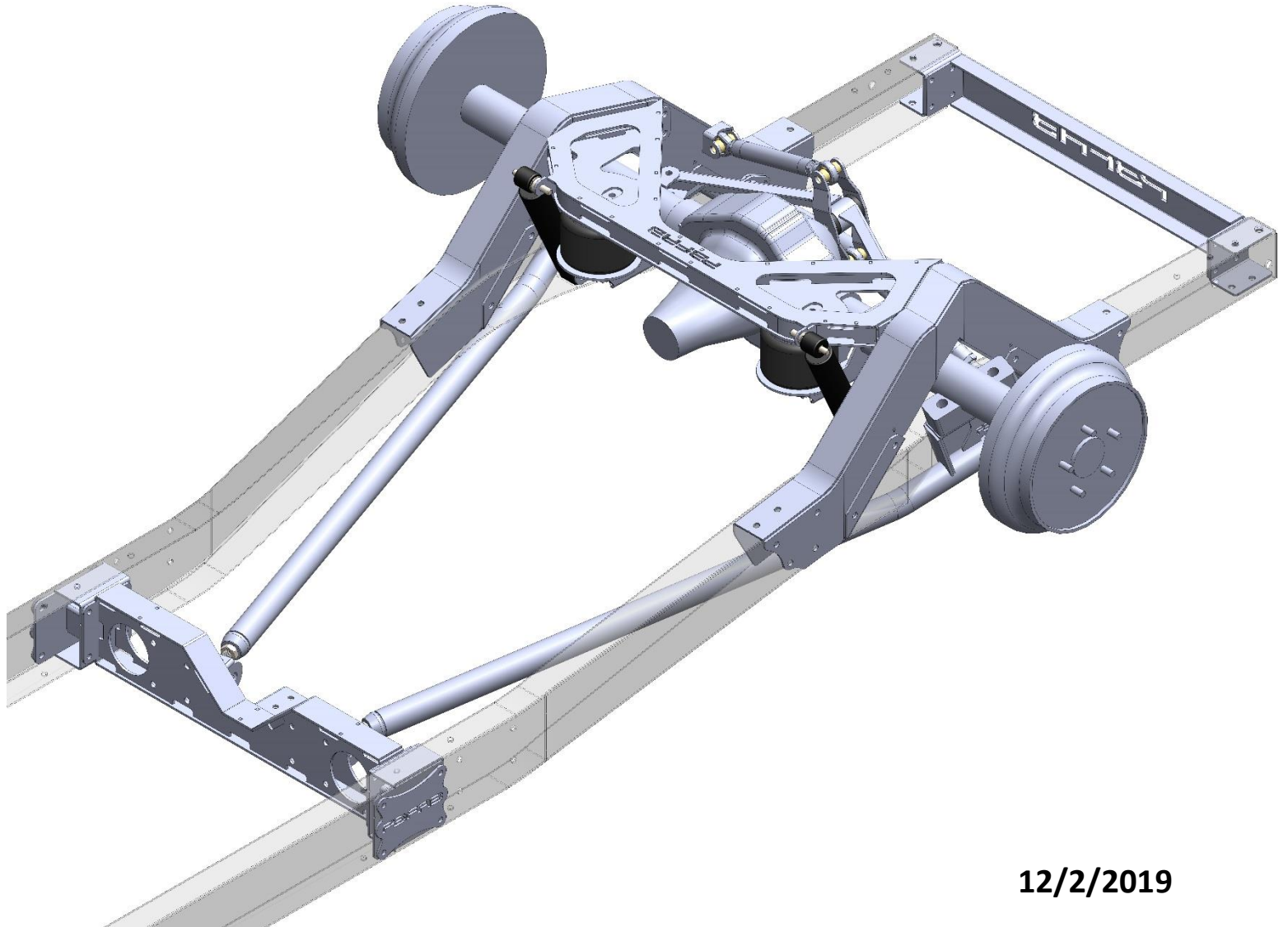


PBFAB DROPMEMBER REAR

63-72 LEVEL 3

INSTALL GUIDE



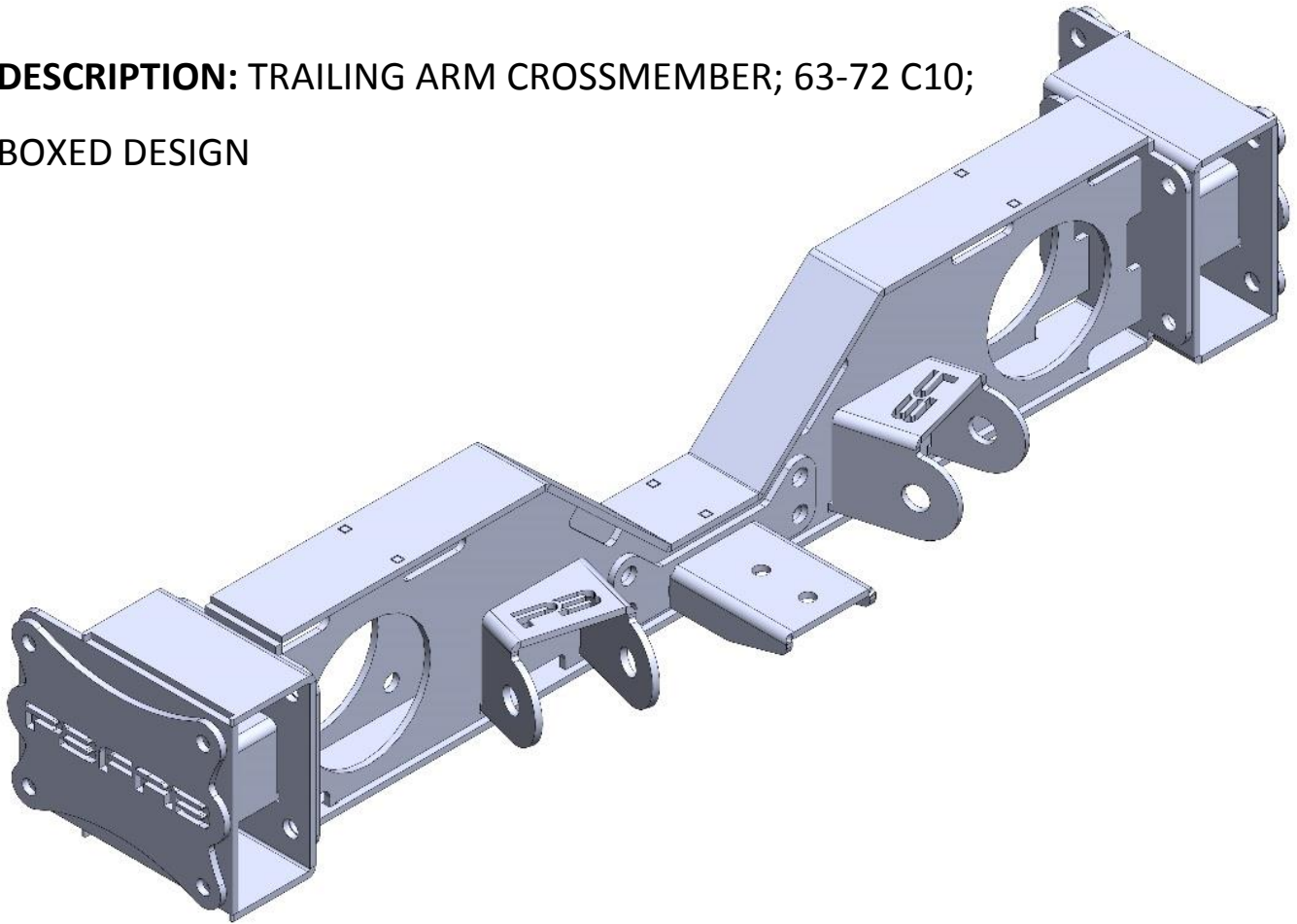
12/2/2019

SECTION 1: INDIVIDUAL COMPONENTS WITH HARDWARE DESCRIPTIONS

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

PART# TAXM6372-BOXED

**DESCRIPTION: TRAILING ARM CROSSMEMBER; 63-72 C10;
BOXED DESIGN**



HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 20)

