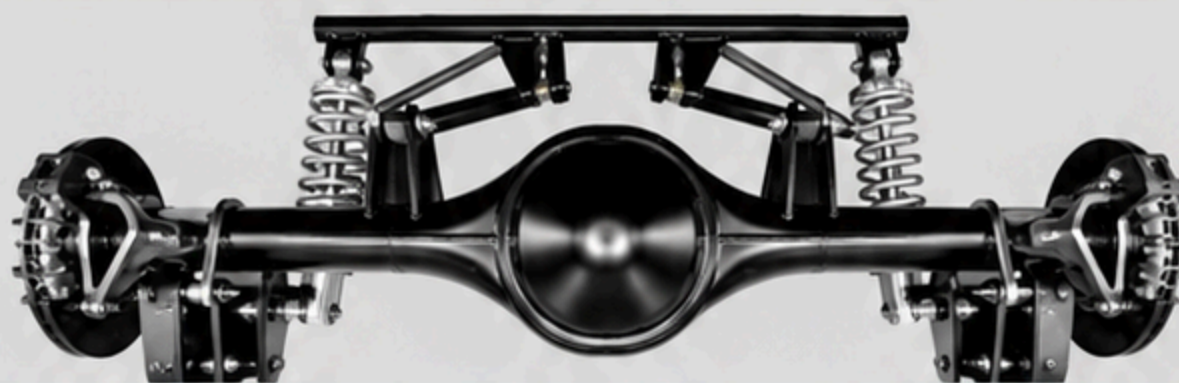




Fort Madison, IA | (319) 601-6770
bolander.fabrication@gmail.com
www.bolanderfabrication.com



STRENGTH
PERFORMANCE
HANDLING
BUILT RIGHT.



DOMINATOR

4-LINK REAR SUSPENSION SYSTEM

INSTALLATION INSTRUCTIONS

1967-1976 A-BODY | 1962-1972 B-BODY | 1970-1974 E-BODY

STRENGTH
PERFORMANCE
HANDLING
BUILT RIGHT.



INSTALLATION REQUIREMENT

This kit must be installed by trained and qualified personnel.

STEP 1 VEHICLE PREPARATION

Disconnect the battery and drain all fuel from the vehicle. Remove the fuel tank and fuel lines.

STEP 2 POSITION THE UPPER CROSSBAR

Ensure the vehicle is securely supported. Remove the driveshaft and existing suspension. Position the upper crossbar so the notches in each side plate align with the factory bump-stop bolts. Use a level or angle finder to verify that the shock mounts are vertical or slightly angled toward the rear to prevent shock binding. Position the crossbar as low as possible without allowing the reinforcement to extend below the frame. Mark the plate locations, then remove the crossbar and thoroughly clean the frame to bare metal to ensure proper welding.

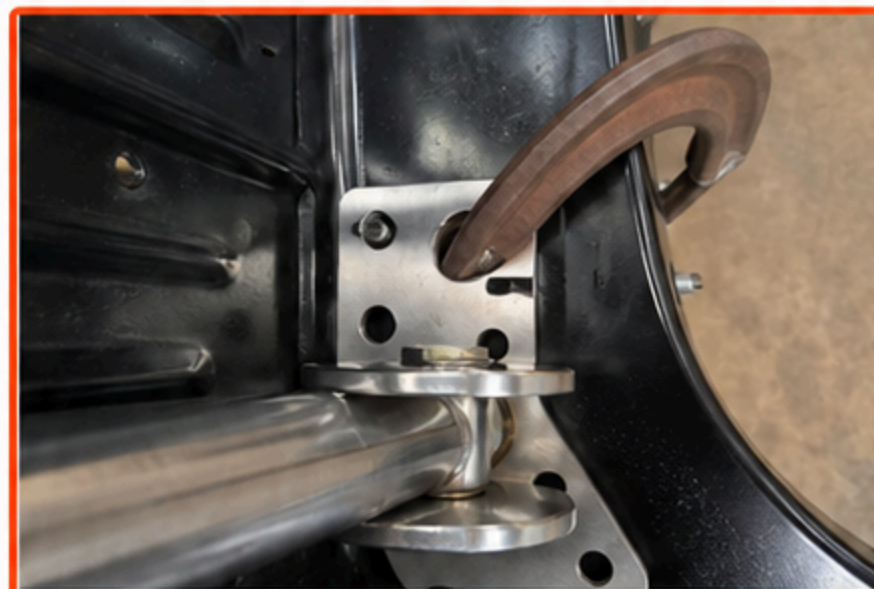


Figure 1 – Upper crossbar plate position at factory bump-stop location (A-Body shown).

