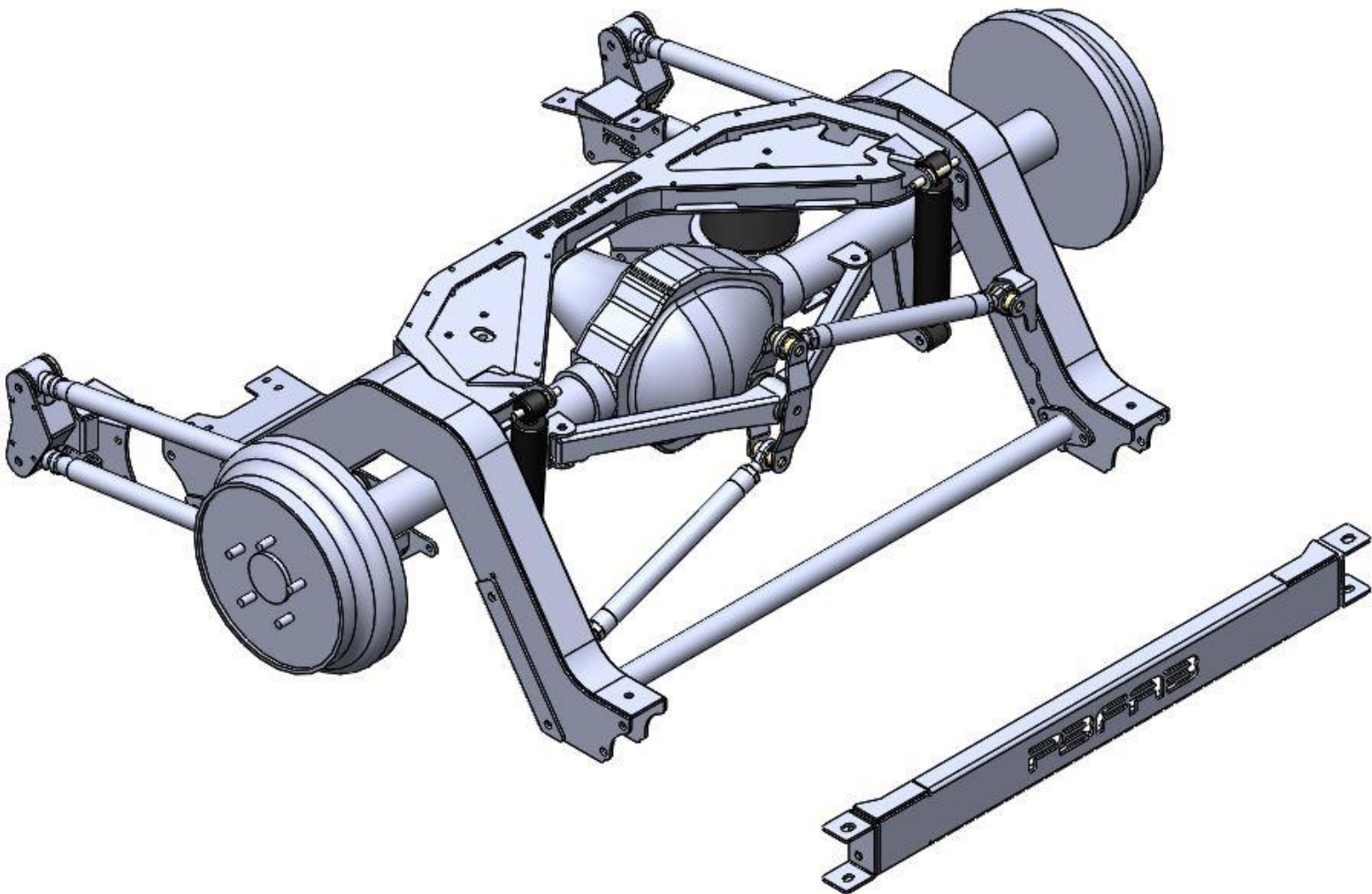


PORTERBUILT FABRICATION

DROPMEMBER REAR 60-62 LEVEL 3 AIRBAG INSTALLATION GUIDE



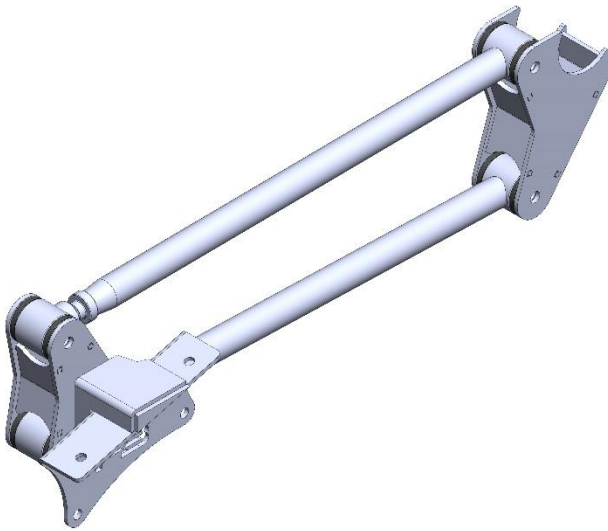
04/2019

SECTION 1: INDIVIDUAL COMPONENTS WITH HARDWARE DESCRIPTIONS.

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

PART# 4L6062-3-WL

DESCRIPTION: 4 LINK; 60-62; LEVEL 3; WATTS LINK 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)

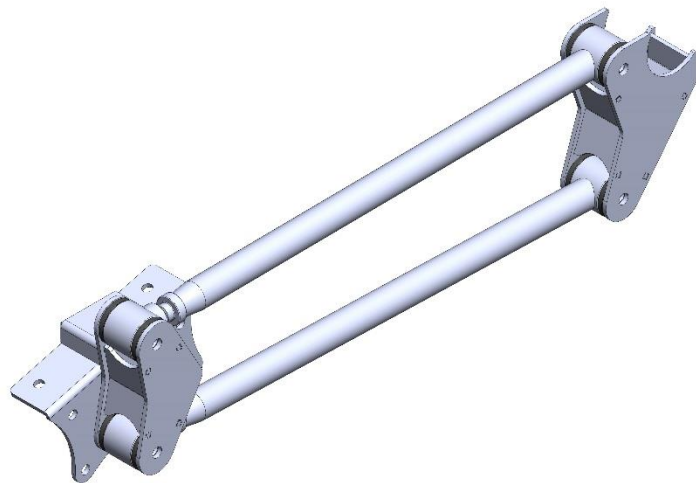
3/8 GRADE 8 FLAT WASHER USS (QTY. 24)