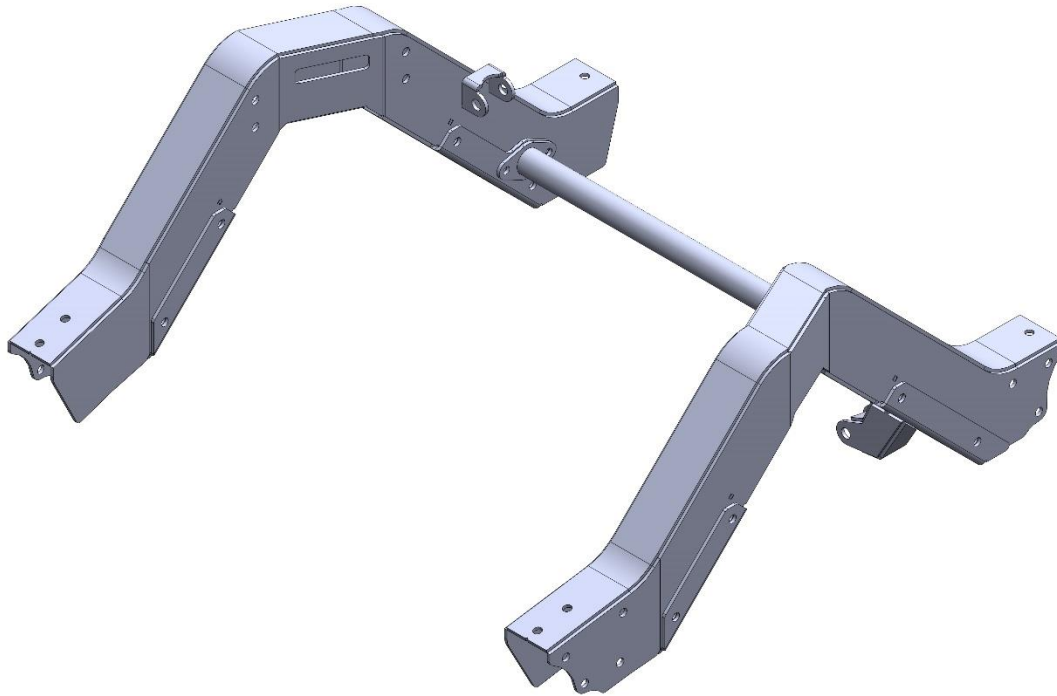
3/8 GRADE 8 FLAT WASHER USS (QTY. 40)

7/16 GRADE 8 NYLOC NUT USS (QTY. 20)

7/16 GRADE 8 LOCKWASHER (QTY. 4)

PART# RN6372-3-B-WL

DESCRIPTION: REAR NOTCH; 63-72 C10; LEVEL 3; BOLT IN; WATTS LINK SPECIFIC



HARDWARE DESCRIPTION:

7/16 X 1.25 GRADE 8 BOLT USS (QTY. 50)

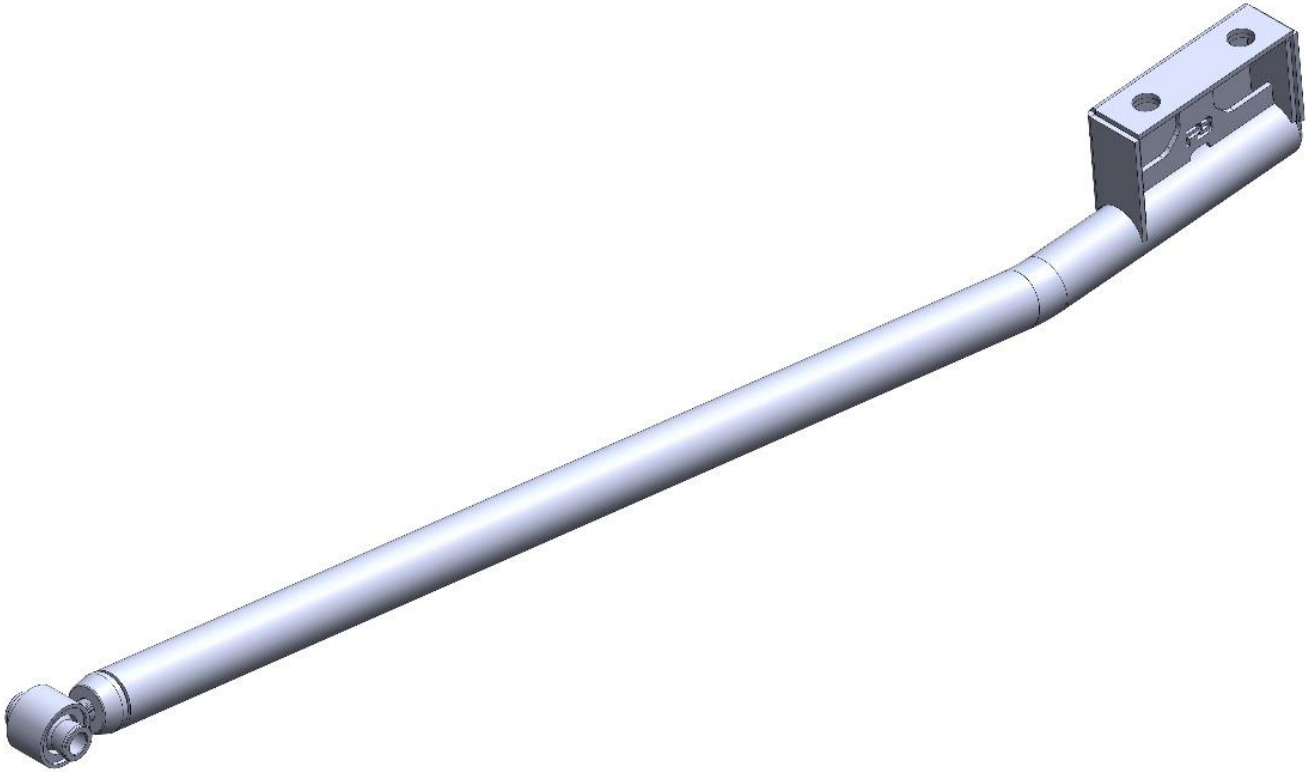
7/16 GRADE 8 NYLOC NUT USS (QTY. 40)

7/16 GRADE 8 LOCKWASHER USS (QTY. 10)

3/8 GRADE 8 FLAT WASHER USS (QTY. 80)

PART# TA-3-WL

DESCRIPTION: TRAILING ARM; 3 INCH DROP; WATTS LINK SPECIFIC



HARDWARE DESCRIPTION:

3/4 X 4.5 GRADE 8 BOLT SAE (FINE THREAD) (QTY. 2)

3/4 GRADE 8 FLAT WASHER (QTY. 4)

3/4 GRADE 8 NYLOC NUT SAE (FINE THREAD) (QTY. 6)

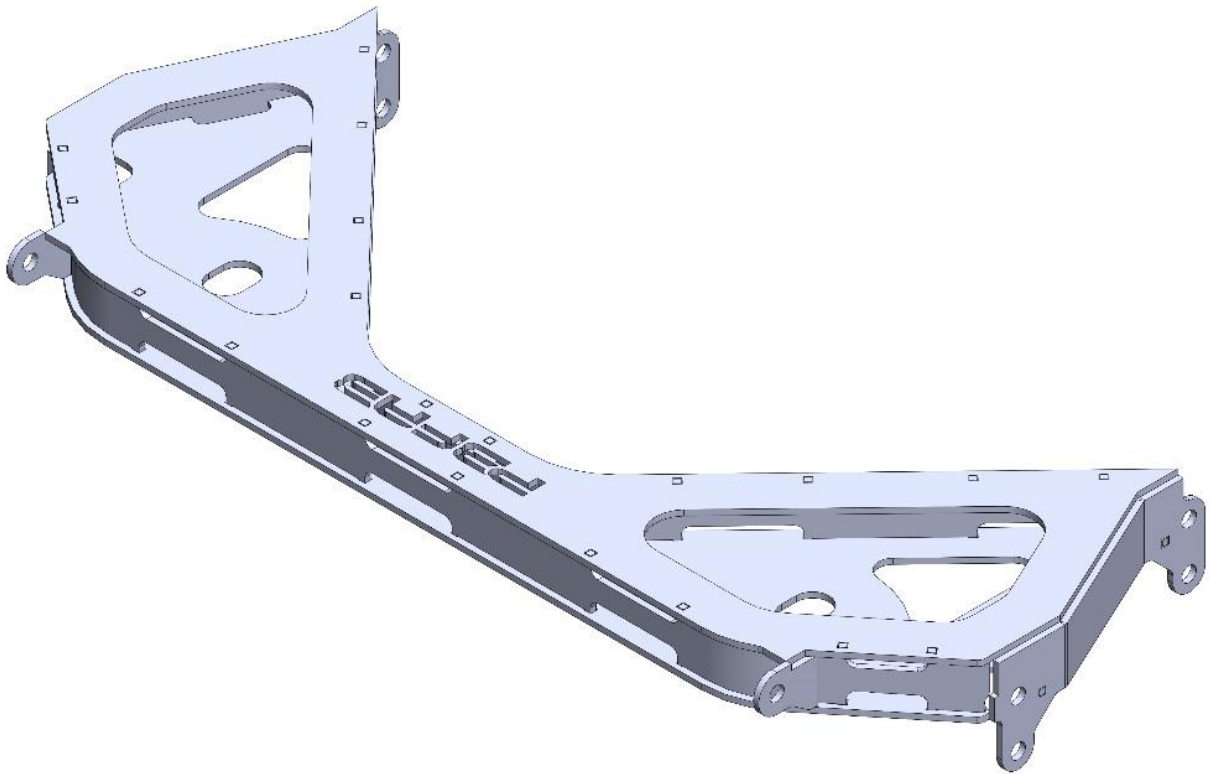
3/4 DEL SPHERE JOINT (QTY. 2)

