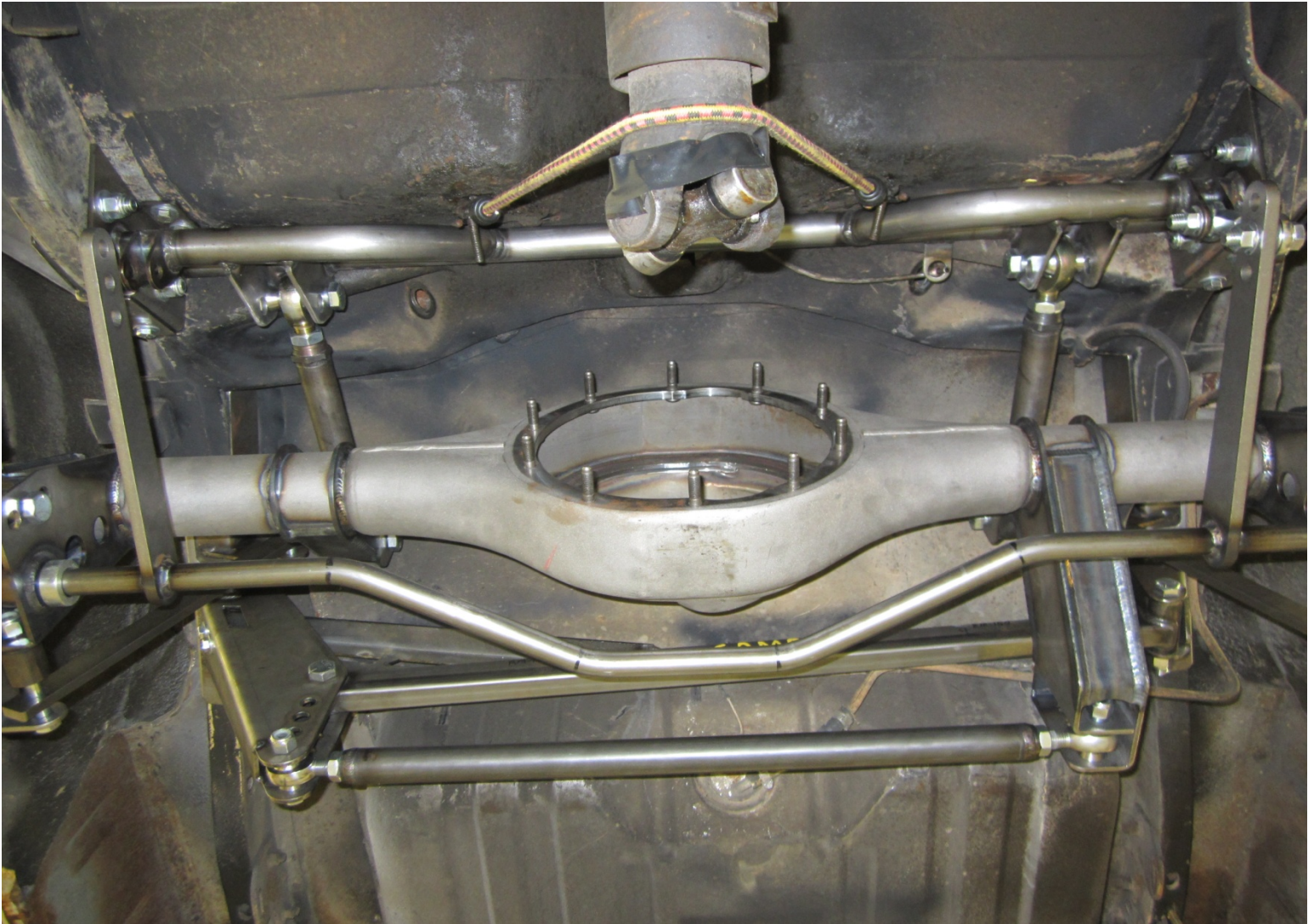


Figure 26. Assembled Heidts Pro-G 4- Link shown with optional rear sway bar.