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

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

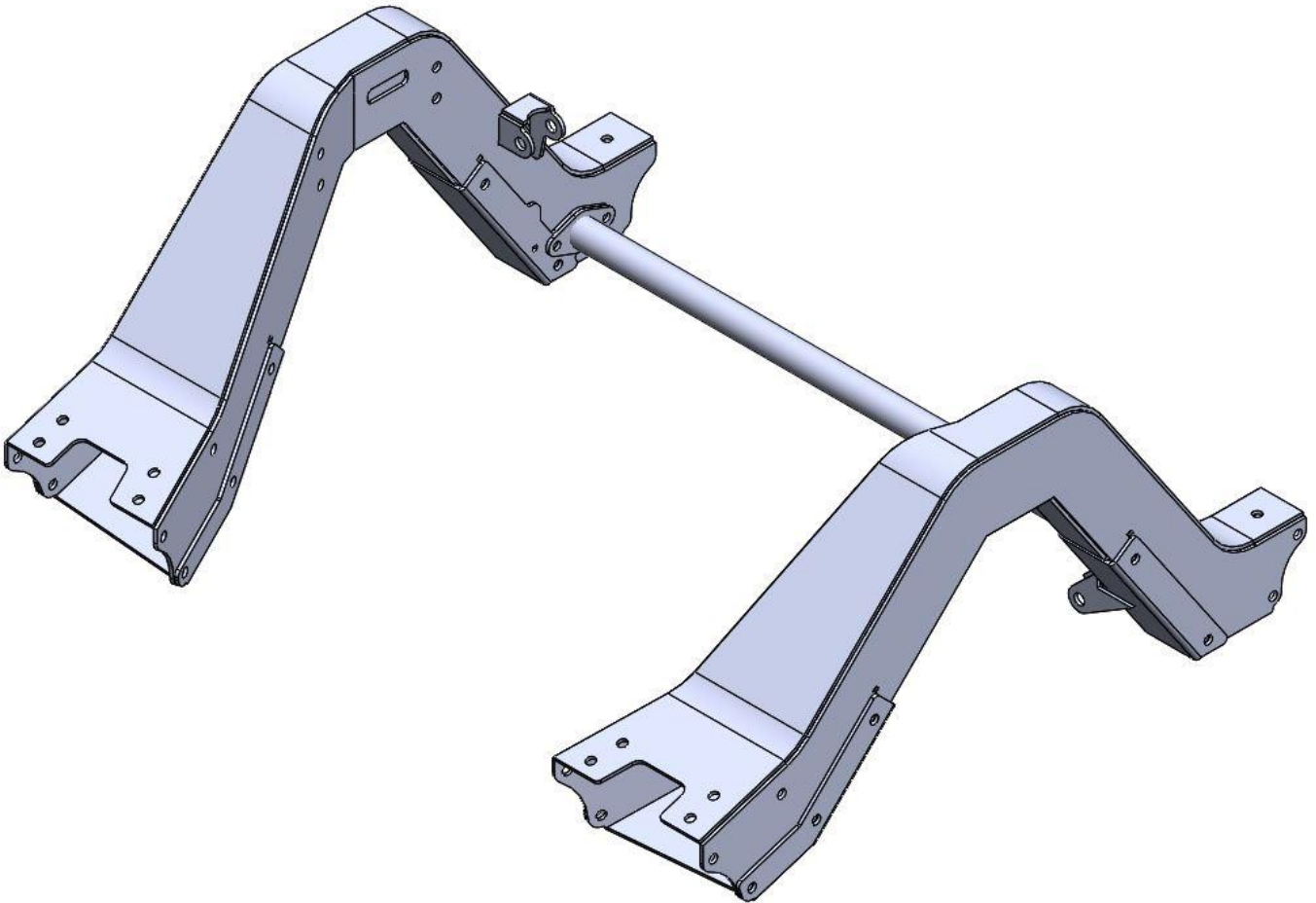
4-LINK BUSHING CRUSH TUBE (QTY. 8)

ZERK FITTINGS (QTY. 8)



PART# RN6062-3-B-WL

DESCRIPTION: REAR NOTCH; 60-62 C10; LEVEL 3; BOLT IN



HARDWARE DESCRIPTION:

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

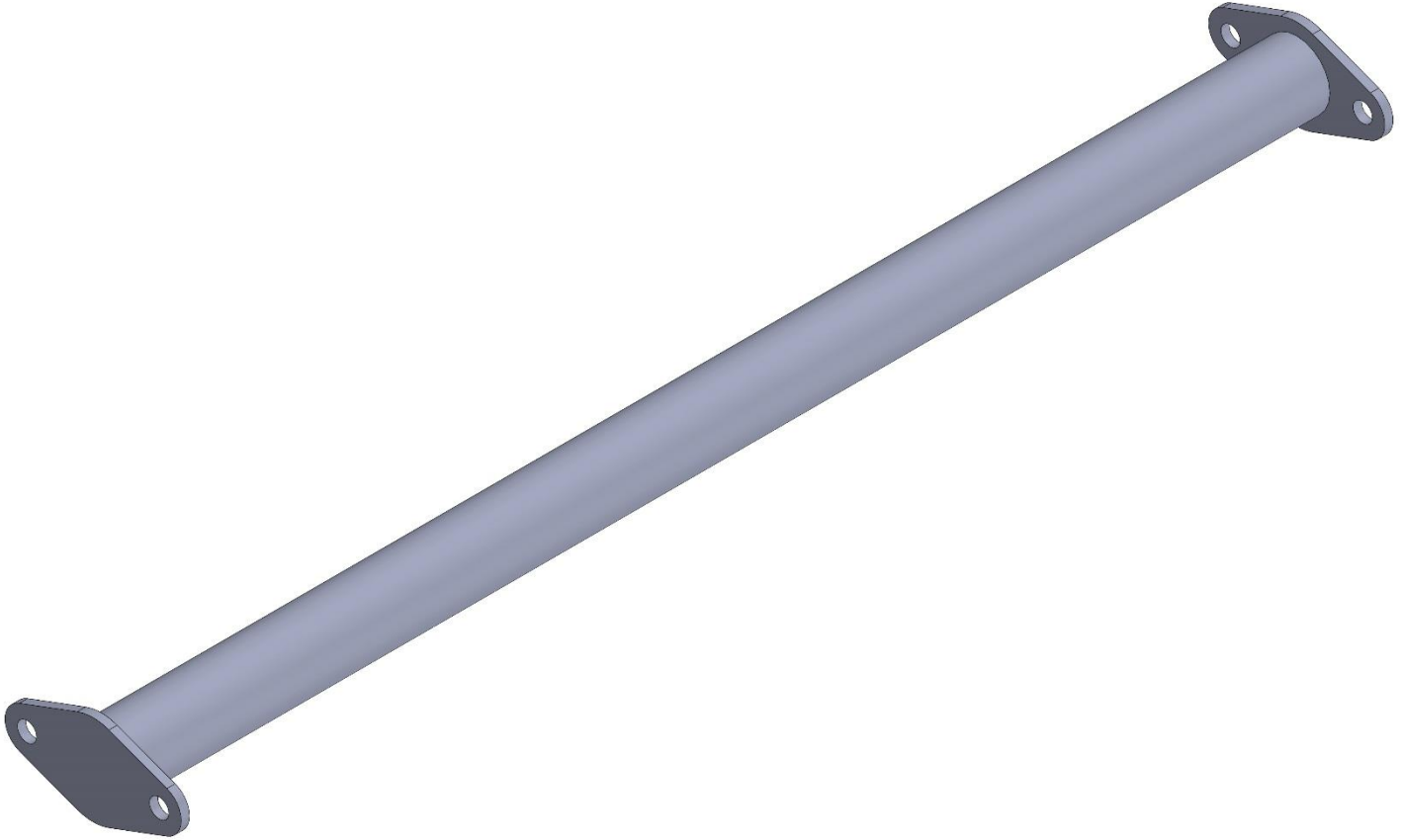
7/16 GRADE 8 NYLOC NUT USS (QTY. 38)

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)

