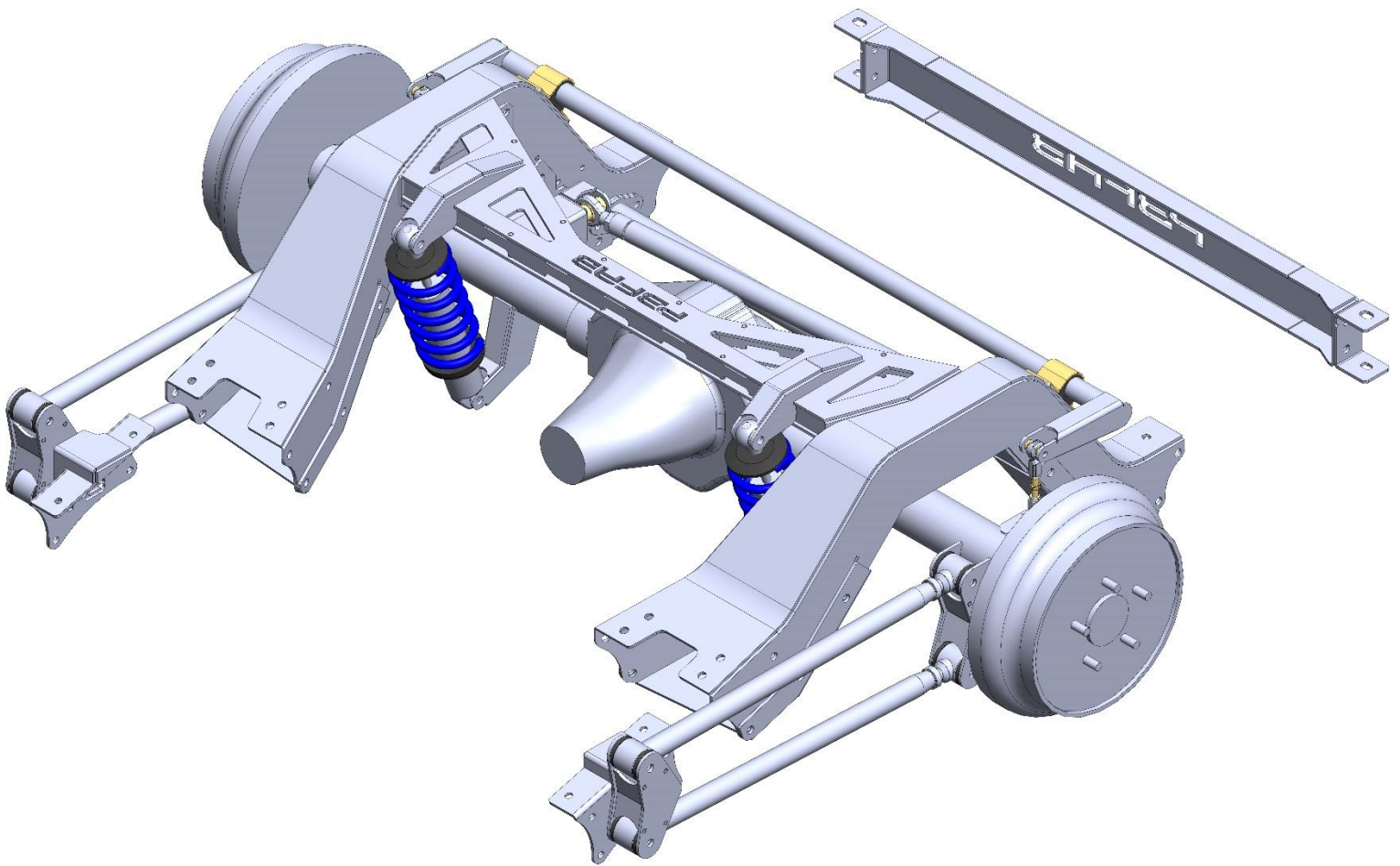


# **PORTERBUILT FABRICATION**

## **DROPMEMBER REAR 60-62 LEVEL 2 COIL-OVER INSTALLATION GUIDE**



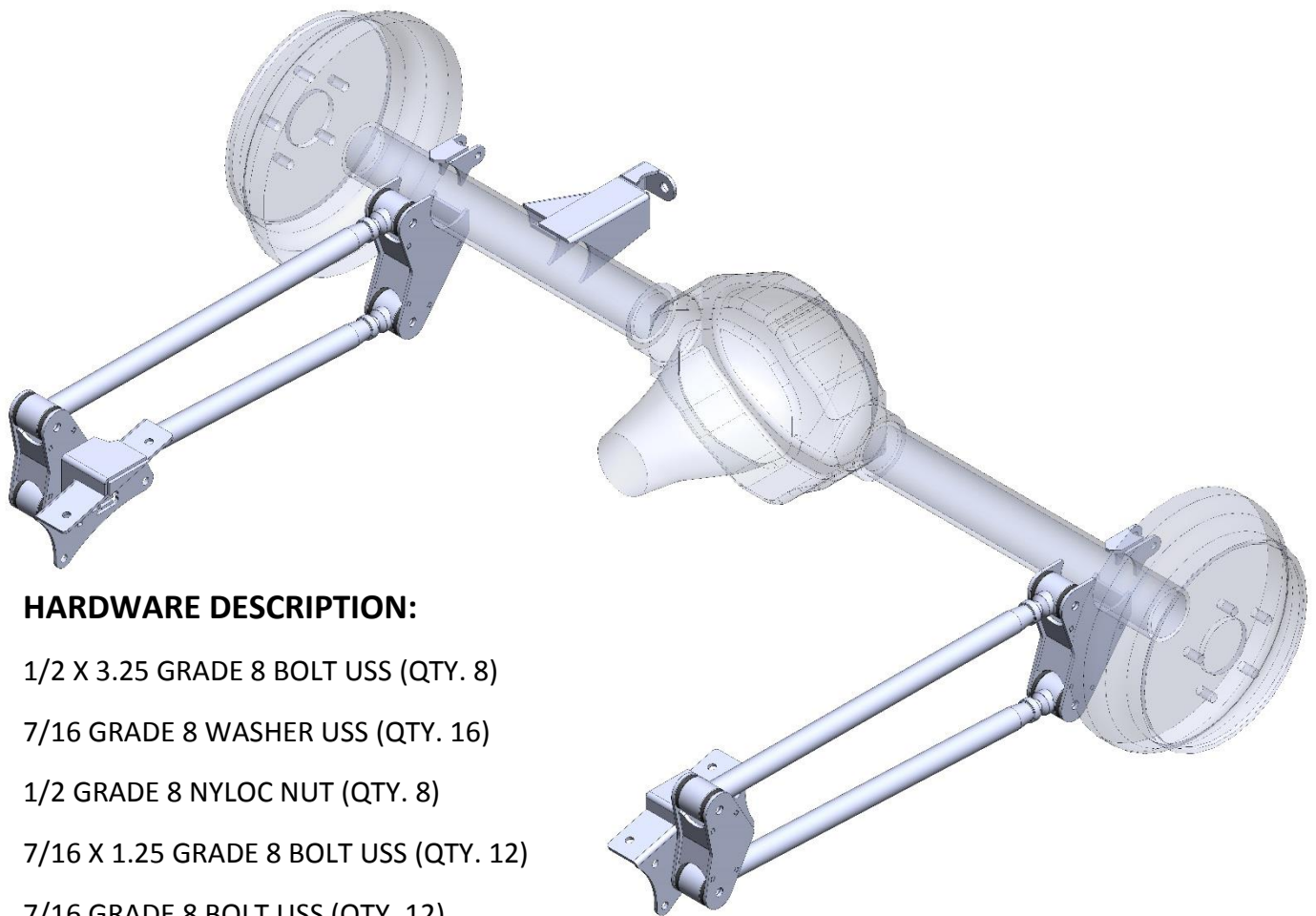
**03/2019**

## **SECTION 1:** INDIVIDUAL COMPONENTS WITH HARDWARE DESCRIPTIONS.

**\*\*\* HARDWARE BAGS WILL HAVE LABEL WITH PART NUMBER THAT CORRELATE TO EACH PART\*\*\***

**PART#** 4L6062-2

**DESCRIPTION:** 4 LINK; 60-62; LEVEL 2; PANHARD BAR SPECIFIC



### **HARDWARE DESCRIPTION:**

1/2 X 3.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 WASHER USS (QTY. 16)