3/4 ALUMINUM CONE SPACER (QTY. 4)

3/4 U-BOLT WITH NUTS AND WASHERS (PAIR)

PART# BA6372-IB-IS

DESCRIPTION: BRIDGE ASSEMBLY; 63-72 C10 GM; INBOARD BAG; INBOARD SHOCK



HARDWARE DESCRIPTION:

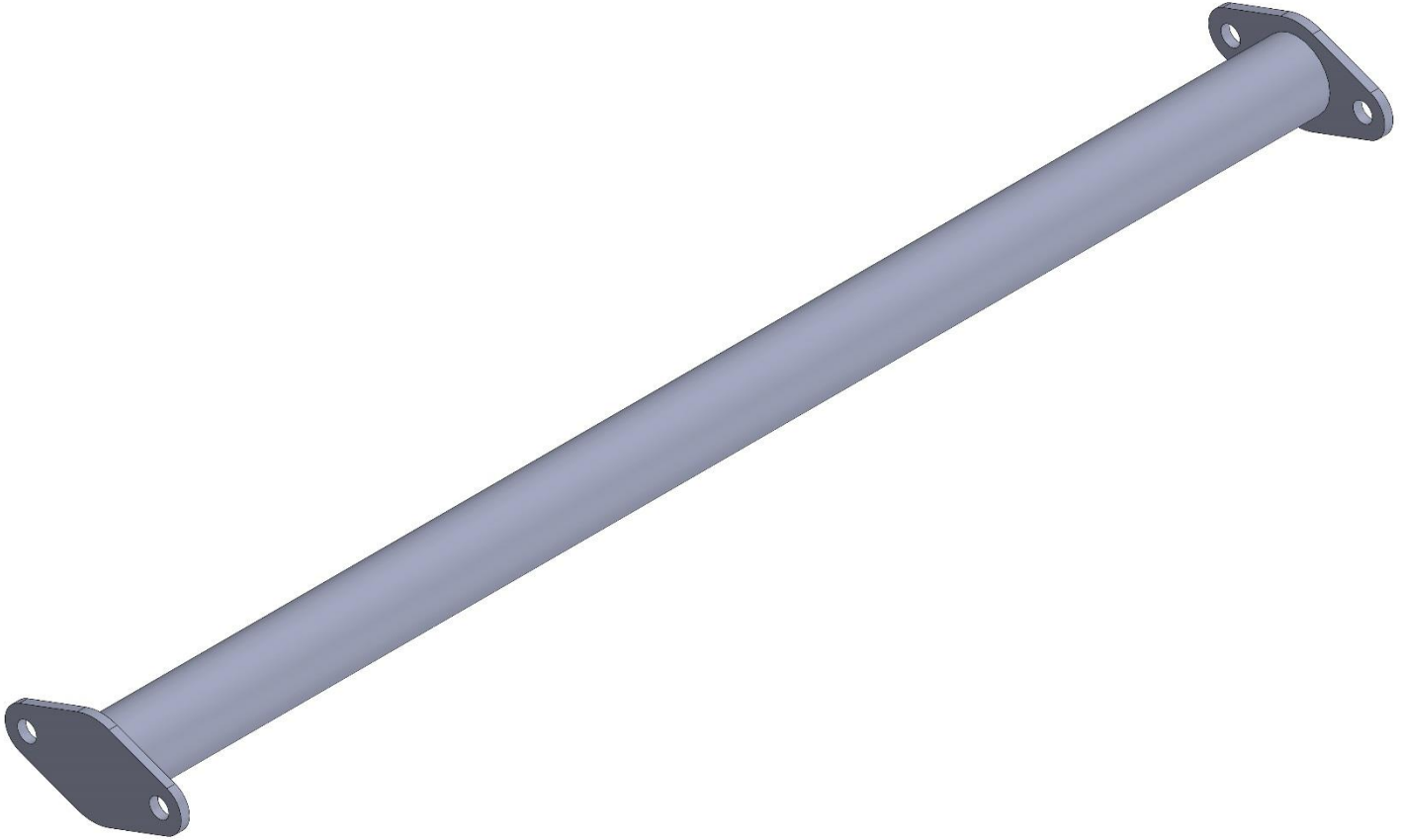
7/16 X 1.25 GRADE 8 BOLT USS (QTY. 8)

7/16 GRADE 8 LOCKWASHER (QTY. 8)

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

PART# RNXM275

DESCRIPTION: REAR NOTCH CROSS MEMBER 27 ½ INCHES OVERALL LENGTH

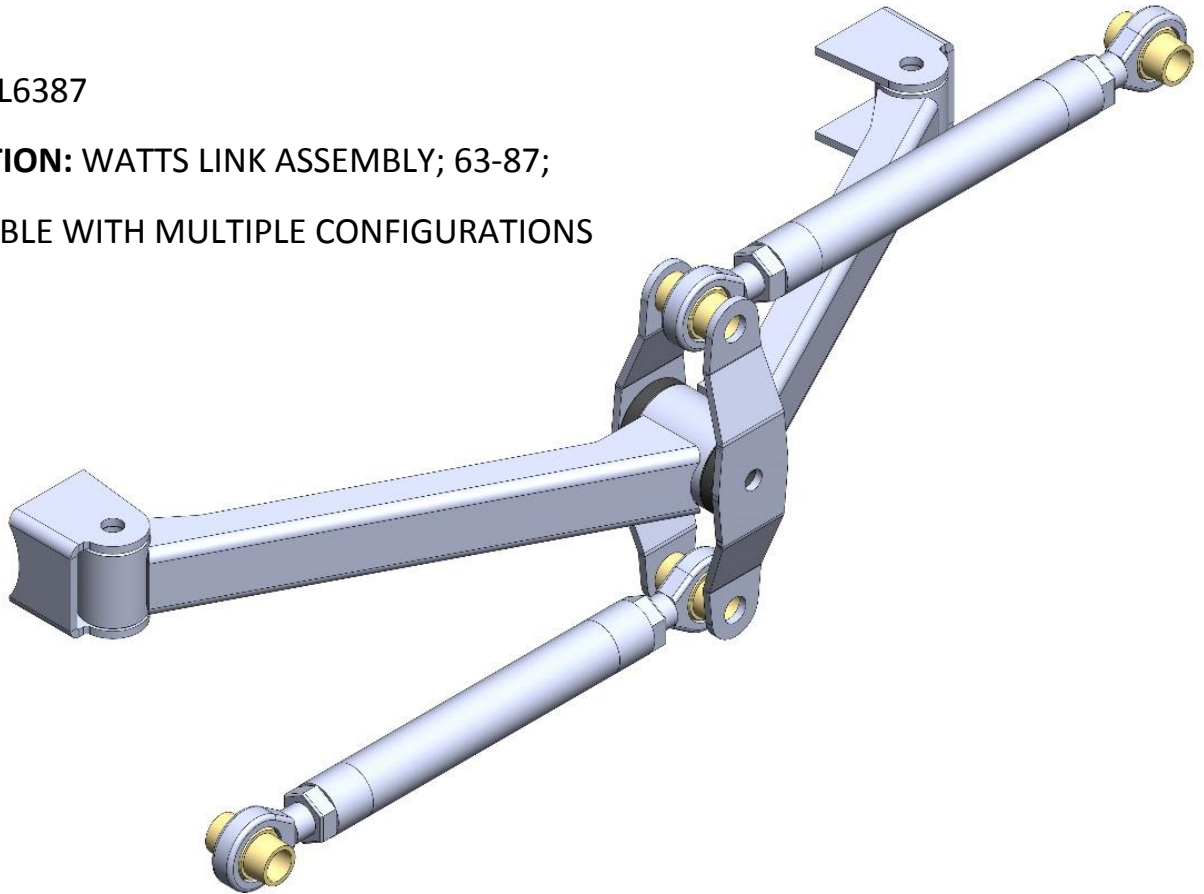


HARDWARE DESCRIPTION:

NO HARDWARE

PART# WL6387

DESCRIPTION: WATTS LINK ASSEMBLY; 63-87;
COMPATIBLE WITH MULTIPLE CONFIGURATIONS

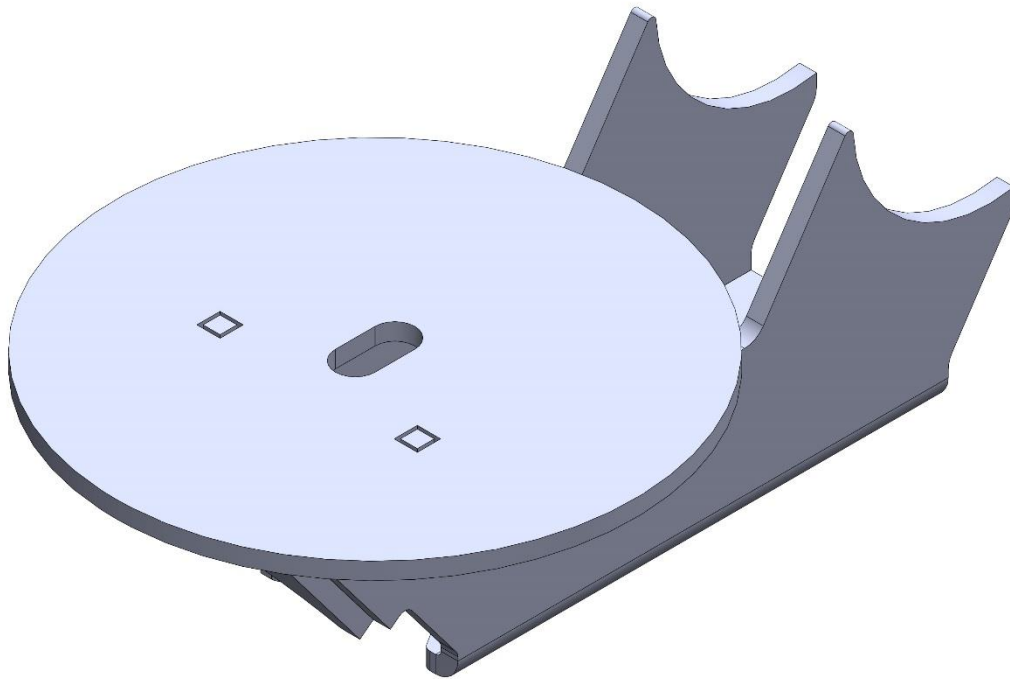


HARDWARE DESCRIPTION:

- 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)

PART# LBM-FMIB

DESCRIPTION: LOWER BAG MOUNT; FRONT MOUNT INBOARD
CONFIGURATION

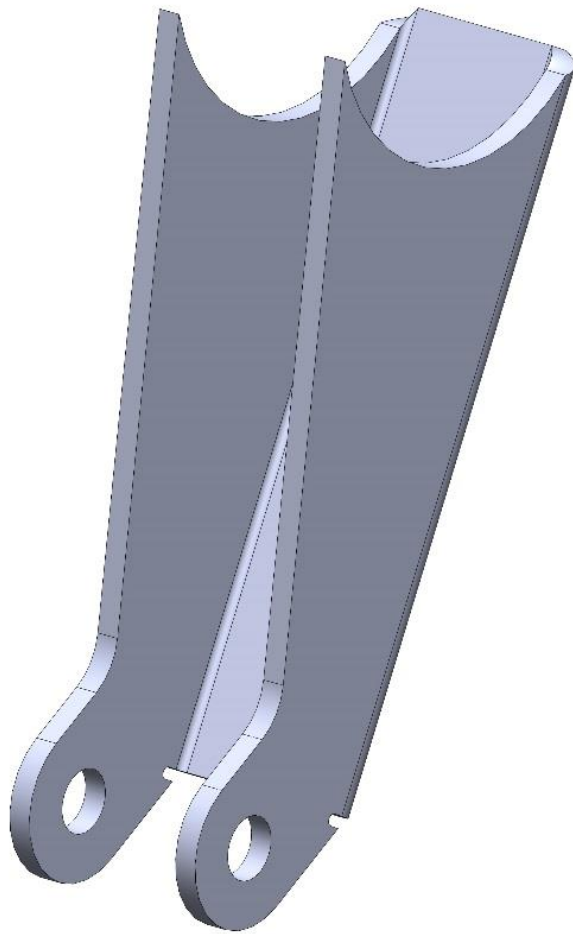


HARDWARE DESCRIPTION:

NO HARDWARE

PART# LSM6372-IB-IS-WELD ON

DESCRIPTION: LOWER SHOCK MOUNT; 63-72 C10; INBOARD; WELD ON

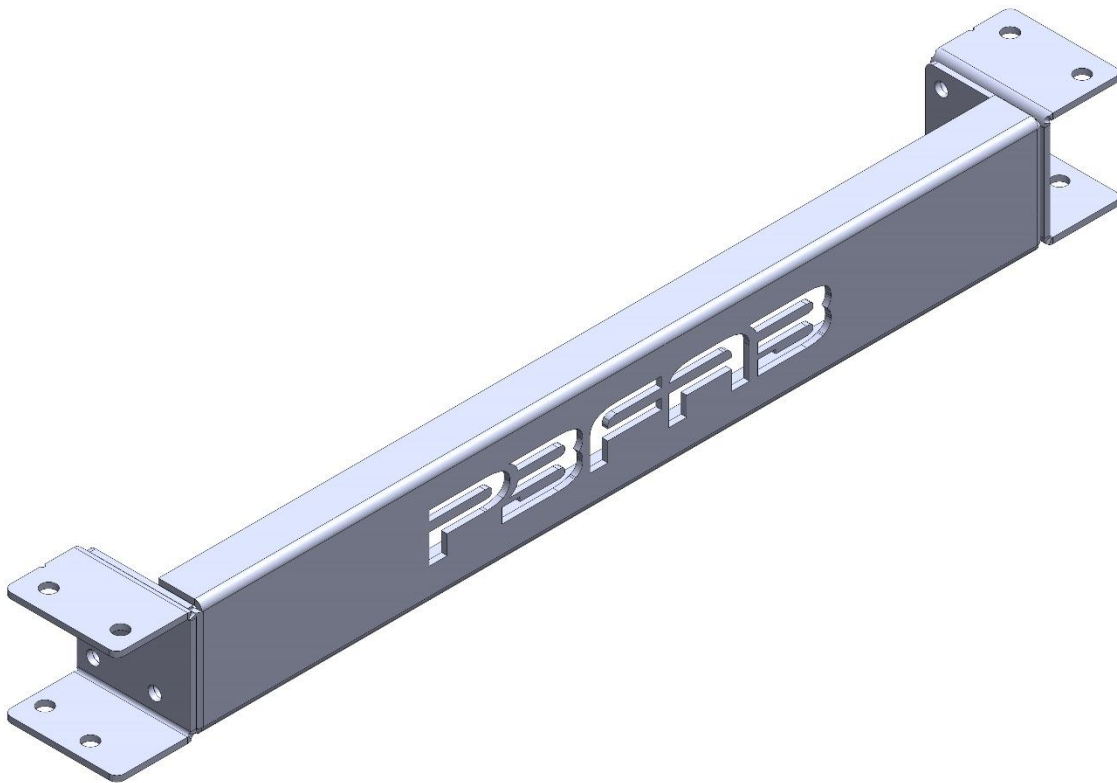


HARDWARE DESCRIPTION:

*****NO HARDWARE*****

PART# RFXM6372-PBFAB

DESCRIPTION: REAR FRAME CROSSMEMBER 63-72 C10 PBFAB LOGO



HARDWARE DESCRIPTION:

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

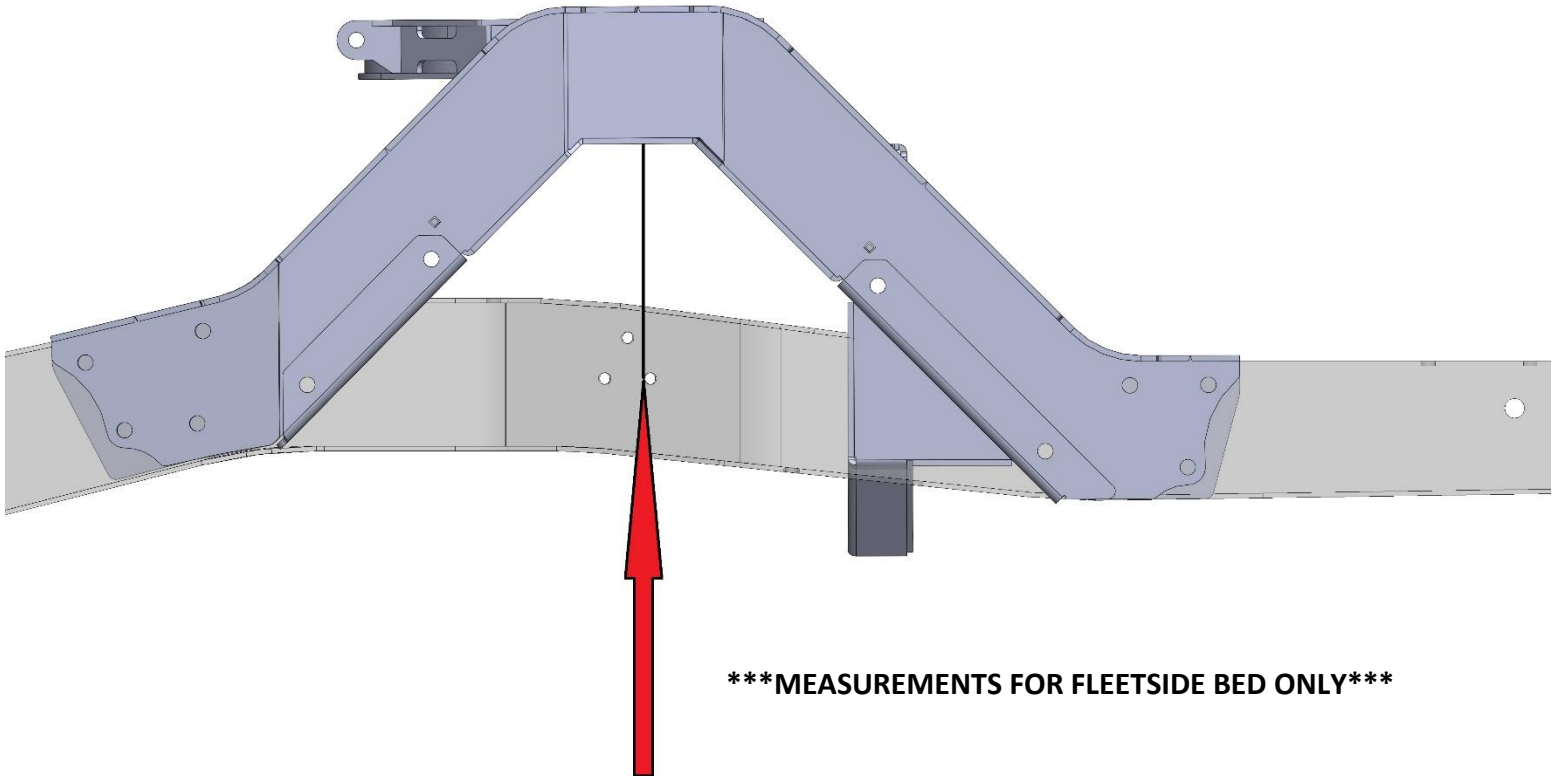
7/16 GRADE 8 NYLOC NUT USS (QTY. 16)