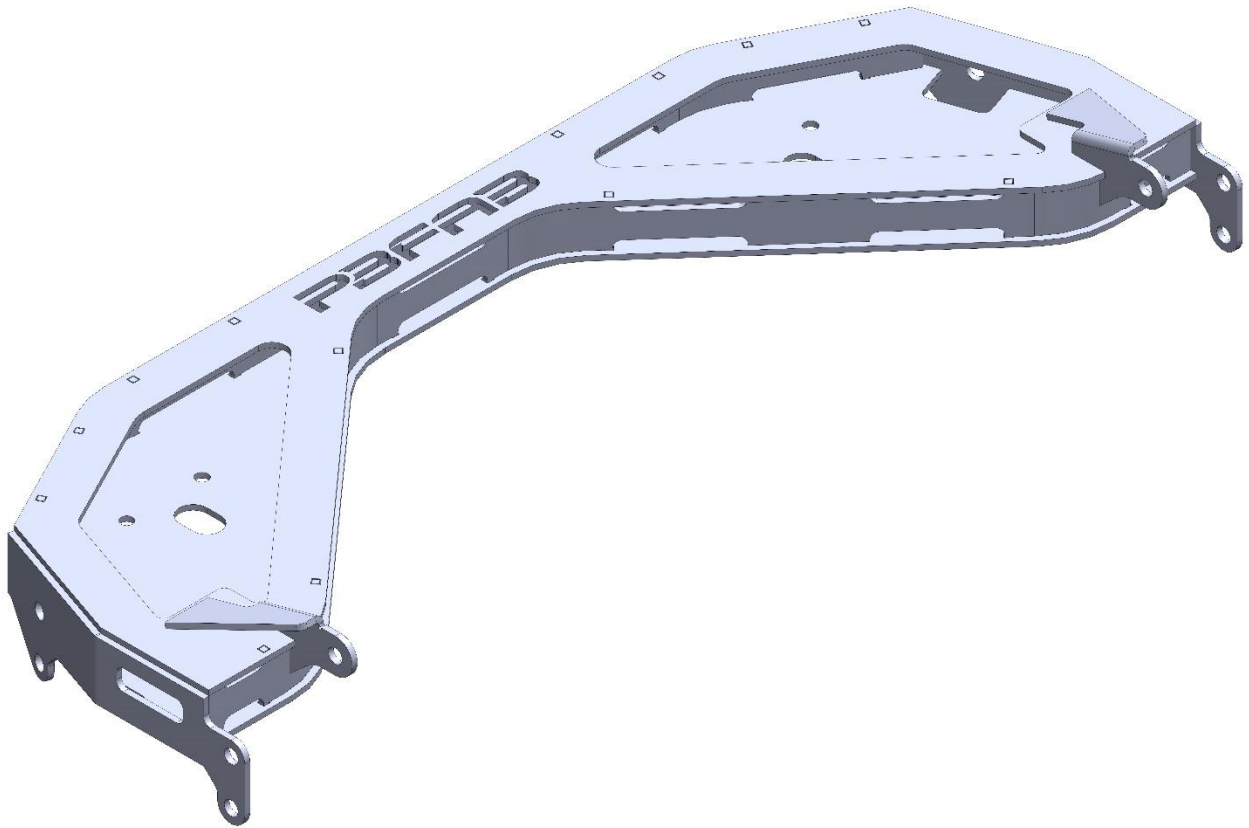


HARDWARE DESCRIPTION:

NO HARDWARE

PART# BA6062-IB-IS

DESCRIPTION: BRIDGE ASSEMBLY; 60-62 C10; INBOARD BAG; INBOARD
SHOCK



HARDWARE DESCRIPTION:

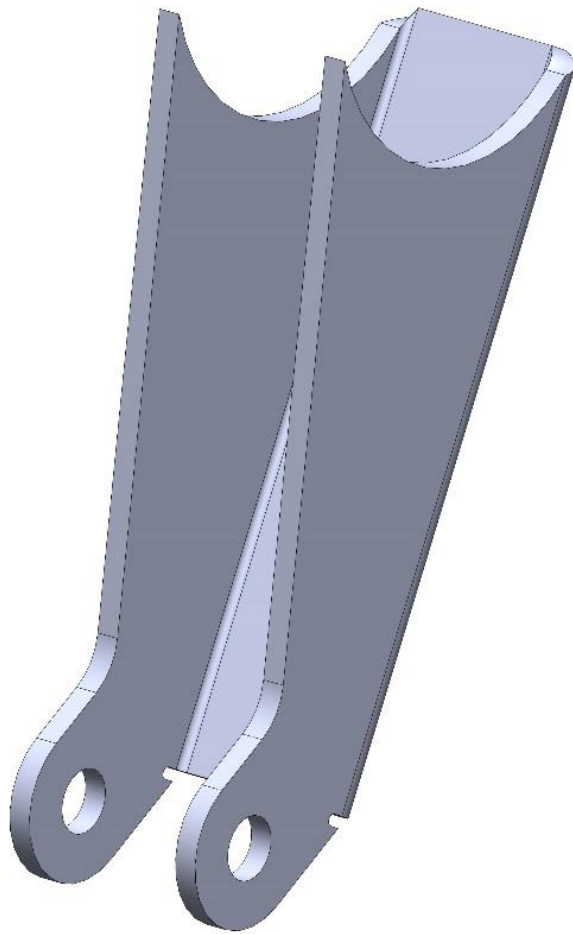
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 LOCKWASHER (QTY. 8)

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

PART# LSM6062-IB-IS

DESCRIPTION: LOWER SHOCK MOUNT; 60-62 C10; INBOARD; WELD ON

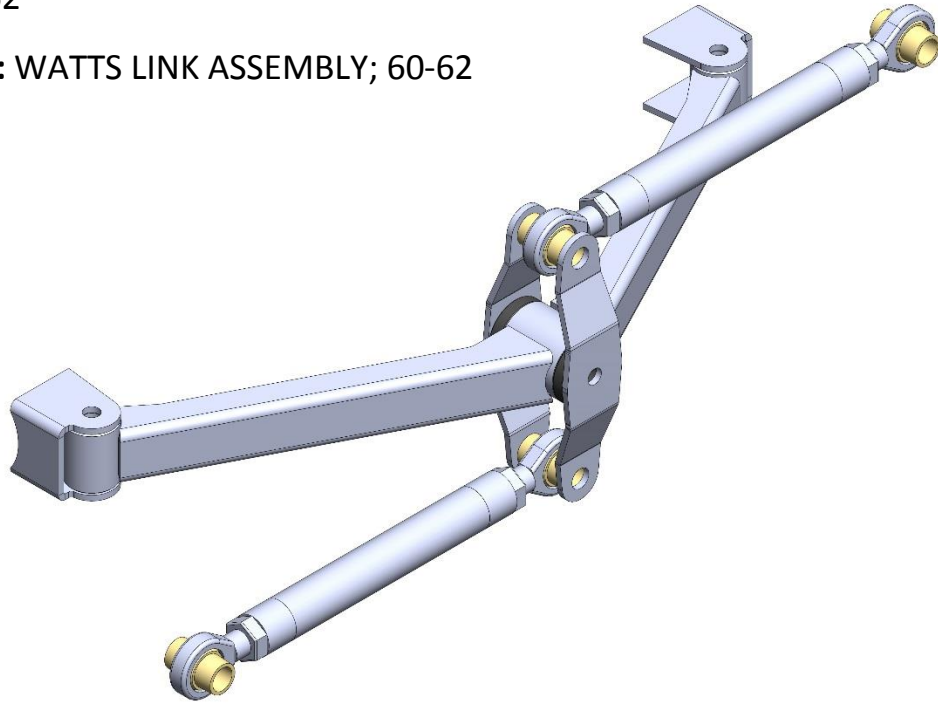


HARDWARE DESCRIPTION:

NO HARDWARE

PART# WL6062

DESCRIPTION: WATTS LINK ASSEMBLY; 60-62



HARDWARE DESCRIPTION:

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

1/2 X 4 GRADE 8 BOLT USS (QTY. 1)

1/2 GRADE 8 NYLOC NUT USS (QTY. 3)

7/16 GRADE 8 FLAT WASHER USS (QTY. 6)

5/8 X 3.25 GRADE 8 BOLT USS (QTY. 4)

5/8 GRADE 8 NYLOC NUT USS (QTY. 4)

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

PHB CONE SPACERS (CS10) (QTY. 8)

3/4 X 5/8 RH ROD END WITH JAM NUT (QTY. 2)

3/4 X 5/8 LH ROD END WITH JAM NUT (QTY. 2)

DM-V6 BUSHING HALF (QTY. 2)

DM-V6 CRUSH TUBES (QTY. 1)

ZERK FITTING (QTY. 1)

*****60-62 WATTS LINK BARS 13.25 INCHES LONG*****

*****REAR KIT OPTION*****

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)

*****REAR KIT OPTION*****

PART# 1924426-KIT

DESCRIPTION: PB SHOCK KIT



HARDWARE DESCRIPTION:

KYB SHOCK PART# 344426 (QTY. 2)

SHOCK STUD KIT (QTY. 2)

1/2 X 2.5 GRADE 8 BOLT USS (QTY. 2)

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

7/16 GRADE 8 FLAT WASHER USS (QTY. 4)

SHOCK BOLT REDUCER BUSHING (S1-LSS) (QTY. 2)

*****REAR KIT OPTION*****

PART# F9000-KIT

DESCRIPTION: FIRESTONE F9000 SLEEVED BAGS WITH HARDWARE



HARDWARE DESCRIPTION:

3/8 X .75 GRADE 8 BOLT USS (QTY. 6)