1/2 GRADE 8 NYLOC NUT (QTY. 8)

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 12)

7/16 GRADE 8 BOLT USS (QTY. 12)

3/8 GRADE 8 FLAT WASHER USS (QTY. 24)

3/4-16 RH JAM NUT (QTY. 4)

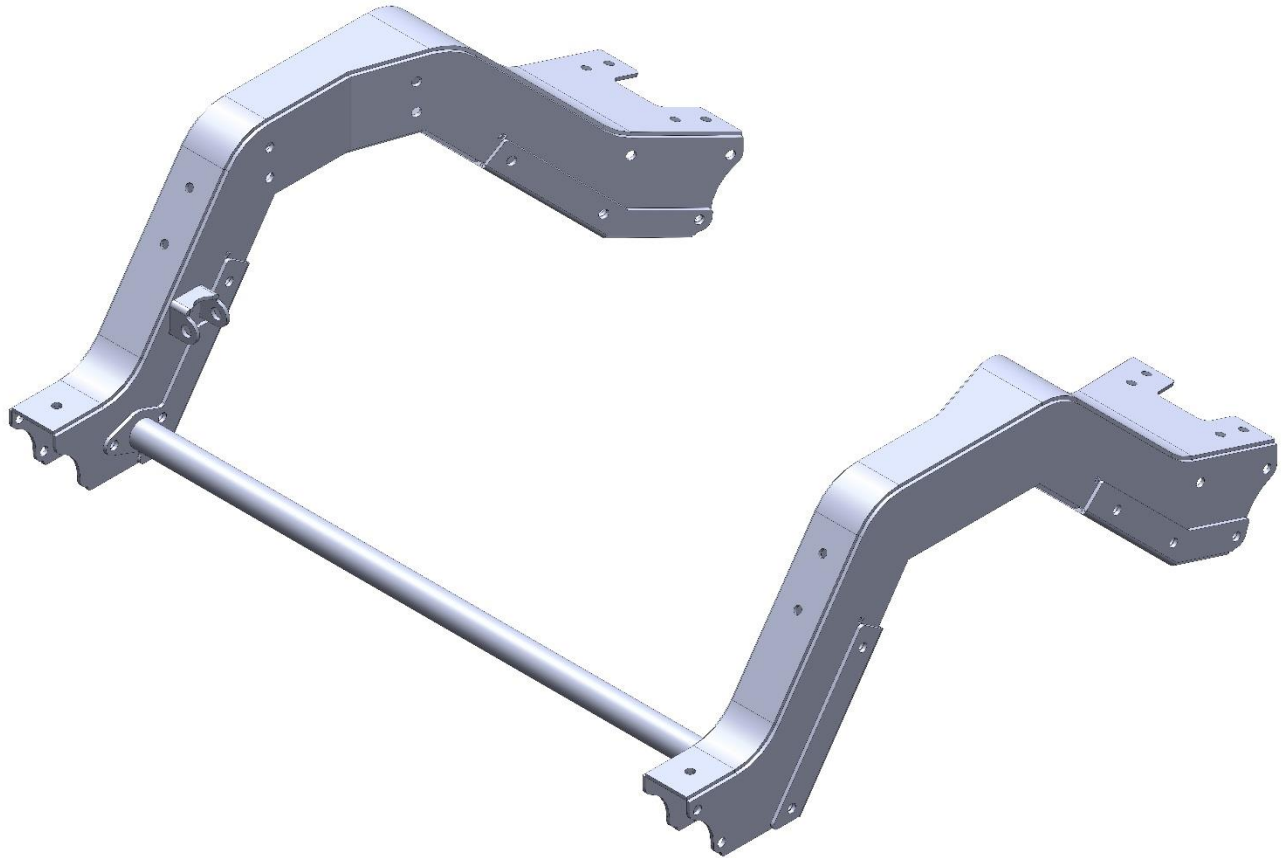
POLY BUSHING HALF; 4-LINK SPECIFIC (QTY. 16)

4-LINK BUSHING CRUSH TUBE (QTY. 8)

ZERK FITTINGS (QTY. 8)

**PART#** RN6062-2

**DESCRIPTION:** REAR NOTCH; 60-62 C10; LEVEL 2; BOLT IN



**HARDWARE DESCRIPTION:**

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 46)

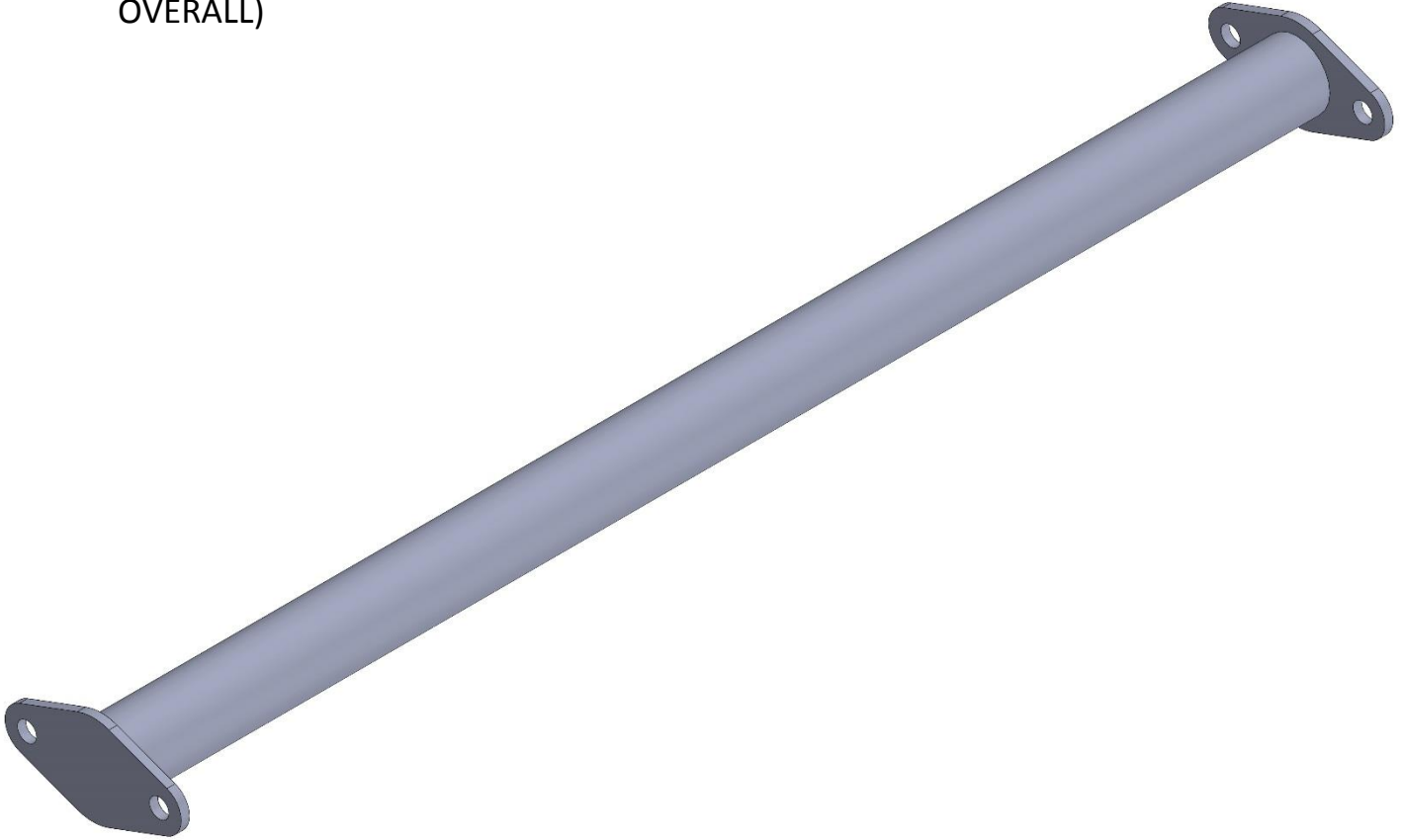
7/16 GRADE 8 NYLOC NUT USS (QTY. 38)