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

STEP 1: REAR NOTCH INSTALLATION

REAR NOTCH CENTER-LINE WILL COINCIDE WITH FRONT EDGE OF REAR-MOST BUMPSTOP MOUNTING BRACKET'S RIVET HOLE

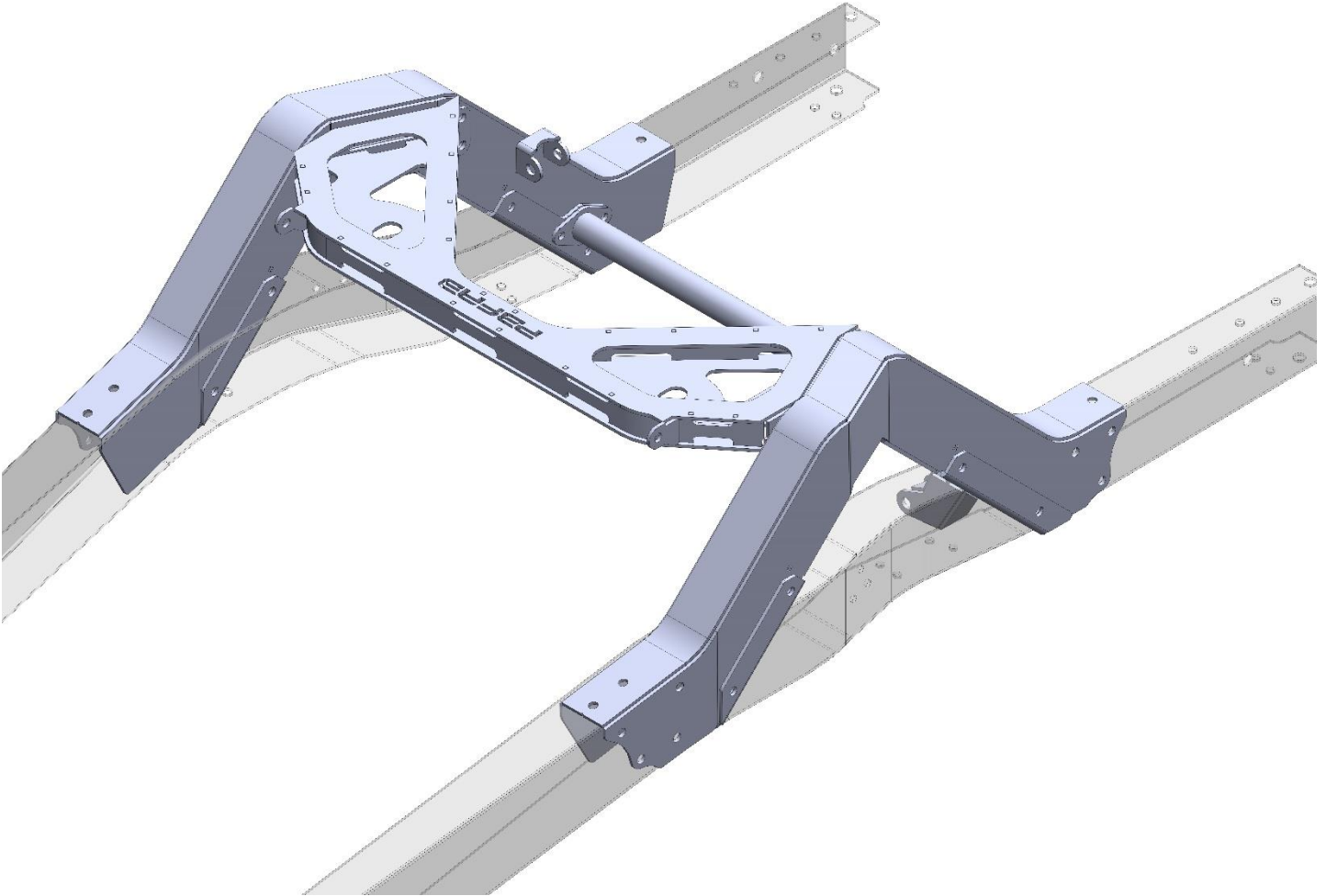
*****USE BUMPSTOP HOLE IN BOTTOM OF NOTCH TO REFERENCE NOTCH CENTERLINE*****



*****MEASUREMENTS FOR FLEETSIDE BED ONLY*****

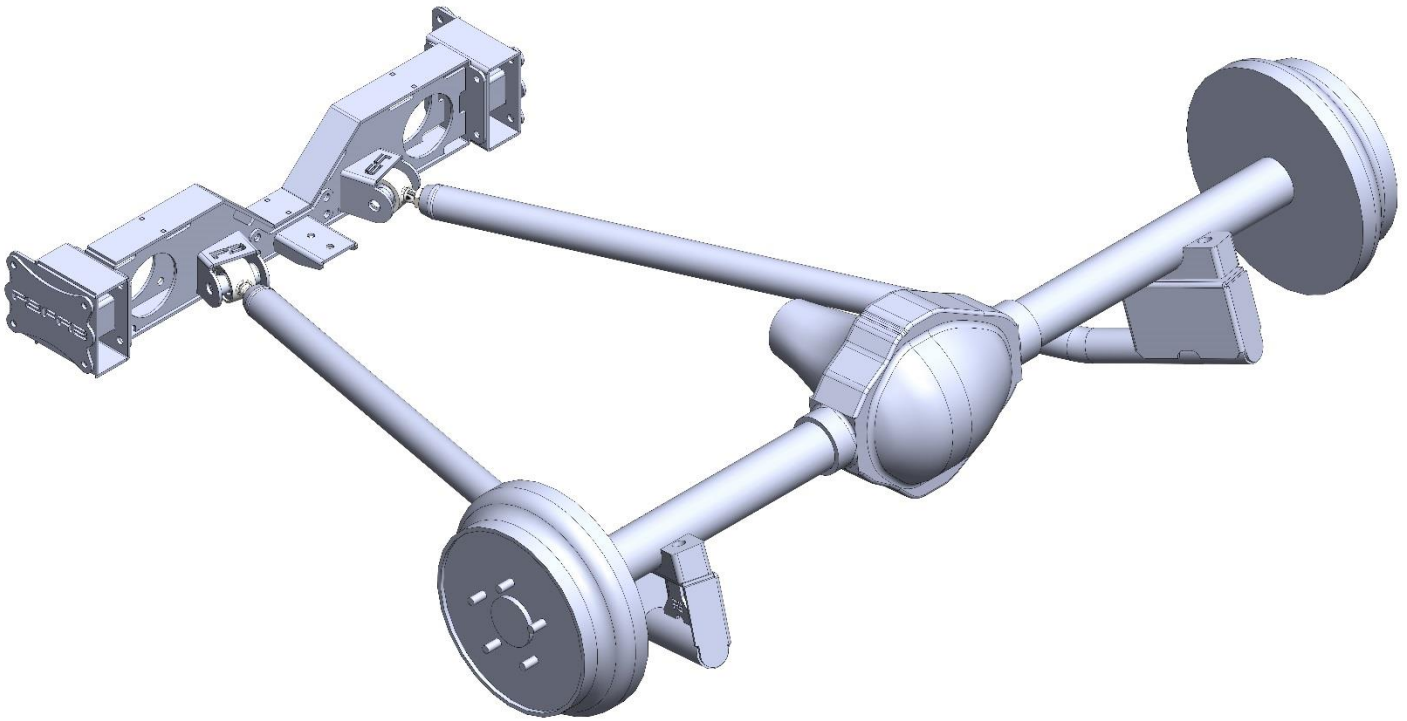
- THE FRAME WIDTH WILL NEED TO BE TRIMMED SO THAT THE NOTCH WILL EASILY SLIDE OVER THE FRAME RAIL
- ENSURE THE NOTCHES ARE SQUARE AND LEVEL
- MARK AND DRILL HOLES ***** ENSURE THE NOTCH SETS FLUSH AGAINST THE TOP OF THE RAIL AND THE SIDE OF THE RAIL BEFORE DRILLING ANY HOLES*****
- INSTALL NOTCH MOUNTING HARDWARE (7/16 X 1.25 GRADE 8); TORQUE TO 65 FT-LBS

STEP 2: BRIDGE ASSEMBLY, NOTCH CAPS, AND REAR NOTCH CROSSMEMBER INSTALLATION



- INSTALL BRIDGE ASSEMBLY USING SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE; TORQUE TO 65 FT-LBS
- REMOVE FACTORY FRAME RAIL SECTION BETWEEN NOTCHES
- INSTALL FRONT AND REAR NOTCH CAPS AND REAR NOTCH CROSSMEMBER USING SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE; TORQUE TO 65 FT-LBS
- INSTALL REAR NOTCH CROSSMEMBER USING SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE; TORQUE TO 65 FT-LBS

STEP 3: TRAILING ARM CROSSMEMBER INSTALLATION

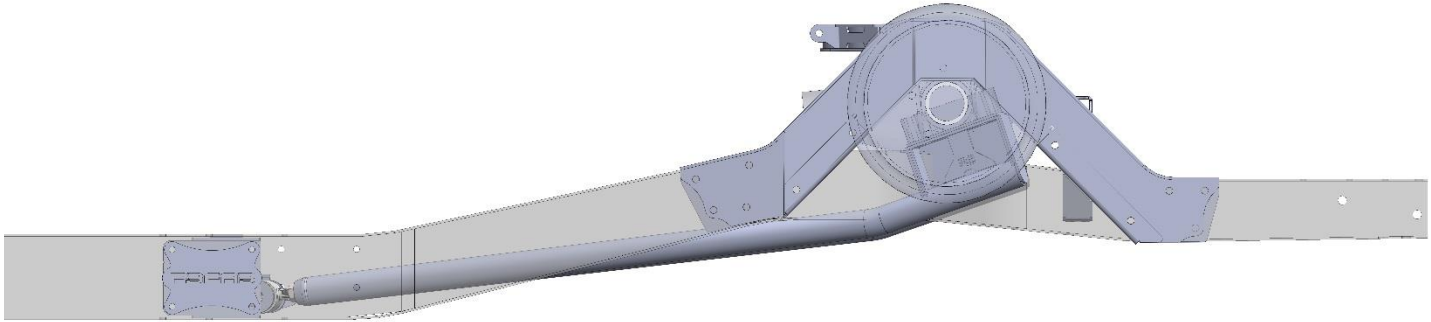


-IN ORDER TO ENSURE PROPER TRAILING ARM X-MEMBER LOCATION, IT WILL BE NECESSARY TO MOCK UP TRAILING ARMS AND REAR DIFFERENTIAL

-LEAVE APPROX 1/2 INCHES OF THREAD SHOWING ON DEL SPHERE JOINT TO TRAILING ARM THREADED BUNG TO ALLOW SOME FINE TUNE ADJUSTMENTS

(CONTINUED ON NEXT PAGE)

STEP 3: TRAILING ARM CROSSMEMBER INSTALLATION (CONTINUED)



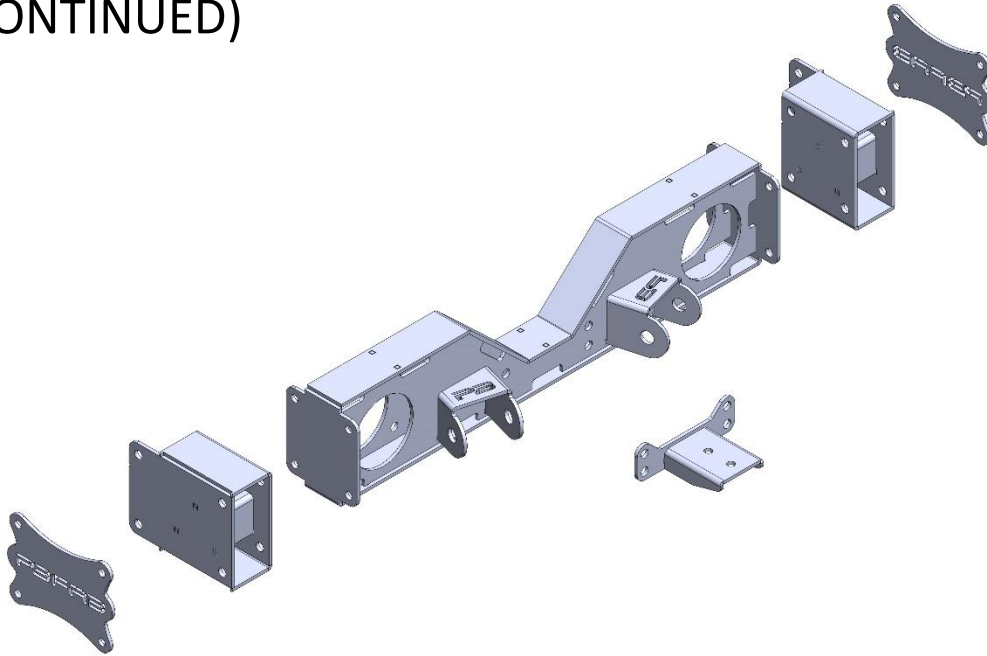
- SLIDE THE TRAILING ARM CROSSMEMBER; TRAILING ARMS; AND REAR DIFFERENTIAL INTO THE FRAME RAILS
- FULLY COMPRESS THE REAR DIFFERENTIAL SO THAT IT BOTTOMS OUT IN THE NOTCH
- ENSURE THE REAR DIFFERENTIAL IS IN THE CENTER OF THE NOTCH
- ENSURE THE TRAILING ARM X-MEMBER IS SQUARE IN THE FRAME
- MARK AND DRILL HOLES FOR TRAILING ARM X-MEMBER MOUNTING BRACKETS (SEE IMAGES ON NEXT PAGE FOR ORIENTATION)
- USE SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE; TORQUE TO 65 FT-LBS