5/16 GRADE 8 FLAT WASHER USS (QTY. 6)

REAR NOTCH INSTALLATION

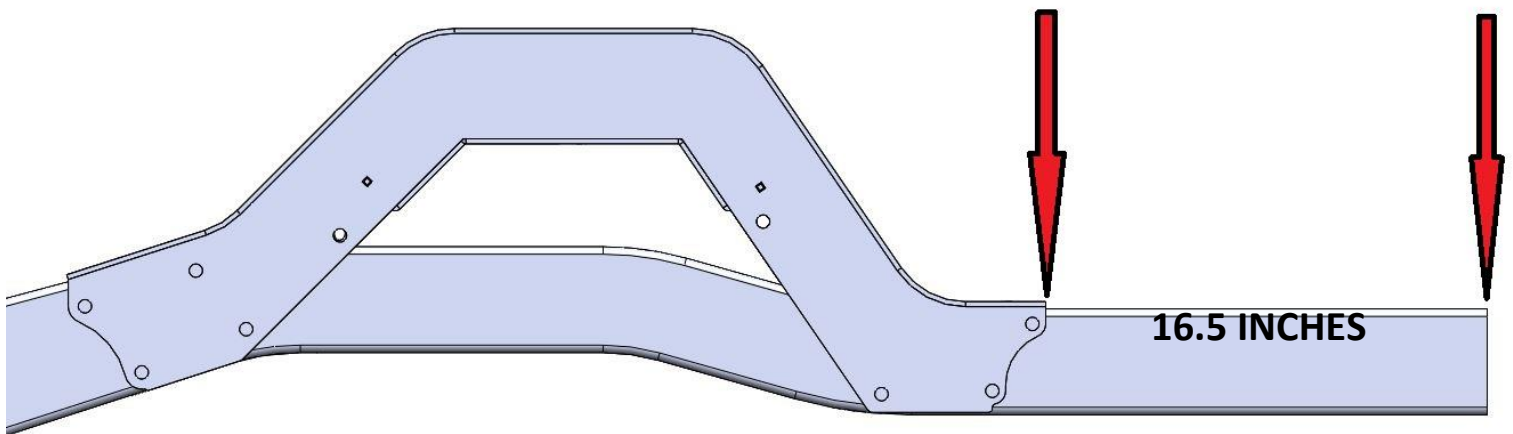
-REFERENCE DIAGRAM BELOW FOR PROPER FORE-AFT LOCATION; THE REAR EDGE OF THE NOTCH WILL SET APPROX. 16.5 INCHES FROM REAR EDGE OF FRAME RAIL. FRONT INSIDE EDGE OF NOTCH WILL SET FLUSH WITH FACTORY INNER FRAME CROSSMEMBER

-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*****)

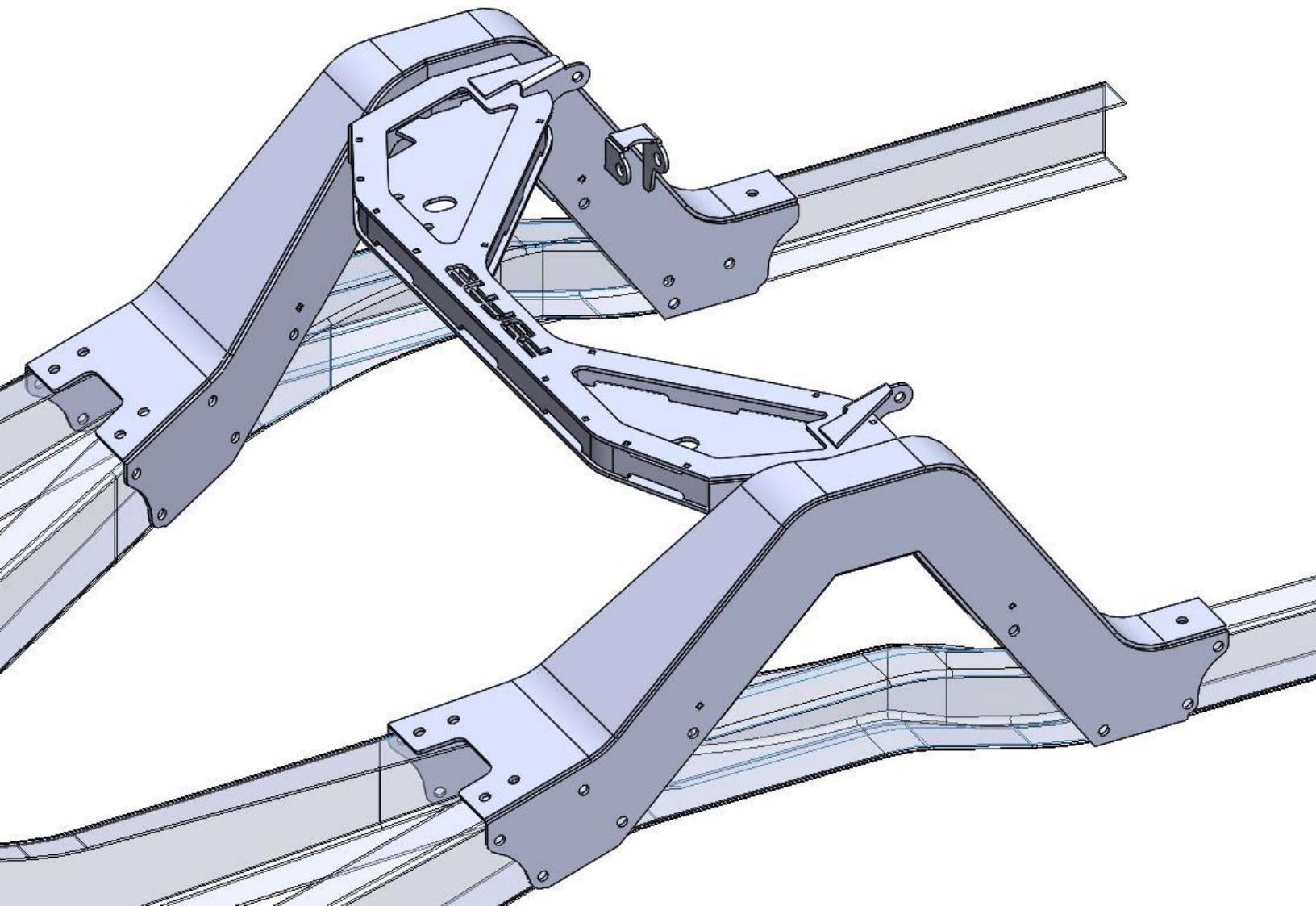
-WITH NOTCH PROPERLY CLAMPED IN PLACE, USE NOTCH AS TEMPLATE TO DRILL MOUNTING HOLES IN FRAME (*****USE A 7/16 DRILL BIT*****)

-INSTALL 7/16 GRADE 8 HARDWARE TO SECURE NOTCH TO FACTORY FRAME (*****DO NOT FULLY TIGHTEN UNTIL AFTER BRIDGE ASSEMBLY INSTALLATION*****)