7/16 GRADE 8 LOCKWASHER USS (QTY. 8)

3/8 GRADE 8 FLAT WASHER USS (QTY. 84)

**PART#** RNX6062

**DESCRIPTION:** REAR NOTCH CROSS MEMBER 60-62 SPECIFIC (36 INCHES OVERALL)

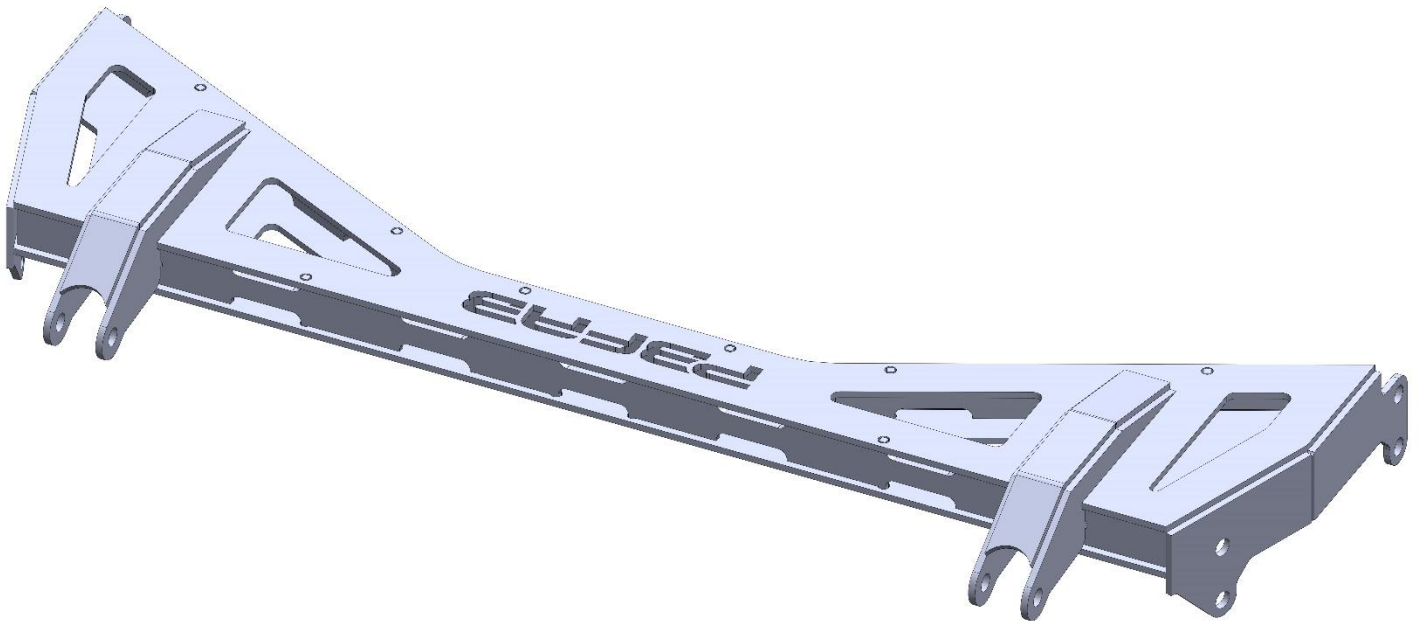


**HARDWARE DESCRIPTION:**

\*\*\*NO HARDWARE\*\*\*

**PART#** BA6062-2

**DESCRIPTION:** BRIDGE ASSEMBLY; 60-62 LEVEL2; INBOARD COIL-OVER



**HARDWARE DESCRIPTION:**

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 LOCKWASHER (QTY. 8)

3/8 GRADE 8 FLAT WASHER (QTY. 8)

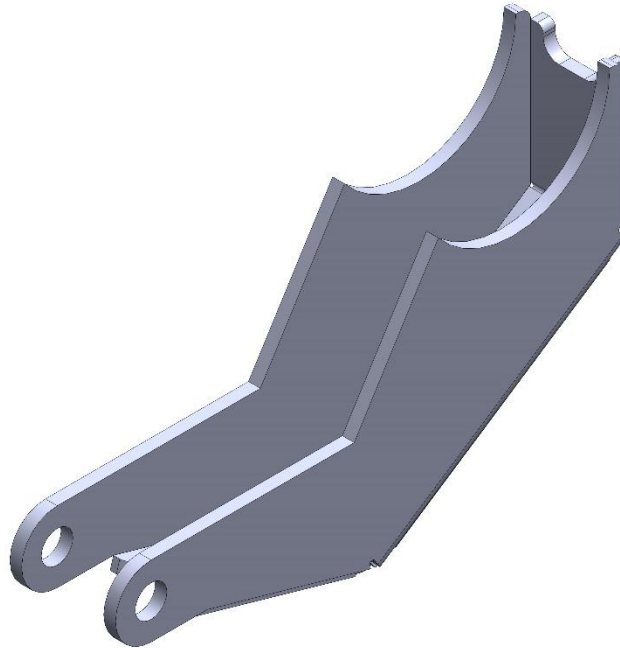
1/2 X 2.5 GRADE 8 BOLT USS (QTY. 4) **\*\*\*COIL OVER MOUNTING BOLTS\*\*\***

1/2 GRADE 8 NYLOC NUT USS (QTY. 4)

7/16 GRADE 8 FLAT WASHER USS (QTY. 8)