NOTE:

Due to differences in frame rail design, the placement and appearance of the plate may vary by application. The photo shown is an A-Body.

CROSSBAR INSTALLATION

Secure the crossbar in position, ensuring it is properly aligned and tightened. If there is more than 1/8" of gap between the crossbar plate and the frame due to vehicle variations, weld a filler plate in place as needed. Weld the crossbar in place using intermittent welds to help prevent frame distortion. Plug welding through the holes into the frame is sufficient; however, the entire perimeter of the plate may also be welded if preferred.

STEP 3 INSTALL LOWER AXLE BRACKETS & LOWER LINKS

1. Attach the lower brackets to the housing using the supplied u-bolts and tighten them by hand.
2. Secure the lower links to the brackets on the rear axle, ensuring both links are equal in length.
3. Do not fully tighten at this time.

FOR REFERENCE:

A-body links: 20½"
 68-70 B/70-74 E-body links: 22½"
 71-72 B-body links: 19"



Figure 1 – Lower bracket placement.



Figure 2 – Lower axle bracket with u bolts.



Figure 3 – Both axle brackets installed.

STEP 4 INSTALL LOWER LINKS TO FORWARD HANGER BRACKETS

1. Install the links in the top hole of the axle bracket.
2. Fasten the front bushing of each link to the hanger bracket using the bottom hole, which aligns with the factory mount for the original leaf spring or in the bottom hole if you are using the relocation box.
3. Ensure both sides are installed the same.



Figure 4 – Lower link installed.

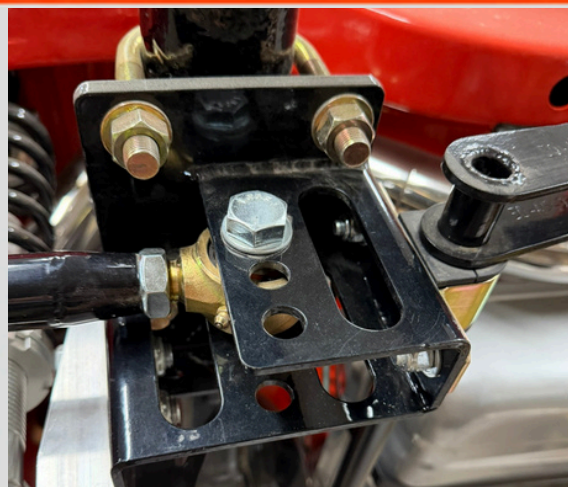


Figure 5 – Link installed in top hole.

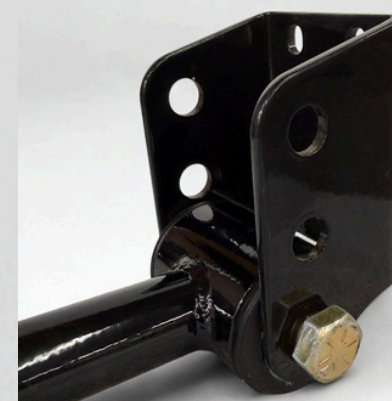


Figure 6 – Front bushing installed in bottom hole (factory mount location).

STEP 5 INSTALL FORWARD LINK BRACKETS

For stock location, install the lower forward link brackets into the factory spring mounting locations using the four provided bolts on each side. For relocation you should already have this installed (see figure 8).



Figure 7 – Forward link bracket installation.



Figure 8 – Relocation / forward bracket mounting location.