BRIDGE ASSEMBLY INSTALLATION

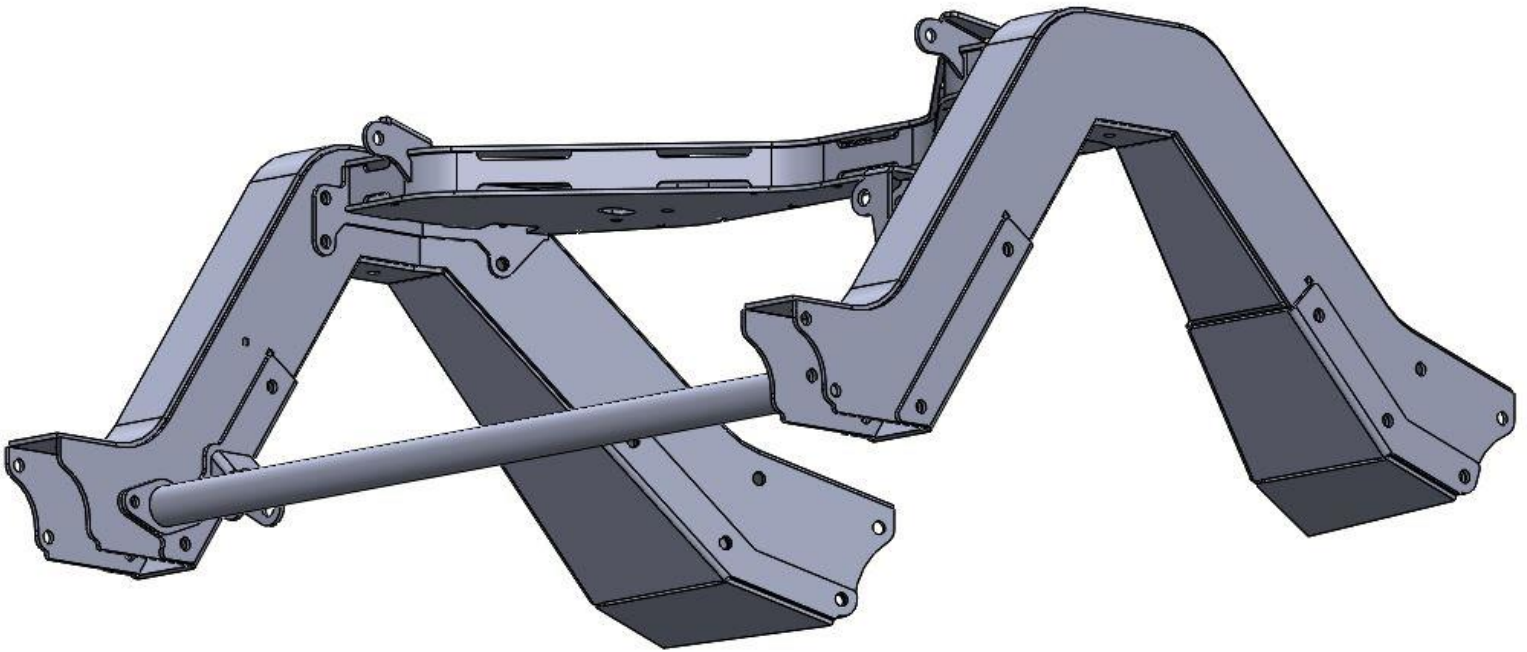
- INSTALL BRIDGE ASSEMBLY USING SUPPLIED GRADE 8 HARDWARE
- ENSURE NOTCH IS SQUARE AND LEVEL TO FRAME
- TORQUE NOTCH TO FRAME AND BRIDGE ASSEMBLY HARDWARE TO 65 FT LBS
- CUT OUT THE FACTORY FRAME BETWEEN THE NOTCH; CAREFUL NOT TO DAMAGE NOTCH



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 CROSSMEMBER TORQUE ALL HARWDARE TO 65 FT-LBS



4-LINK INSTALLATION

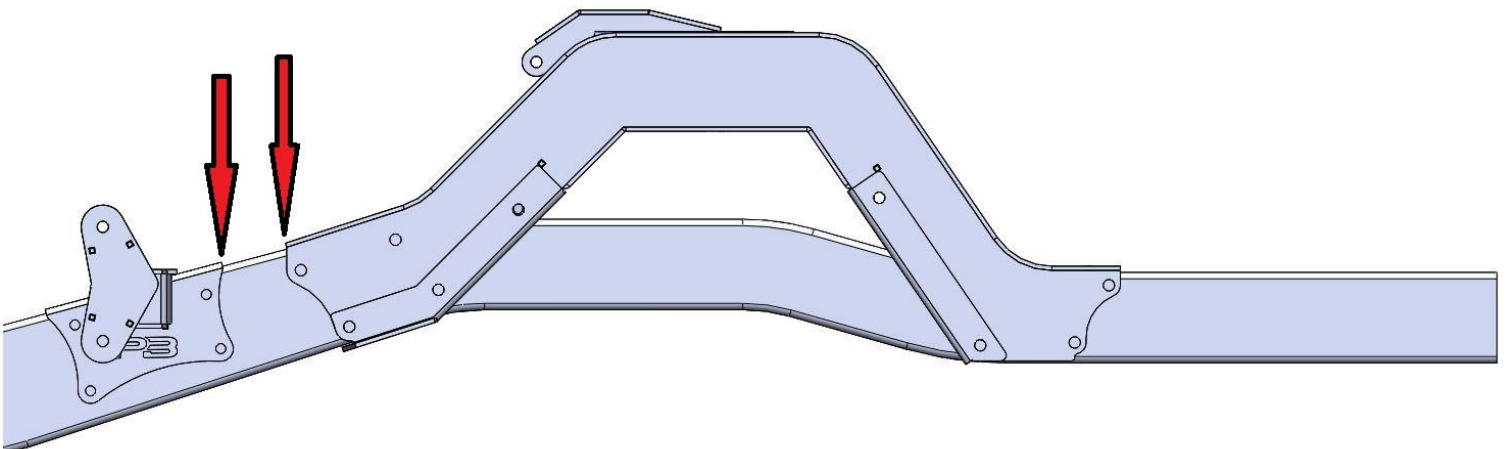
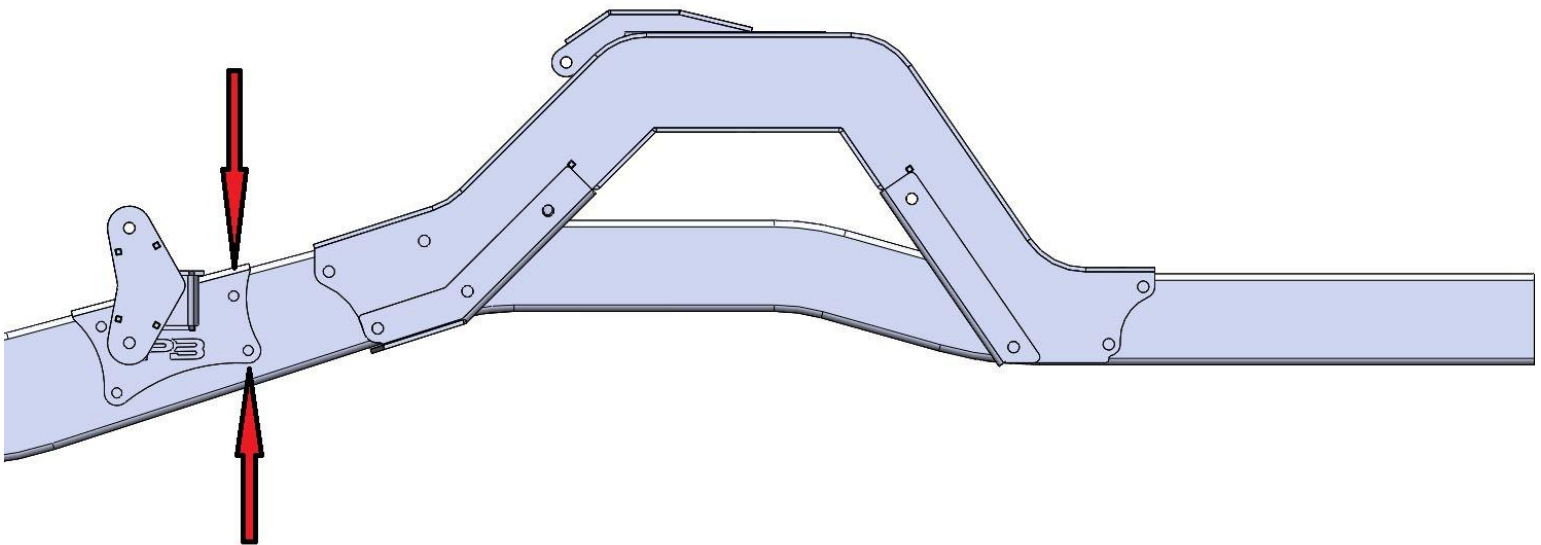
-INSTALL FRONT 4-LINK BRACKETS TO FRAME

