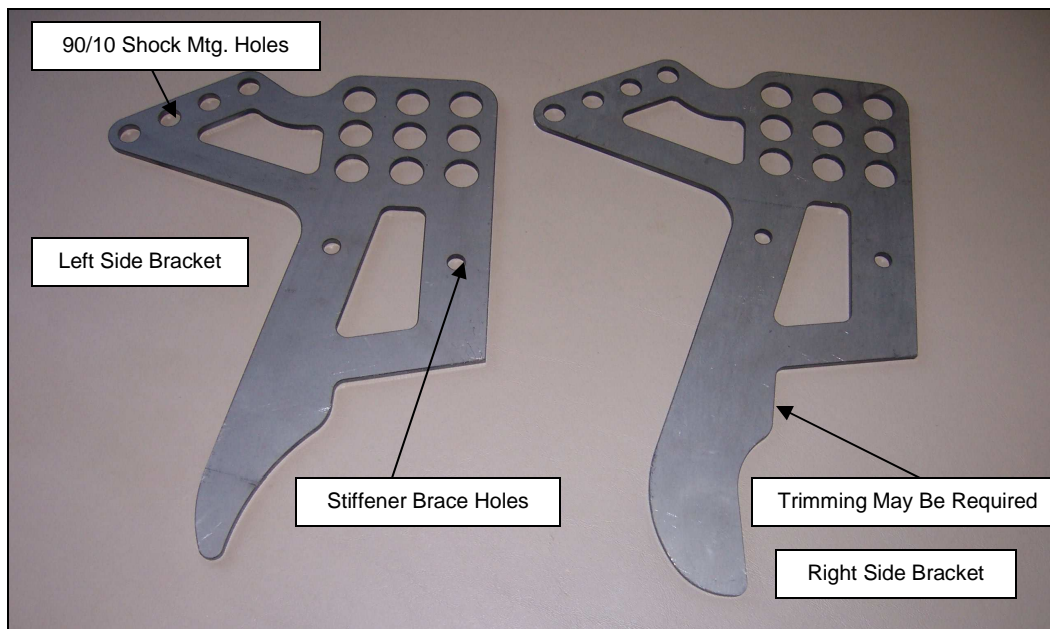




TECH SHEET: #4655

FORD TORQUE LINK BRACKET KIT

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The #4655 Torque Link Bracket Kit consists of a Left Hand and Right Hand Bracket designed to weld to the top of a 9" Ford type rear axle housing. The brackets mount the torque link to the rear end at a point above, and in front of the centerline of the rear end. Mounting the torque link in front of the centerline of the rear end will cause the pull bar operating angle to increase as the throttle is applied and the pinion rises. As the pull bar operating angle increases the car will maintain "bite" or forward traction. The 4655 Brackets also have a set of mounting holes for a 90/10 shock.

The # 4655 Brackets are designed to fit a 9" Ford or Ford type "after market" housing. There are many types of 9" Ford housings available, none of which have the same exact shape or dimensions. Because of this the 4655 Brackets may fit perfectly on some housings but require trimming on others. If trimming of the brackets is required it will typically be needed in the "dog leg" part of the brackets which weld to the rear cover.

INSTALLATION

1. It is recommended the rear end be removed from the car before installing the brackets. Remove any brackets which may have previously been installed on the rear end. Grind the surface smooth and clean any paint, dirt or rust off the top of the housing and the rear housing cover. Position the rear end on blocks or jack stands and level the rear end side to side.
2. The brackets are designed to be welded to the housing centered above the pinion. Locate and mark the centerline of the rear end on top of the axle housing.
3. The brackets should be mounted parallel to each other and approximately 5" apart. Locate and mark a mounting location for each bracket, on top of the housing, an equal distance from the centerline of the housing. It is OK to move either bracket, side to side, a small distance from your left hand and right hand marks if doing so allows the brackets to fit the housing better.

4. The front of each bracket should not overhang the front of the rear end housing. The brackets should be positioned just to the front edge of the flat top of the rear end housing. If trimming of the brackets is needed we recommend you first make a template of each bracket. Templates can be made of heavy weight paper, cardboard or aluminum. After making templates test fit and trim the templates until a satisfactory fit has been obtained. **DO NOT CUT THE DOG LEG PARTS OF THE BRACKETS OFF.** The brackets should fit tight to the rear end housing. Once a good fit has been obtained the templates can be traced onto the brackets. The brackets should be trimmed with a plasma cutter, saw, abrasive cut-off wheel, die grinder and/or file. Do not use a cutting torch unless you have no other way of cutting the brackets.
5. Fabricate some spacers out of scrap tubing to fit between the brackets. The spacers should space the brackets apart to the same dimension the brackets will be when welded to the rear end housing. Use the spacers and bolt or clamp the brackets together so they are parallel to each other with all holes lined up. Position the brackets on the rear end housing so the brackets are square, level across the tops and straight up and down. Once the brackets are properly positioned tack the brackets in place with some spot welds.
6. Weld the brackets in place with a good fillet weld. Be careful to achieve equal weld penetration of the brackets and the rear end housing. **THIS IS NOT A JOB FOR A 110 VOLT WELD MACHINE OR AN INEXPERIENCED WELDER.** Weld both brackets a full 360 degrees around the brackets. When welding move around the brackets to avoid putting too much heat into any one part of the housing. To avoid stress risers be sure to cap the toe of the welds with a weld.
7. Each bracket has two 3/8" stiffener brace mounting holes. If you are racing a car with a high horsepower engine on good tires we recommend you fabricate and install two cross braces.
8. After welding remove the spacers and clean up the weld affected zone. Paint the brackets and rear end housing and reinstall the rear end in the racecar.

The brackets have 9 torque link mounting holes. This provides many tuning options for mounting the torque link. With the rear end pinion angle at -8 degrees the upper, front torque link mounting holes are 4" in front of and 12" above the centerline of the rear end. Mounting the torque link in these holes will provide the most "bite".

Each bracket has 4 holes for mounting the 90/10 shock and can be used with a front or rear mounted 90/10. If your car has a front mounted 90/10 shock running at a low operating angle, and the torque link is mounted in the rear, upper holes the shock may interfere with the torque link. We recommend you fully articulate your suspension to check for interference after installing the brackets. When articulating the suspension also verify the torque link can not contact the brackets.

If you have questions about bracket installation feel free to call Right Foot Performance Products at (920) 788-0356 or email us at rightfootpp@sbcglobal.net.