**PART#** LCB-IC-2

**DESCRIPTION:** LOWER COIL OVER BRACKET; INBOARD COIL-OVER; LEVEL 2

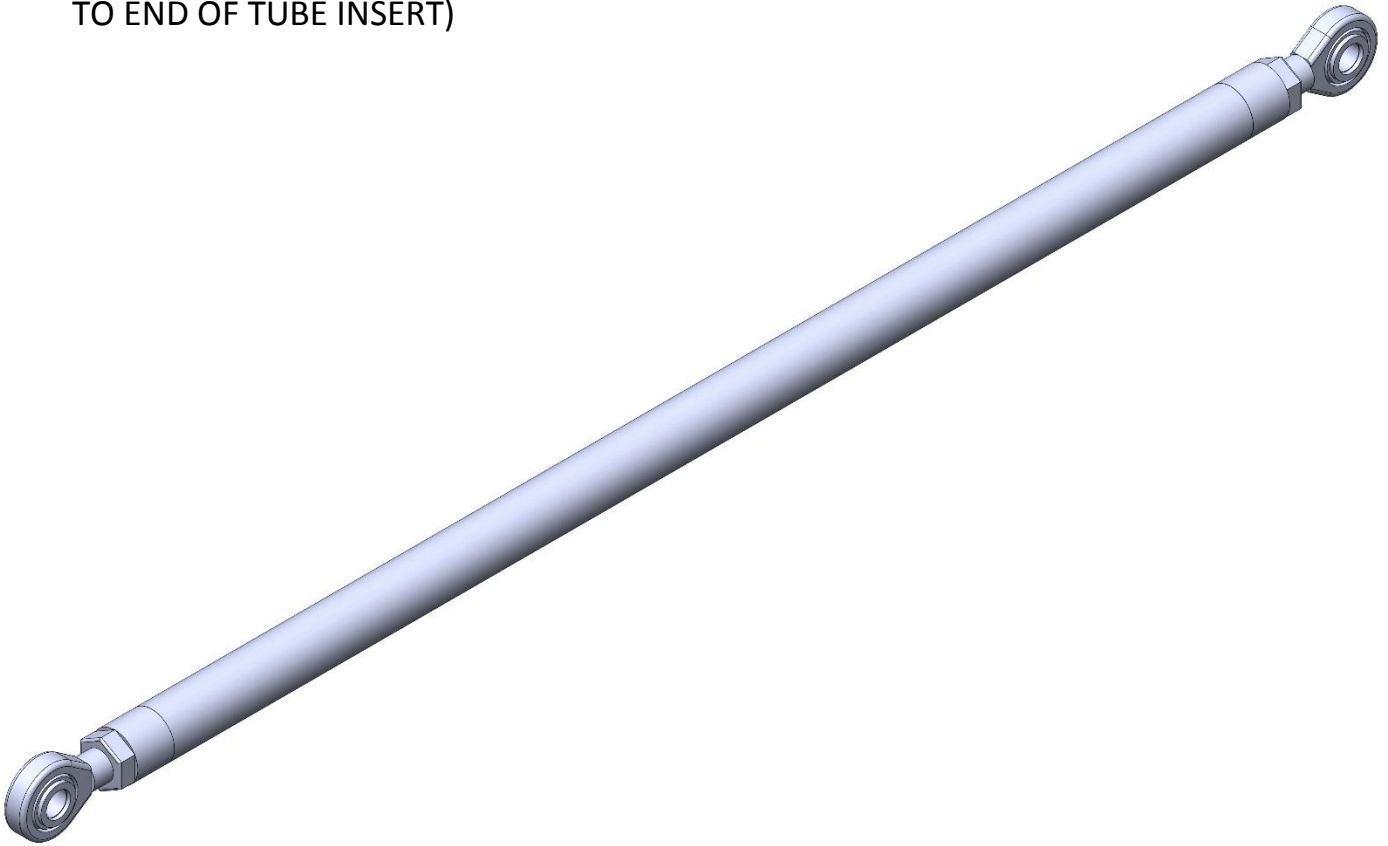


**HARDWARE DESCRIPTION:**

\*\*\*NO HARDWARE\*\*\*

**PART# PHB280**

**DESCRIPTION:** PANHARD BAR 28 INCHES OVERALL (FROM END OF TUBE INSERT TO END OF TUBE INSERT)



**HARDWARE DESCRIPTION:**

5/8 X 3.25 GRADE 8 BOLT USS (QTY. 2)

5/8 GRADE 8 NYLOC NUT USS (QTY. 2)

5/8 GRADE 8 FLAT WASHER SAE (QTY. 4)

CS10 PHB CONE SPACER (GOLD ZINC) (QTY. 4)

3/4 X 5/8 LH ROD END WITH JAM NUT (QTY.1)

3/4 X 5/8 RH ROD END WITH JAM NUT (QTY. 1)

**PART#** RFXM6062-PBFAB

**DESCRIPTION:** REAR FRAME CROSSMEMBER 60-62 C10; PBFAB LOGO



**HARDWARE DESCRIPTION:**

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 6)

7/16 GRADE 8 NYLOC NUT USS (QTY. 6)

3/8 GRADE 8 FLAT WASHER USS (QTY. 12)

3/8 GRADE 8 FLAT WASHER USS (QTY. 32)

**\*\*\*THIS PART IS AN OPTION\*\*\***



## SECTION 2: PARTS INSTALLATION

### REAR NOTCH INSTALLATION

-REFERENCE DIAGRAM BELOW FOR PROPER FORE-AFT LOCATION; THE REAR EDGE OF THE NOTCH WILL SET APPROX. 16.5 INCHES FROM REAR EDGE OF FRAME RAIL. FRONT INSIDE EDGE OF NOTCH WILL SET FLUSH WITH FACTORY INNER FRAME CROSSMEMBER

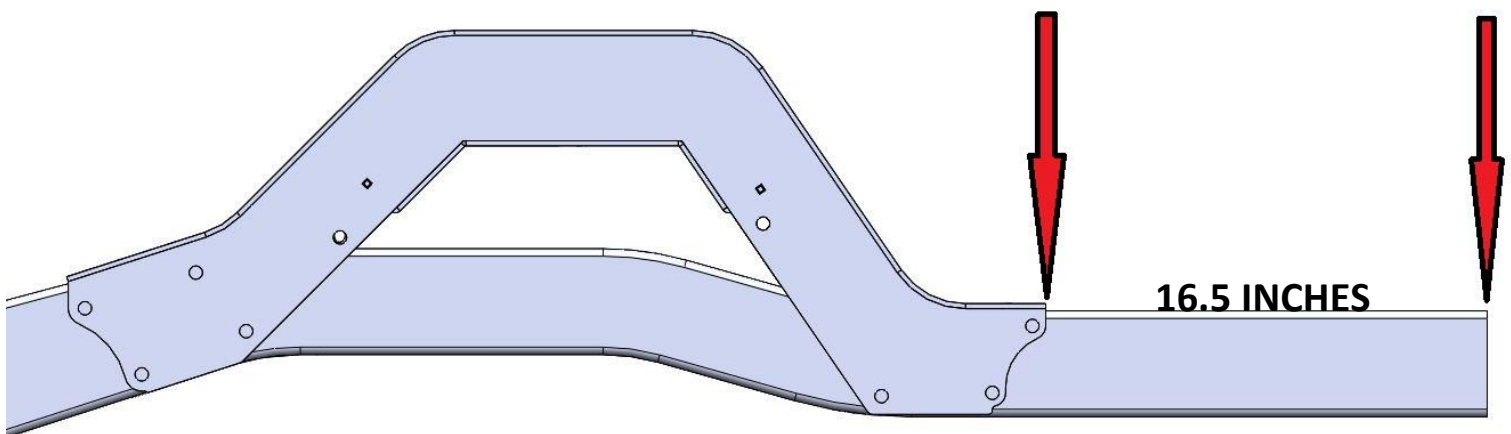
-IF ANY OF THE WELD NUTS CONTACT THE FRAME AND DO NOT ALLOW THE NOTCH TO SET FLUSH, CUT OR GRIND A RECES IN THE FRAME TO ALLOW THE NOTCH TO SET FLUSH