-SEE BELOW IMAGE FOR REFERENCE

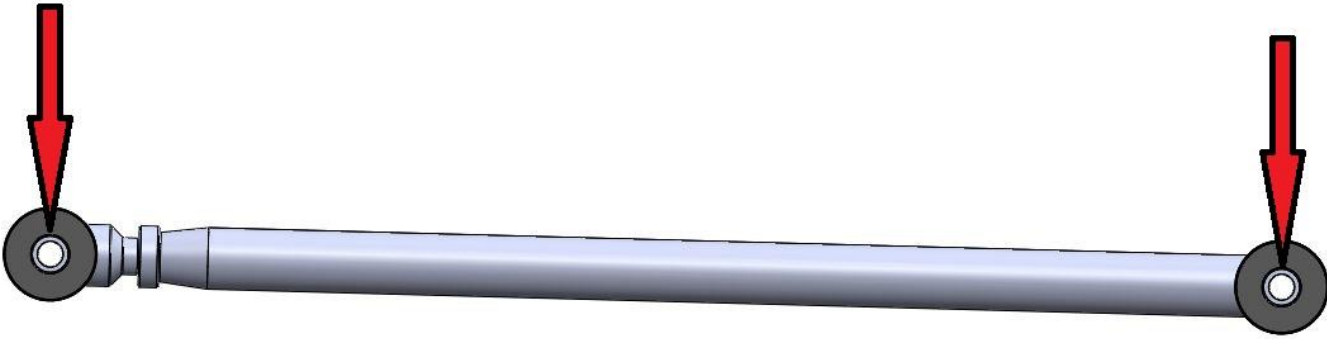
-REMOVE THE SECOND FROM FRONT FACTORY BED MOUNT

-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 APPROX. 3 INCHES (REFERENCED BY ARROWS IN SECOND IMAGE)

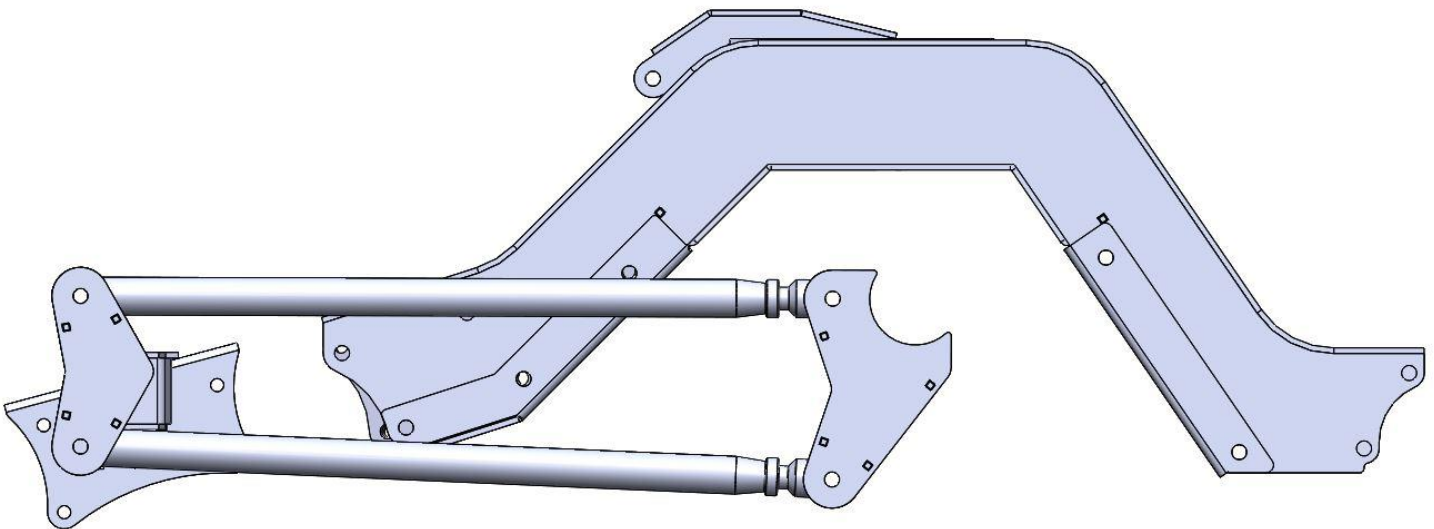


-SET 4-LINK BARS TO 25 INCHES CENTER TO CENTER



-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

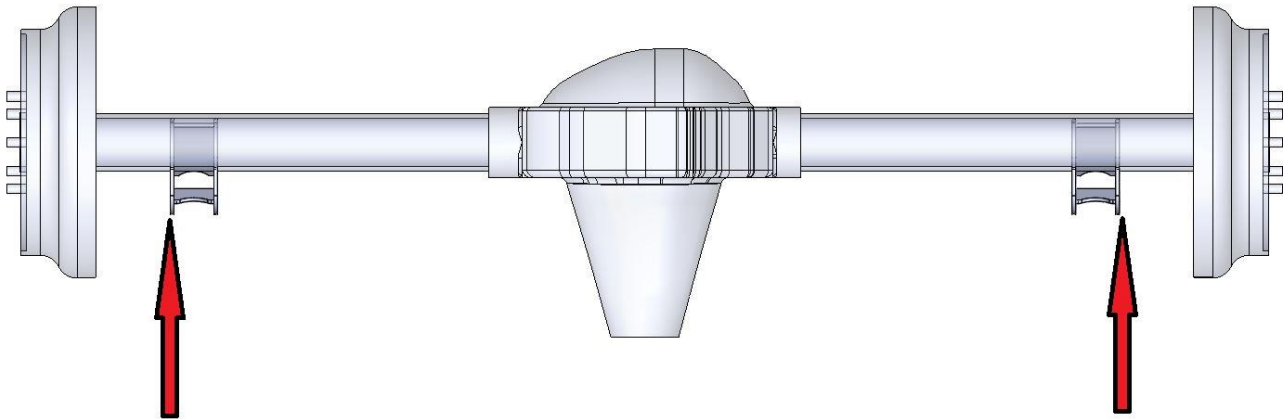


-MOCK UP REAR DIFFERENTIAL

-SET DISTANCE BETWEEN TOP OF AXLE TUBE AND BOTTOM OF NOTCH TO 5 INCHES

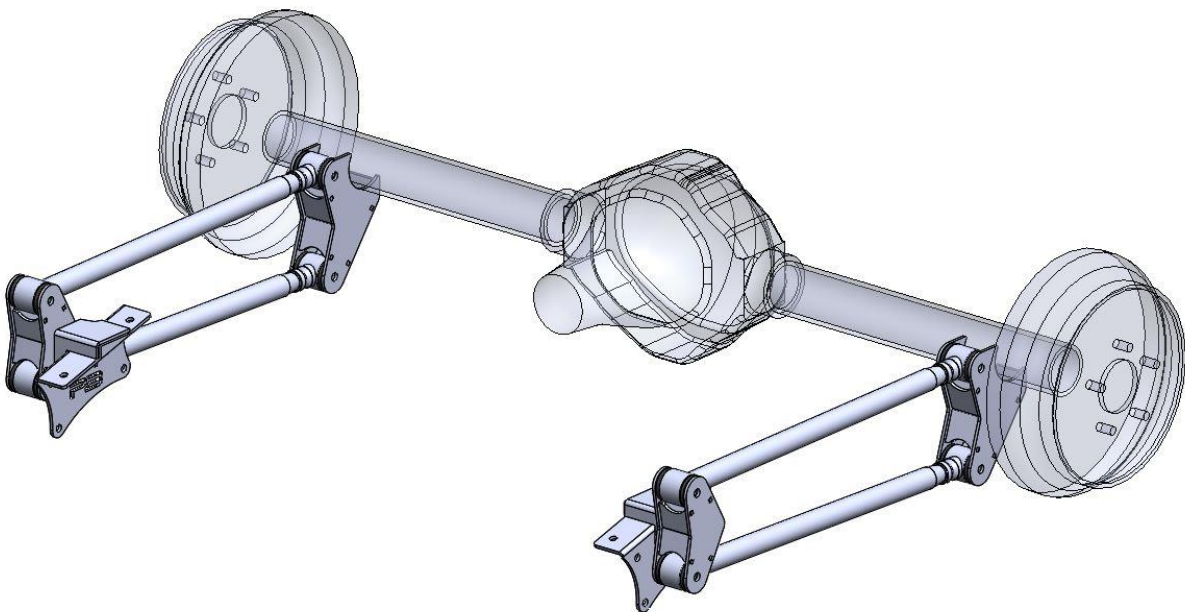
-ENSURE REAR DIFFERENTIAL IS CENTERED IN CHASSIS