NOTES:

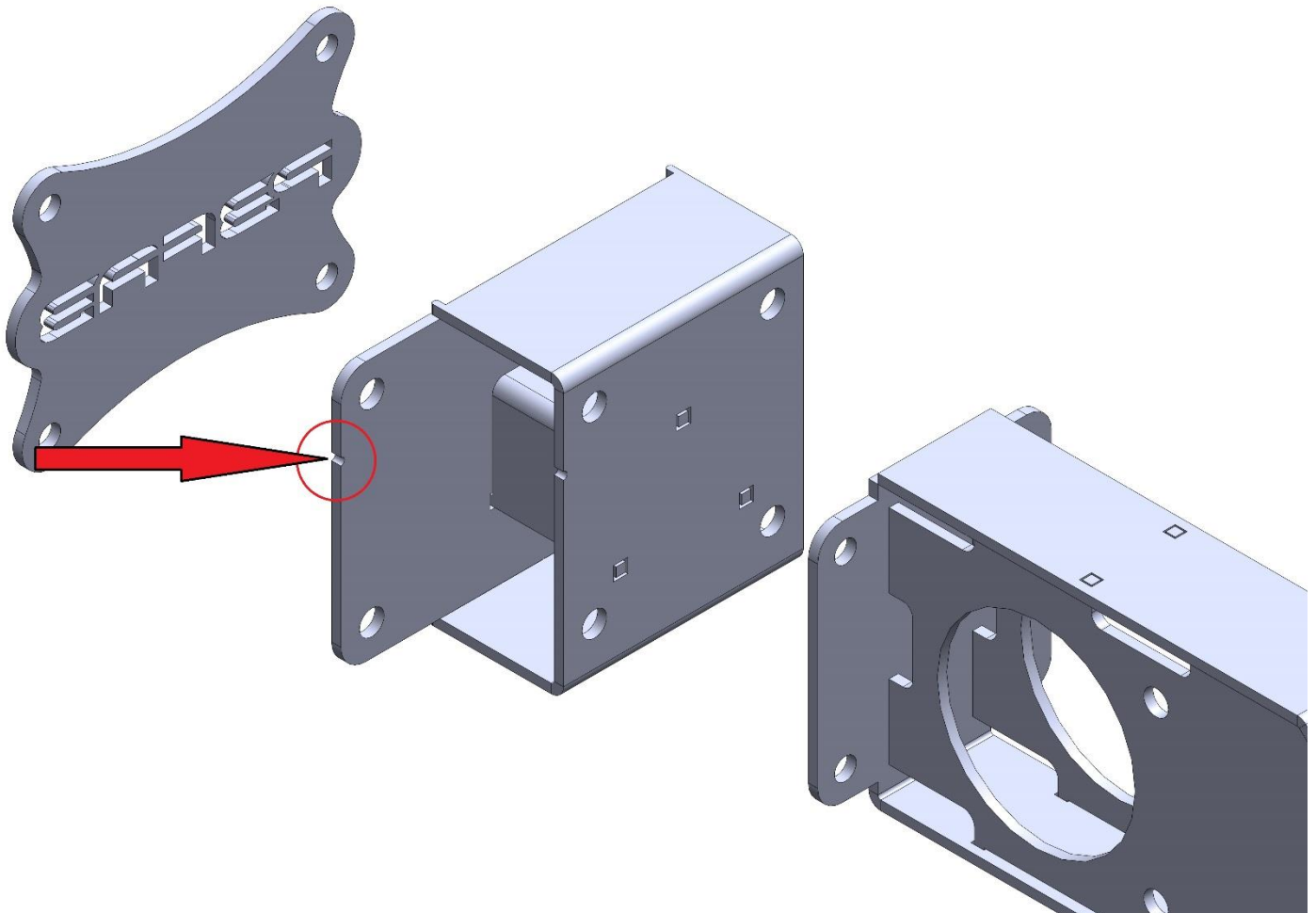
***** THE REAR SUSPENSION IS DESIGNED SO THAT THE AXLE CENTERLINE COINCIDES WITH THE WHEEL WELL CENTERLINE WHEN THE SUSPENSION IS FULLY COMPRESSED. THE AXLE WILL BE REARWARD OF THE WHEEL WELL CENTERLINE AT RIDE HEIGHT*****

(CONTINUED ON NEXT PAGE)

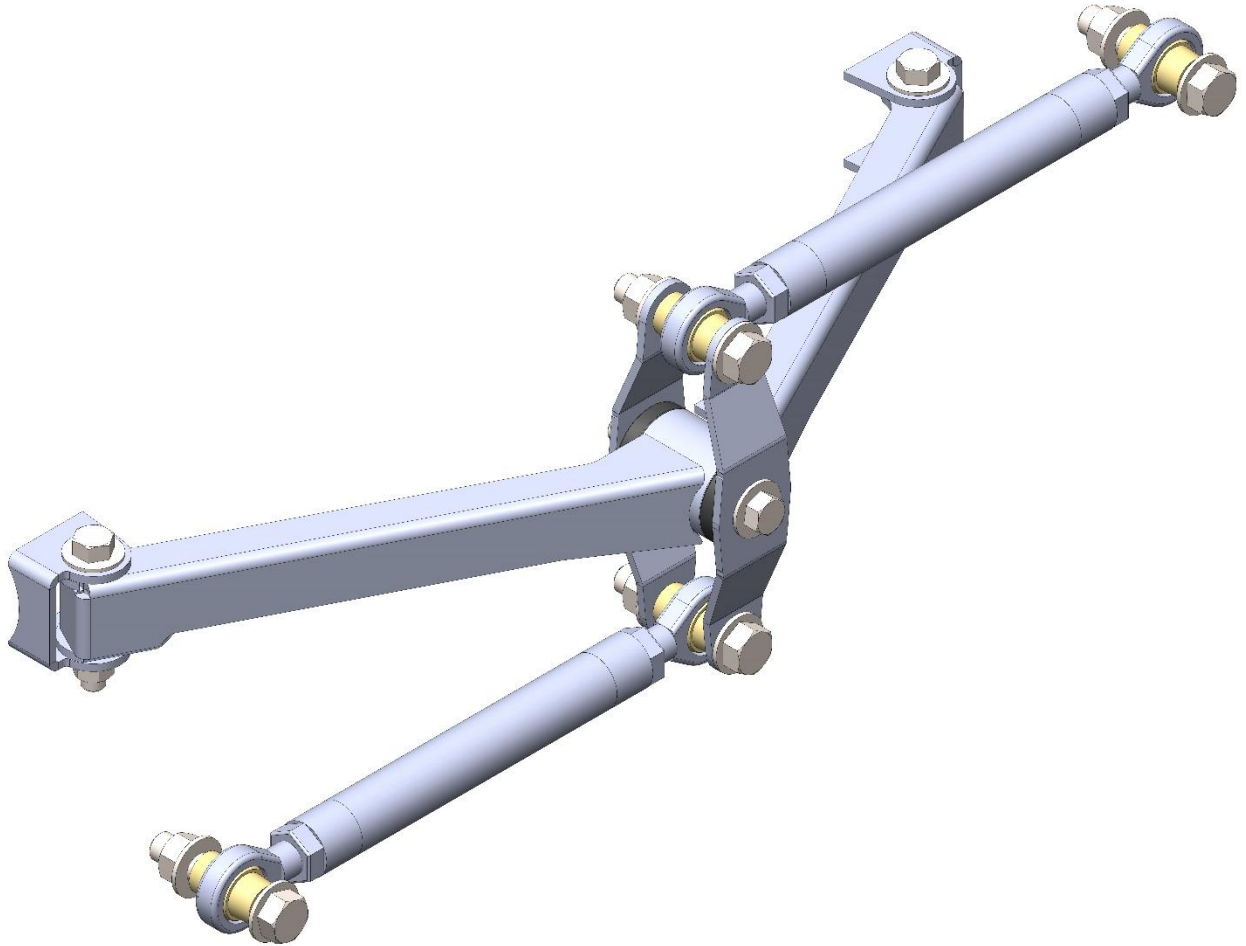
STEP 3: TRAILING ARM CROSSMEMBER INSTALLATION (CONTINUED)