STEP 6 CENTER AXLE, SET RIDE HEIGHT & PINION ANGLE

Ensure the rear axle is centered by placing a straight edge on each end of the axle housing flange and measuring to the frame. Both sides must measure equally. There is no fixed measurement, as the kit accommodation various rear ends. Accurate centering is critical for proper installation. Raise the housing to the desired ride height and verify both sides are level. The lower bars should be horizontal or nearly so; adjust their position in the front bracket link holes as needed. Once level, set the pinion angle to 1° positive (pinion pointed upward).

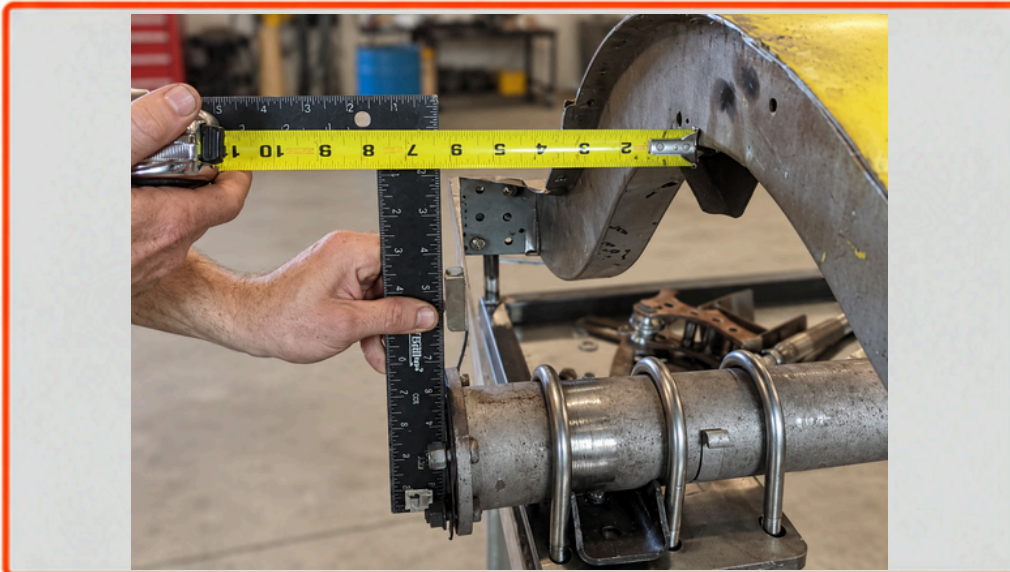


Figure 9 – Axle centered between frame rails.



Figure 10 – Ride height / pinion angle.

CONTINUES ON PAGE 4

| Install Upper Links & Axle Tabs • Coilover Installation

STEP 7 INSTALL UPPER LINKS & AXLE TABS

Install the shorter upper links to the Crossbar. Make sure the Heims and the Johnny Joints are square between the tabs to avoid binding. Generally, the shorter tab is closest to the pumpkin (unless you are installing a Dana 60). Attach the rear end mounting tabs to the upper links, ensuring a 1" spacer is placed on each side of the heim joint between the joint and the tabs.

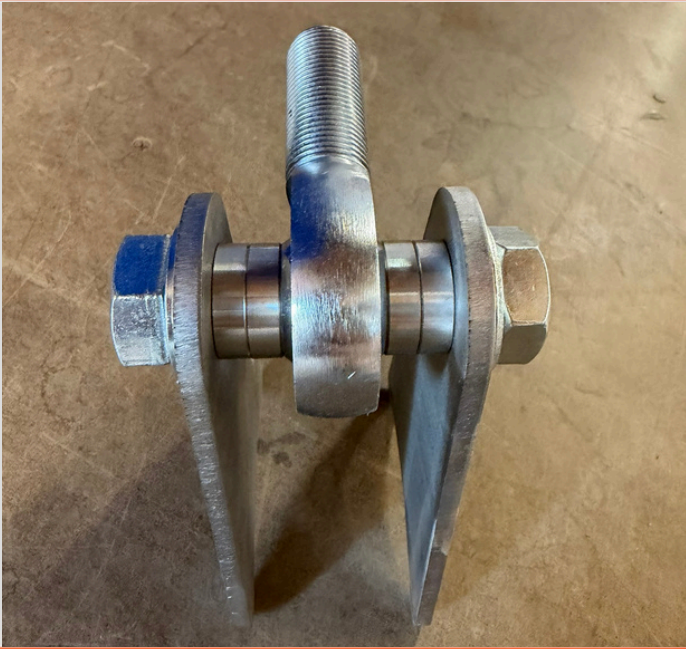


Figure 11 – Heim & Johnny Joint Configuration.