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



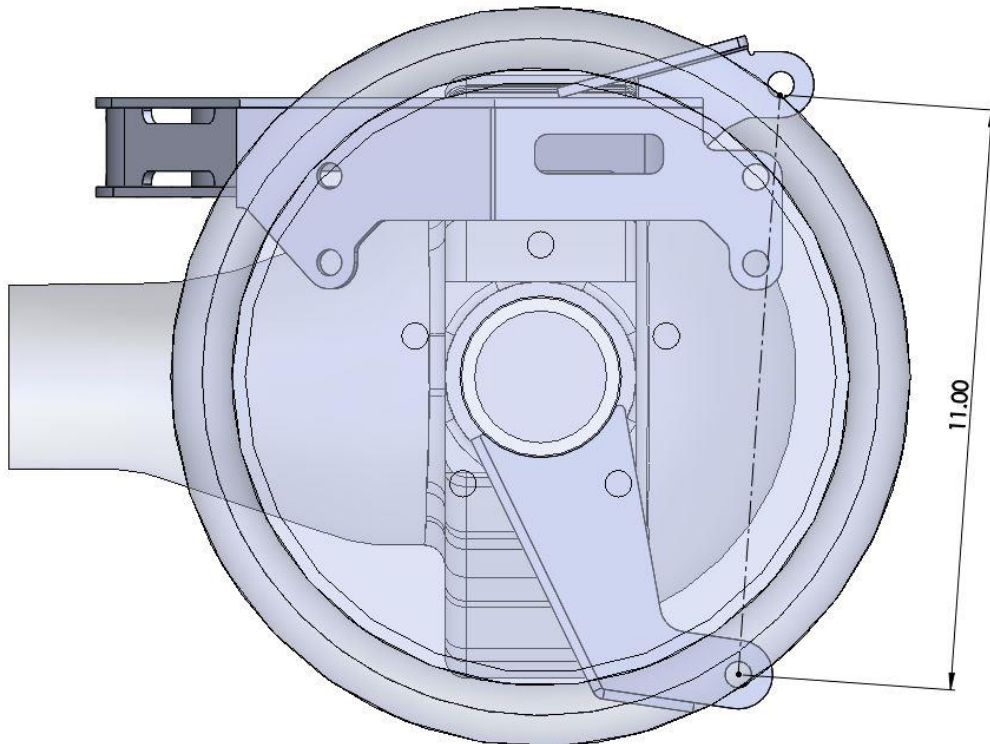
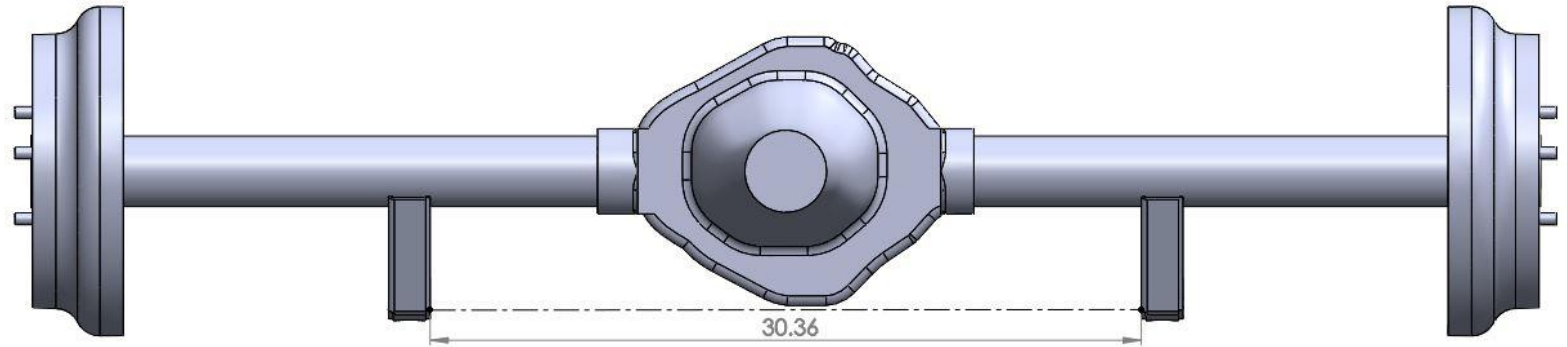
-SET PINION ANGLE TO ZERO DEGREES AND TACK AXLE BRACKETS TO AXLE HOUSING

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



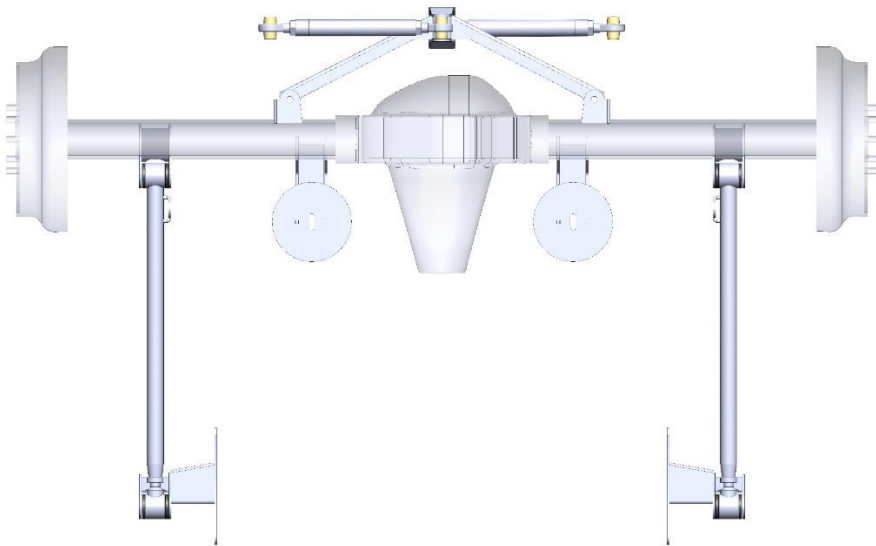
LOWER SHOCK MOUNTING BRACKET INSTALLATION

- BOTTOM THE AXLE OUT IN THE NOTCH
- ENSURE REAR DIFFERENTIAL IS CENTERED IN CHASSIS
- DISTANCE BETWEEN UPPER AND LOWER SHOCK MOUNTING BRACKET CENTERS WILL BE SET TO 11 INCHES
- INSIDE TO INSIDE OF LOWER SHOCK MOUNTING BRACKETS WILL BE SET TO 30 3/8 INCHES
- TACK SHOCK BRACKETS TO AXLE HOUSING (**DO NOT FULLY WELD**)