-CLAMP NOTCH SO THAT THE NOTCH IS FLUSH AGAINST THE TOP OF FRAME RAIL AND OUTSIDE OF FRAME RAIL (**\*\*\*FAILURE TO DO SO WILL CAUSE IMPROPER FITMENT OF REMAINING COMPONENTS\*\*\***)

-WITH NOTCH PROPERLY CLAMPED IN PLACE, USE NOTCH AS TEMPLATE TO DRILL MOUNTING HOLES IN FRAME (**\*\*\*USE A 7/16 DRILL BIT\*\*\***)

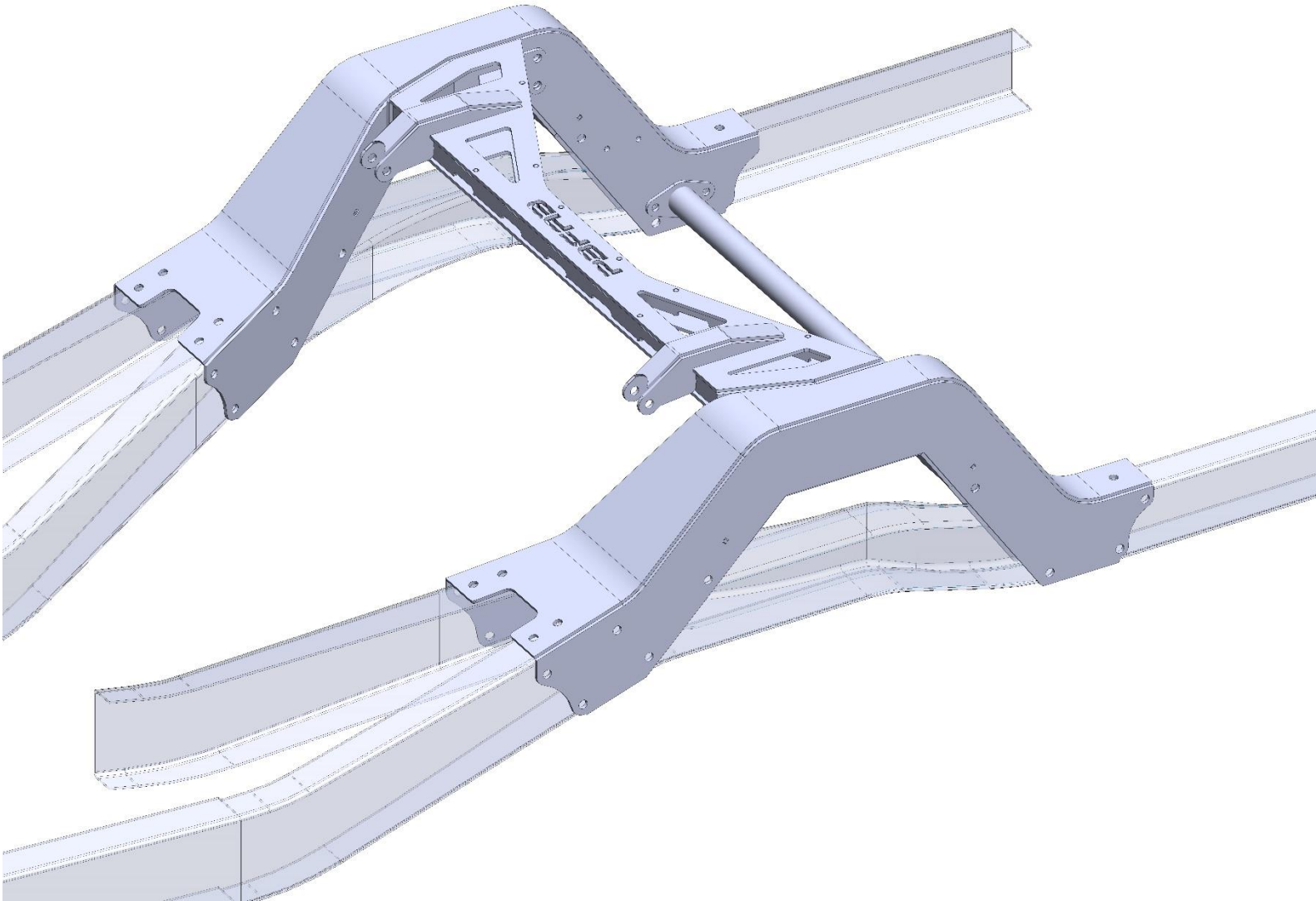
-INSTALL 7/16 GRADE 8 HARDWARE TO SECURE NOTCH TO FACTORY FRAME (TORQUE TO 65 FT.-LBS)

-WITH NOTCH SECURELY BOLTED INTO FRAME, USE A SAWZALL OR CUT-OFF WHEEL TO REMOVE FACTORY FRAME SECTION (**\*\*\*TAKE CARE TO NOT CUT INTO OR DAMAGE NOTCH\*\*\***)



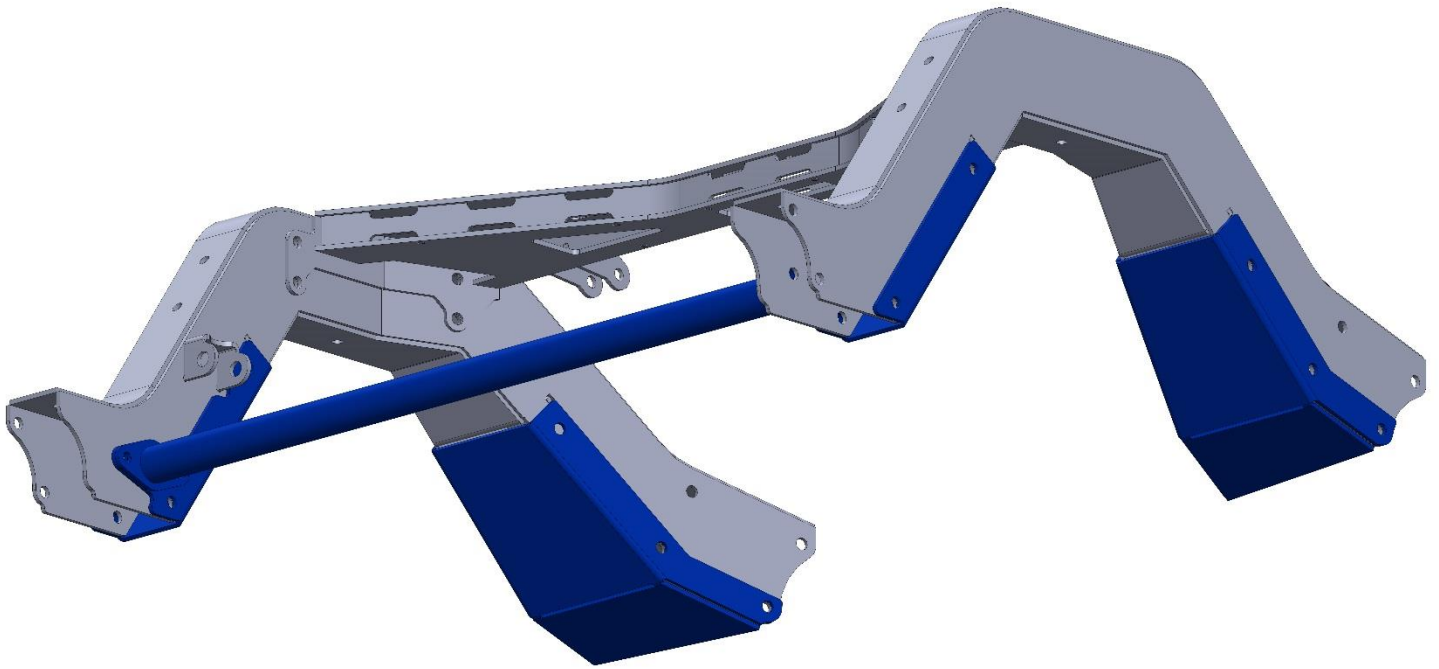
## BRIDGE ASSEMBLY INSTALLATION

- INSTALL BRIDGE ASSEMBLY USING SUPPLIED GRADE 8 HARDWARE
- DO NOT YET FULLY TIGHTEN BRIDGE ASSEMBLY MOUNTING HARDWARE (**\*\*\*WILL DO SO AFTER NOTCH CAP AND REAR NOTCH CROSSMEMBER INSTALLATION\*\*\***)



