

## **ROD END TYPE SHOCK LINKS INSTALLATION**

- 1) Remove the original shock links. The tapered ball pin can be difficult to dislodge from the shock arm. Hold a heavy steel bar against the link side of the shock arm for support and hit the end of the threaded stud with a hammer. If you want to save the link for possible re-use, leave the nut on the end of the stud and hit on the nut rather than the stud.
- 2) Clean out the pocket of the trailing arm and test fit the clevis in the trailing arm. The clevis is to be bolted directly into the trailing arm with no rubber isolation. The size of the hole in the trailing arm varies from one to the next so make sure that the round shoulder on the bottom of the clevis fits down into the hole. If not, file the hole until it fits. Also remove any casting burrs that may be preventing the clevis from seating nicely in the trailing arm.
- 3) The length of the rod end link is factory set and the locknut is tightened. The length of the link should be close to that of the original link so there should be no need to adjust the length. Yes, the slot in the clevis should be side to side not front to back. The bolt through the clevis and lower rod end is threaded through the far side of the clevis and factory torqued to 24 ft/lb. then the lock nut is factory torqued to 30 ft/lb.
- 4) Leave the nut and special washer on the rod end side of the tapered pin. Remove the nut and washer from the tapered end of the pin. Swivel the shock arm up and insert the tapered pin through the shock arm then install the washer and nut onto the tapered pin. Hold the nut on one end of the tapered pin and tighten the nut on the other end. Torque each nut to 45 ft/lb.
- 5) Remove washer and nut from the lower clevis bolt and swivel the shock arm down to drop the clevis bolt through the hole in the trailing arm. Install the washer and nut onto the clevis bolt. Make sure that the clevis is properly seated with its shoulder in the hole of the trailing arm. Hold the clevis with the slot perpendicular to the centerline of the car and tighten the nut on the clevis bolt to 40 ft/lb.
- 6) The distance between the centerline of the upper rod end and the centerline of the end of the shock arm is designed to be approximately the same as the original link. The front end of the tapered pin protrudes forward further than the ball of the original link did but if everything is normal, there should be ample clearance between it and the trailing arm regardless of the suspension height. If it does interfere with the trailing arm you may want to investigate why your trailing arm is back so far. Perhaps there is an excessive number of shims between the trailing arm brackets and the frame. If modification of the shock link is needed to make it clear, one option is to remove the special washer and replace it with a thinner regular washer. Alternately or additionally depending on how much is needed, the nylon stop nut may be replaced with a jam nut installed with thread locker. The end of the threaded pin protruding past the nut will then have to be cut off.



**Good Parts Inc.**  
**Richard Good**  
**4316 New Holland Rd.**  
**Mohnton, PA 19540**  
**(610)777-4457**  
**goodparts@verizon.net**