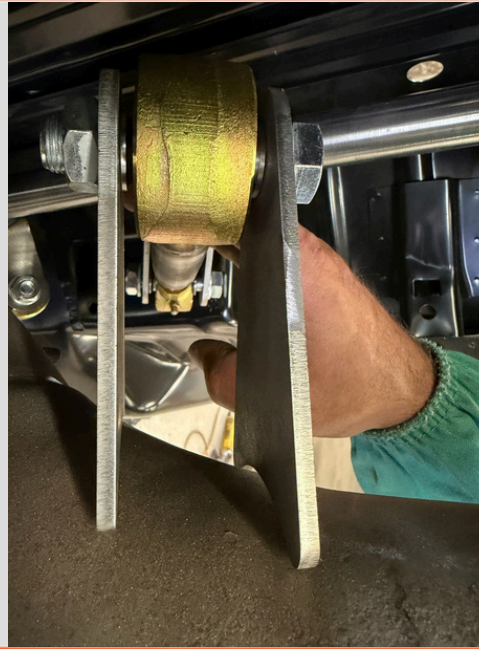


Figure 12 – Heim with tabs.

NOTE: BRAKE TEE CLEARANCE (IF NEEDED)

If the tabs interfere with the brake tee, remove the tee, reinstall the vent plug, and adjust the tabs to clear the vent cap screw.

To relocate the brake tee, weld a 5/16" bolt to the housing and reattach the tee.

STEP 8 TACK AND WELD AXLE TABS

Ensure the tabs fit with the contour of the housing (some grinding may be necessary). Next secure the tabs in place with strong, heavy tacks. Before welding carefully verify all measurements to ensure accuracy. Weld the tabs completely around the edges to achieve maximum structural integrity. Take care during the welding process to avoid overheating the housing, as excessive heat may distort the axle tubes.



Figure 13 – Tacked axle tabs.



Figure 14 – Final Configuration.

IMPORTANT

Verify all measurements before final welding. Avoid excessive heat to prevent distortion of the axle tubes.

STEP 9 INSTALL COILOVER SHOCKS

Install the coilover brackets onto the lower link mounts using the two upper holes, as typically specified. Torque these bolts to 80 foot-pounds. See Figure 15. Prior to installation you should assemble the shock using the manufacturer's guidelines (provided). Once assembled, secure the shocks to the crossbar and tighten the bolts to 60 pounds of torque. Next attach the shock to the aluminum bracket, placing a ½ inch spacer between the shock and the bracket, along with a ¼ inch spacer between the bolt head and the shock. Ensure that anti-seize compound is applied to all threads to prevent galling the aluminum. Tighten carefully—avoid overtightening to prevent stripping the threads.