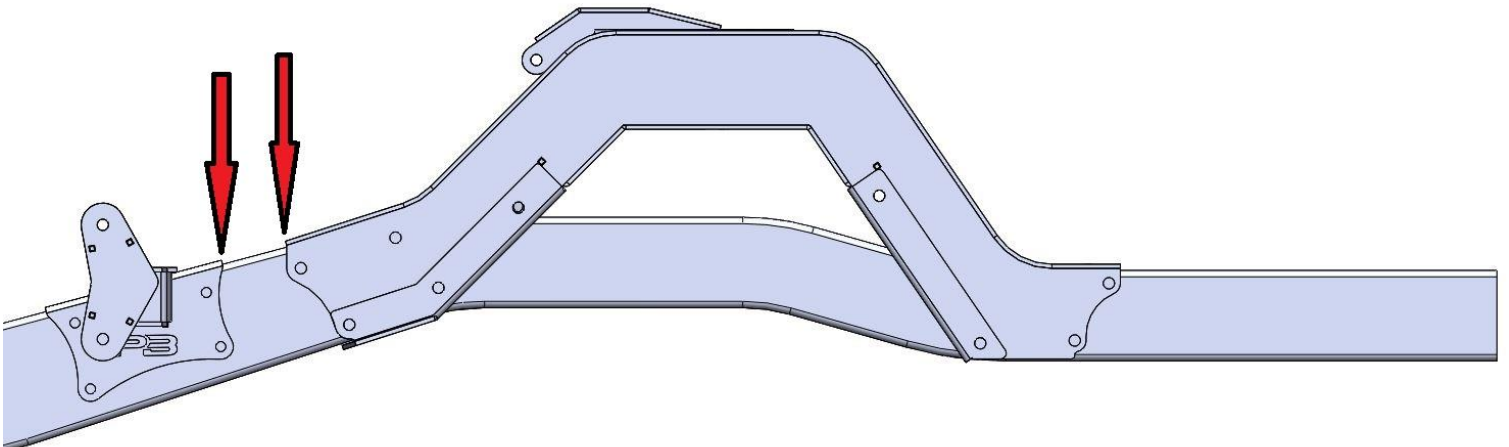
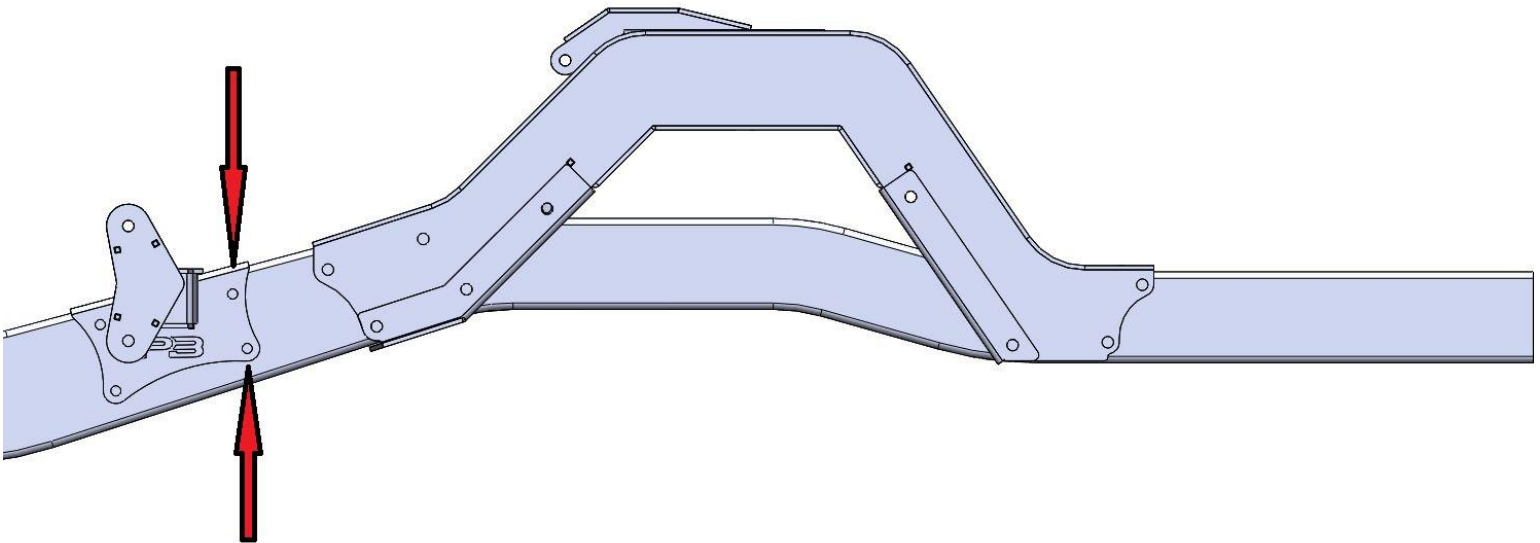
## **NOTCH CAP AND REAR NOTCH CROSSMEMBER INSTALLATION**

- INSTALL FRONT AND REAR NOTCH CAPS AND REAR NOTCH CROSSMEMBER USING SUPPLIED GRADE 8 HARDWARE
- AFTER INSTALLING NOTCH CAPS AND REAR NOTCH CROSSMEBER TORQUE ALL HARWDARE TO 65 FT-LBS

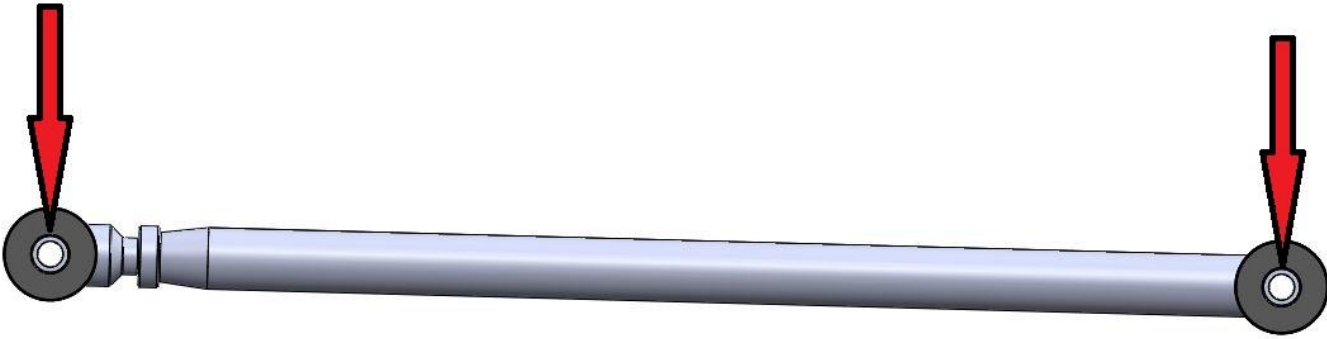


## 4-LINK INSTALLATION

- INSTALL FRONT 4-LINK BRACKETS TO FRAME
- SEE BELOW IMAGE FOR REFERENCE
- REMOVE THE SECOND FROM FRONT FACTORY BED MOUNT
- 4-LINK BRACKETS SIDE REAR MOUNTING HOLES (REFERENCED BY ARROWS IN FIRST IMAGE) SHOULD ALIGN WITH FACTORY HOLES IN FRAME
- IF BRACKET DOES NOT ALIGN WITH FACTORY HOLES, DISTANCE BETWEEN FRONT EDGE OF NOTCH AND REAR EDGE OF 4-LINK BRACKET SHOULD BE APROX. 3 INCHES (REFERENCED BY ARROWS IN SECOND IMAGE)