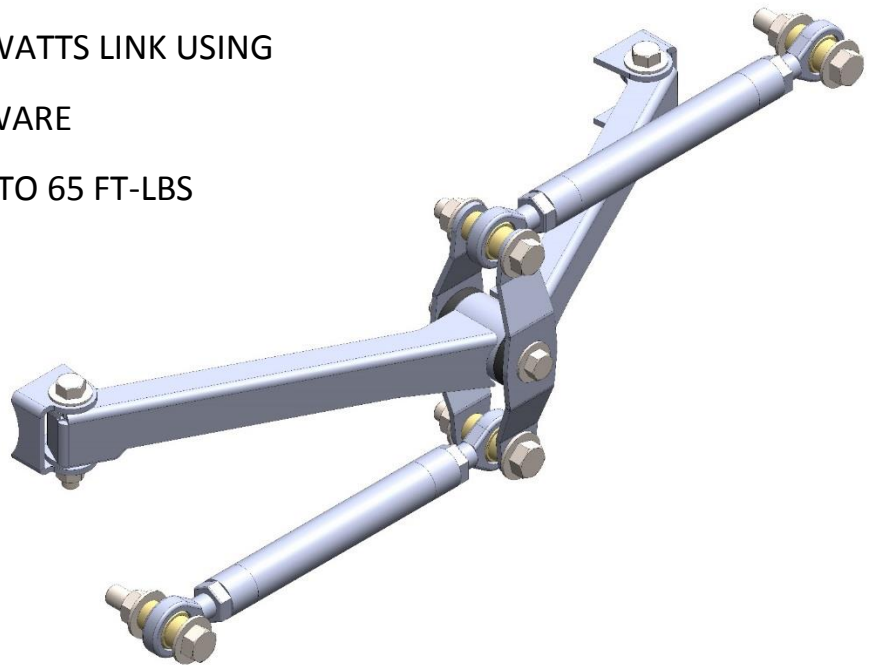


WATTS LINK MOUNTING BRACKET INSTALLATION

- ASSEMBLE WATTS LINK MAIN PIVOT BRACKET WITH AXLE MOUNTING TABS TO SET BRACKET DISTANCE DURING INSTALLATION
- SET WATTS LINK ASSEMBLY SO THAT IT IS CENTERED ON AXLE HOUSING
- SET WATTS LINK ASSEMBLY SO THAT BUSHING FACE IS PARALLEL TO PINION
- TACK WELD WATTS LINK AXLE MOUNTING BRACKETS TO REAR DIFFERENTIAL
(*DO NOT YET FULLY WELD BRACKETS UNTIL AFTER DRIVE-TRAIN AND DRIVE-SHAFT ARE INSTALLED AND PROPER DRIVE-LINE ANGLES ARE CONFIRMED***)**



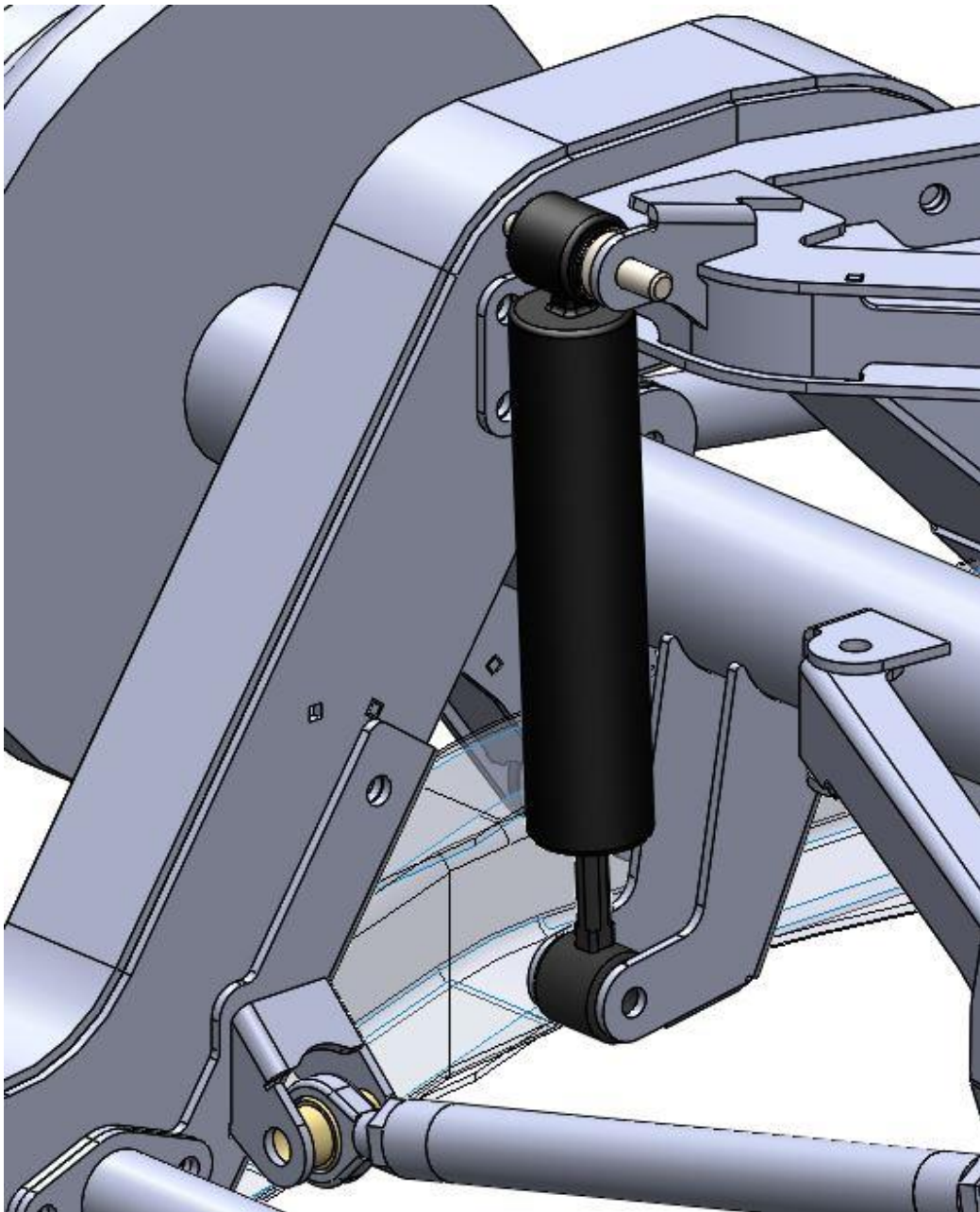
- ASSEMBLE AND INSTALL WATTS LINK USING
SUPPLIED GRADE 8 HARDWARE
- TORQUE ALL HARDWARE TO 65 FT-LBS



SHOCK INSTALLATION

-INSTALLED VIEW OF PB SHOCK KIT PART#1924426-KIT

(INCLUDES KYB SHOCKS, MOUNTING STUDS, AND HARDWARE**)**



AIRBAG INSTALLATION

-INSTALLED VIEW OF PB AIRBAG KIT PART#F9000-KIT (INCLUDES FIRESTONE AIRSPRING AND MOUNTING HARDWARE**)**

*****DO NOT LET AXLE WEIGHT HANG ON AIRSPRING; CORRECT LENGTH SHOCK MUST BE INSTALLED TO ACT AS LIMITER. OVER EXTENSION OF REAR AIR SPRING WILL LEAD TO DAMAGE AND VOID ANY WARRANTY*****

*****MUST USE SUPPLIED 3/8 X .75 BOLTS, LOCKWASHER, AND FLAT WASHER WHEN INSTALLING REAR SLEEVED BAGS. LONGER BOLTS WILL DAMAGE AIRSPRING COMPOSITE ENDS AND VOID ANY WARRANTY*****



CONFIRM DRIVE-LINE ANGLES AND FINISH WELDING ON REAR AXLE BRACKETS

-IT IS IMPORTANT TO HAVE THE DRIVE TRAIN AND DRIVE-SHAFT FULLY MOCKED UP BEFORE FINISH WELDING OF ANY AXLE MOUNTED BRACKETS

-ENSURE THE FOLLOWING STEPS ARE TAKEN BEFORE FULLY WELDING MOUNTING BRACKETS ATTACHED TO THE AXLE:

-CONFIRM AND ADJUST DRIVE-LINE ANGLES IF NECESSARY

-CYCLE SUSPENSION MULTIPLE TIMES THROUGH ITS TRAVEL WITH ALL COMPONENTS MOCKED UP TO ENSURE NO BINDING OR CLEARANCE ISSUES ARE PRESENT

-CHECK AGAIN AND AGAIN.... MEASURE 100 MORE TIMES....

-THE MOUNTING BRACKETS ATTACHED TO THE REAR DIFFERENTIAL MAY NOW BE FULLY WELDED 😊

FOR ANY TECH HELP ALONG THE WAY FEEL FREE TO EMAIL OR TEXT MESSAGE FOR ASSISTANCE

EMAIL: NATE@PBFAB.COM

TEXT: 480-310-9847