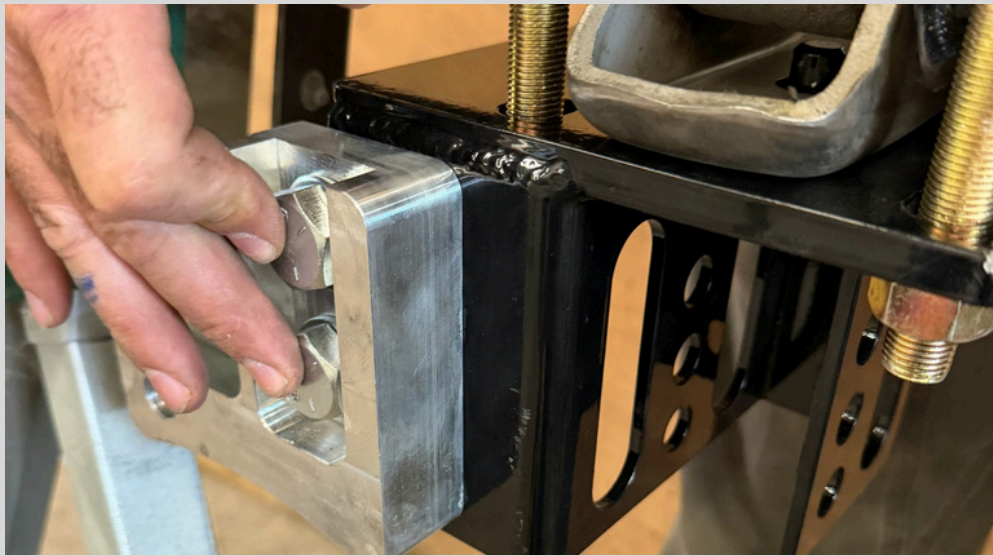


Figure 15 – Coilover bracket / lower link mount.

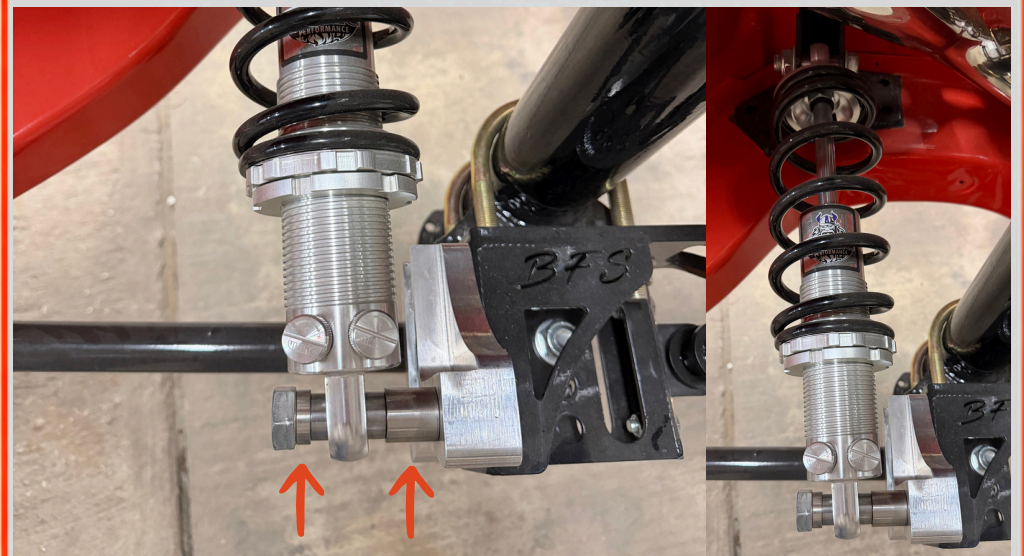


Figure 16 – Coilover shock mounting.

FINAL FINAL INSTALLATION & INSPECTION

Carefully verify all completed work and ensure it is reviewed by qualified personnel. Proceed to reinstall the driveshaft, wheels, tires, and other related components. Once these tasks are complete, lower the vehicle to the ground and confirm your desired ride height. If you need to make changes, be sure to use the spanner wrenches as directed by the shock manufacturer's instructions. The installation of your 4-link system is now complete.

DISCLAIMER

FOR OFF ROAD AND RACING ONLY!!!!

Bolander Fabrication & Suspensions LLC, nor its entities, is not the installing party and cannot control the manner in which any products are used, and makes no warranty, expressed, written or verbal, or guarantee claims for installation errors or damage. Bolander Fabrication & Suspensions LLC, nor its entities, is not responsible or liable for any damage, injuries or deaths resulting from the installation or use of this product. It is highly recommended that this product be installed by a trained and qualified individual(s). Failure to read this disclaimer does not constitute liability on Bolander Fabrication & Suspensions LLC.