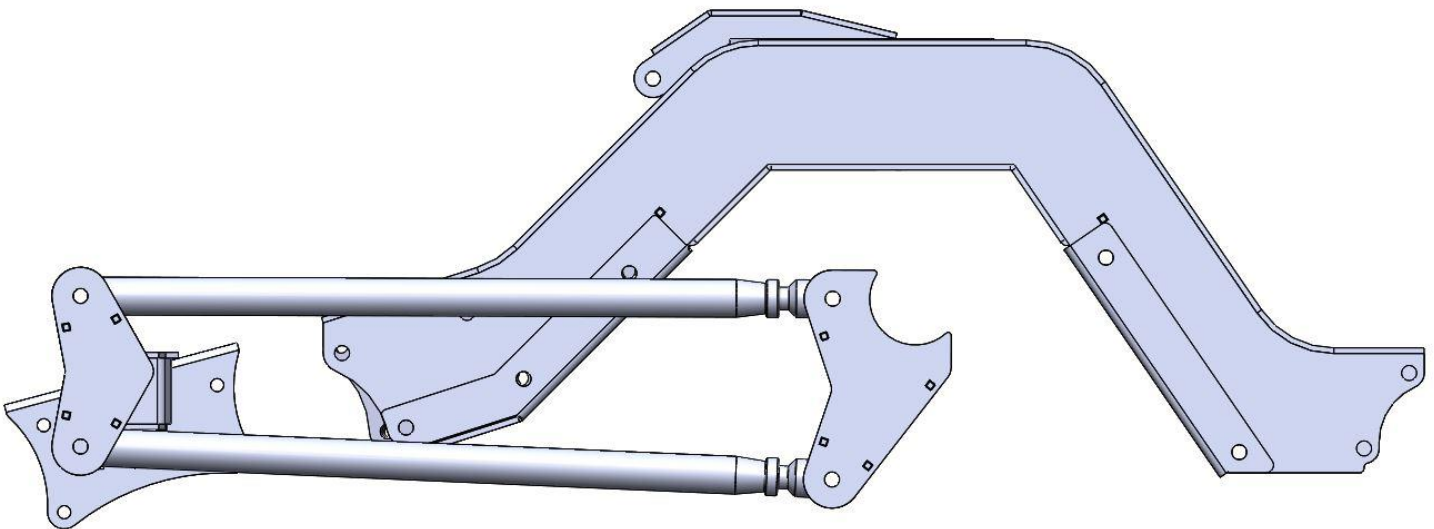


-SET 4-LINK BARS TO 25 INCHES CENTER TO CENTER



-INSTALL 4-LINK BARS INTO FRONT 4-LINK MOUNTING BRACKETS  
USING SUPPLIED GRADE 8 HARWDARE

-INSTALL REAR 4-LINKL AXLE BRACKETS INTO REAR OF 4-LINK BARS

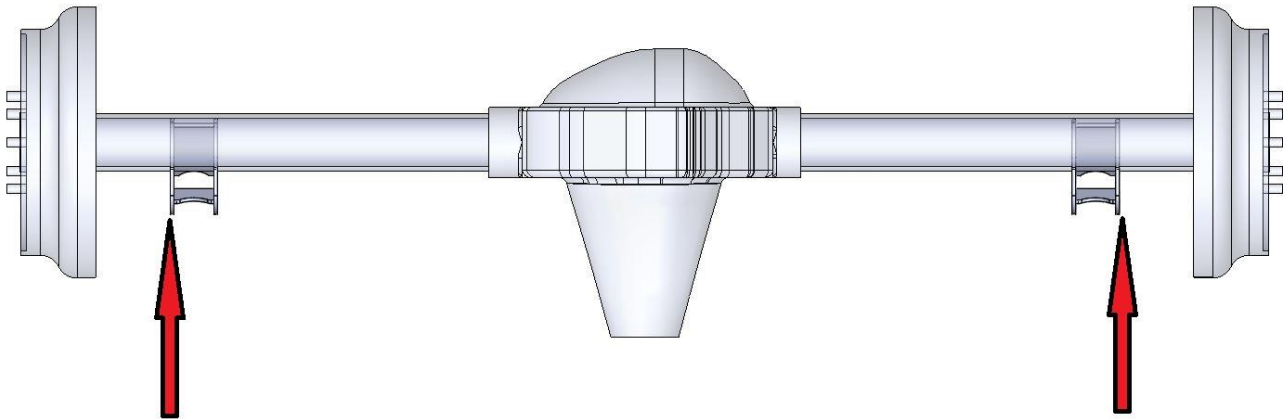


-MOCK UP REAR DIFFERENTIAL

-SET DISTANCE BETWEEN TOP OF AXLE TUBE AND BOTTOM OF NOTCH TO 3 INCHES

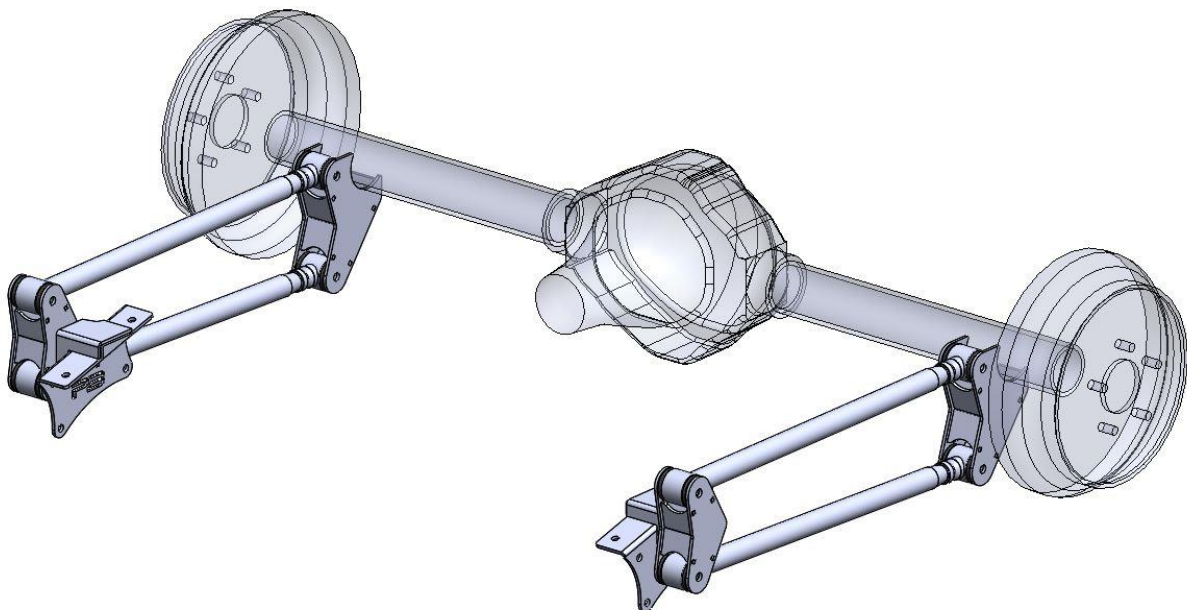
-ENSURE REAR DIFFERENTIAL IS CENTERED IN CHASSIS

-SET OUTSIDE TO OUTSIDE OF 4-LINK AXLE BRACKETS TO 49 INCHES



-SET PINION ANGLE TO ZERO DEGREES AND TACK AXLE BRACKETS TO AXLE HOUSING

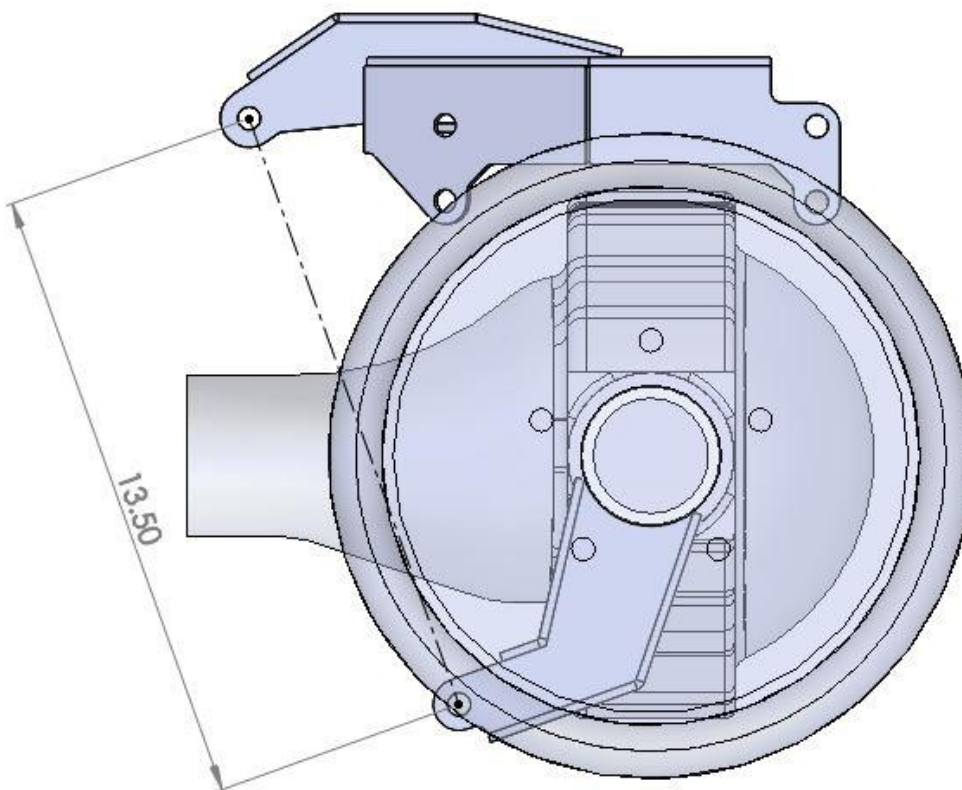
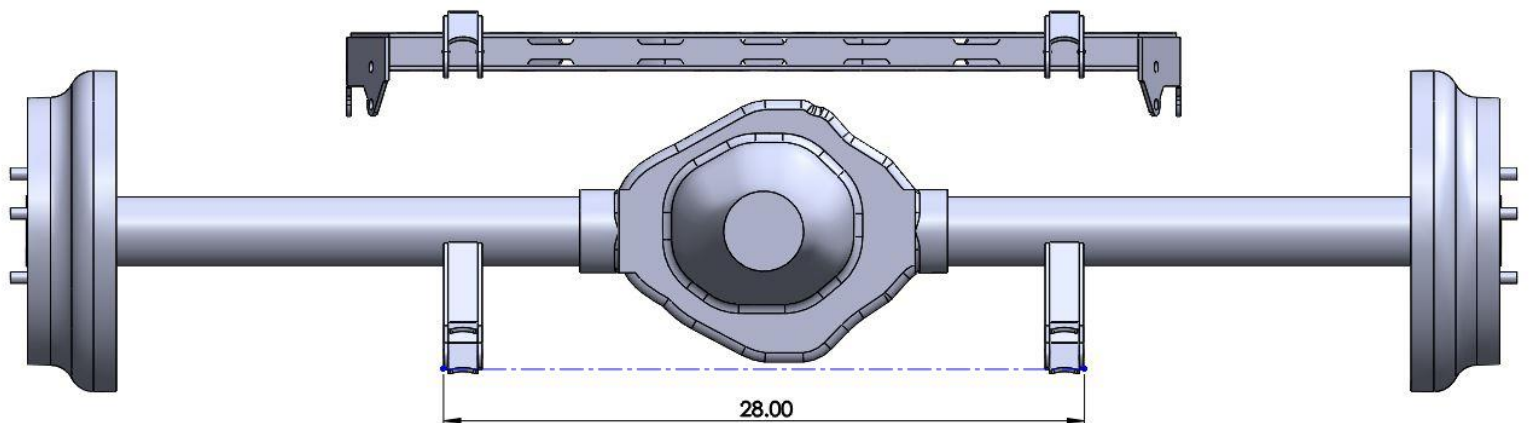
-DO NOT FULLY WELD UNTIL AFTER DRIVE-LINE HAS BEEN INSTALLED AND DRIVE-LINE ANGLES CONFIRMED





## LOWER COIL-OVER MOUNTING BRACKETS

- ENSURE DISTANCE BETWEEN TOP OF AXLE TUBE AND BOTTOM OF NOTCH IS 3 INCHES
- ENSURE REAR DIFFERENTIAL IS CENTERED IN CHASSIS
- DISTANCE BETWEEN UPPER AND LOWER COIL OVER MOUNTING BRACKET CENTERS WILL BE SET TO 13.5 INCHES
- OUTSIDE TO OUTSIDE OF LOWER COIL OVER MOUNTING BRACKETS WILL BE SET TO 29 INCHES (SAME DISTANCE AS THE UPPERS)



## **PANHARD BAR MOUNTING BRACKET AND PANHARD BAR INSTALLATION**

- ENSURE DISTANCE BETWEEN TOP OF AXLE TUBE AND BOTTOM OF NOTCH IS 3 INCHES
- ENSURE REAR DIFFERENTIAL IS CENTERED IN CHASSIS
- SET CENTER TO CENTER OF PANHARD BAR ROD ENDS TO A DISTANCE OF 31.75 INCHES
- ATTACH PANHARD BAR TO NOTCH SIDE MOUNTING BRACKET
- ATTACH PANHARD BAR TO AXLE MOUNT BRACKET
- TACK THE PANHARD BAR MOUNTING BRACKET TO THE AXLE
- PANHARD BAR SHOULD BE CLOSE TO LEVEL AND REAR DIFFERENTIAL SHOULD BE CENTERED IN CHASSIS
- DO NOT FINAL WELD PANHARD BAR MOUNTING BRACKET UNTIL DRIVE-LINE IS INSTALLED AND DRIVE-SHAFT ANGLES HAVE BEEN CONFIRMED