*****NOTCH IN BRACKET INDICATES TOP AND FRONT MOUNTING ORIENTATION*****



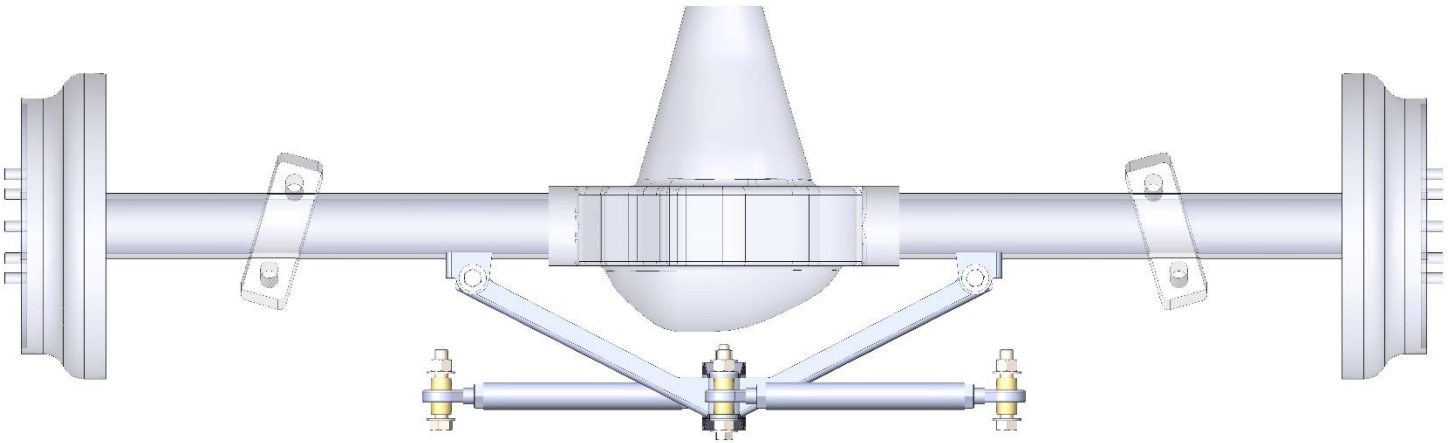
STEP 4: WATTS LINK INSTALLATION



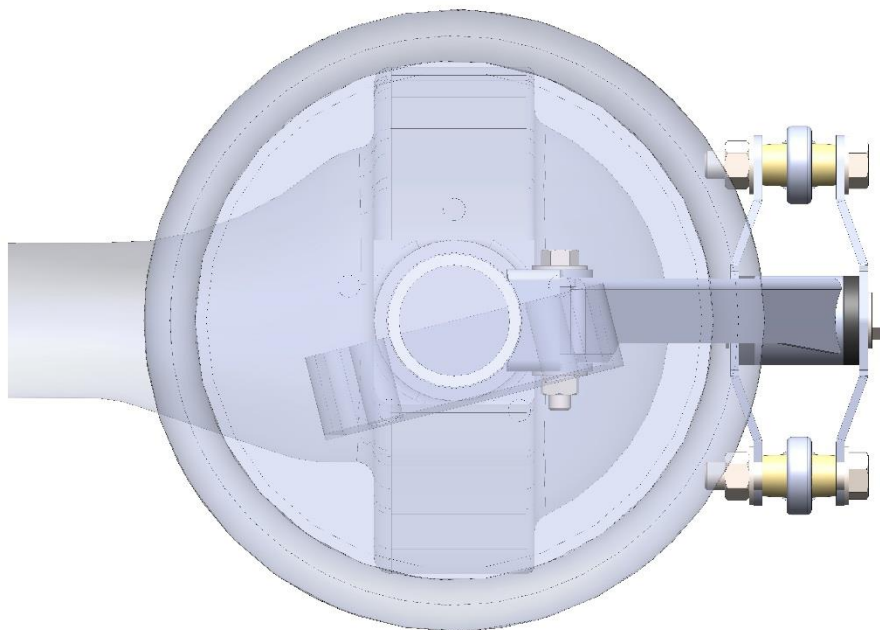
-REVIEW FOLLOWING IMAGES AND NOTES TO ENSURE PROPER
INSTALLATION OF THE WATT'S LINK

(CONTINUED ON NEXT PAGE)

STEP 4: WATTS LINK INSTALLATION (CONTINUED)



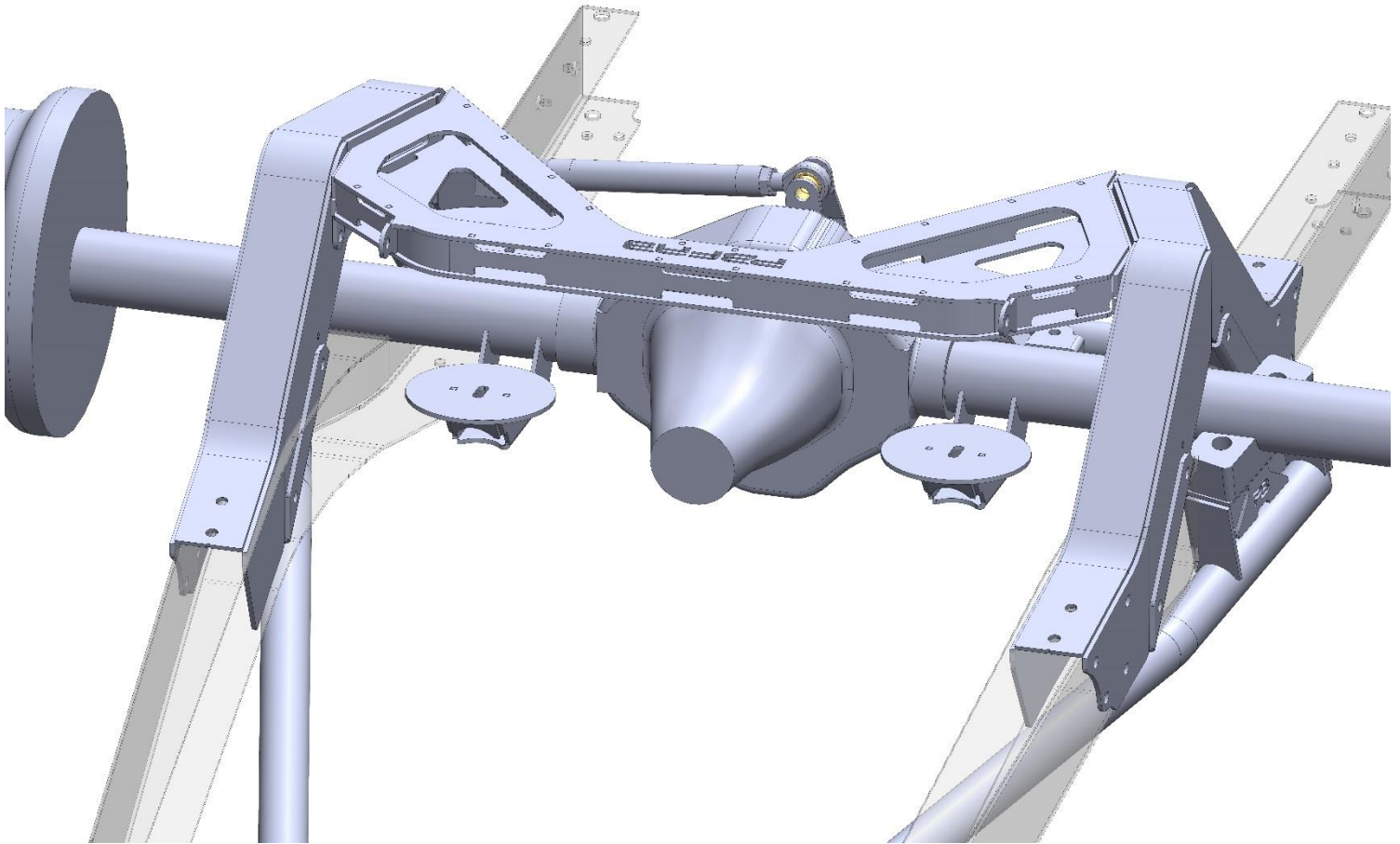
-ENSURE THAT THE WATTS LINK ASSEMBLY IS CENTERED ON THE REAR DIFFERENTIAL



-ENSURE THAT THE WATTS LINK IS PERPENDICULAR TO THE GROUND AT RIDE HEIGHT; TACK THE MOUNTING BRACKETS IN PLACE

*****DO NOT YET FULLY WELD THE WATTS LINK MOUNTING BRACKETS*****

STEP 5: LOWER BAG MOUNT INSTALLATION



-SET THE REAR SUSPENSION TO RIDE HEIGHT

-SET THE LOWER BAG BRACKETS PERPENDICULAR TO THE GROUND

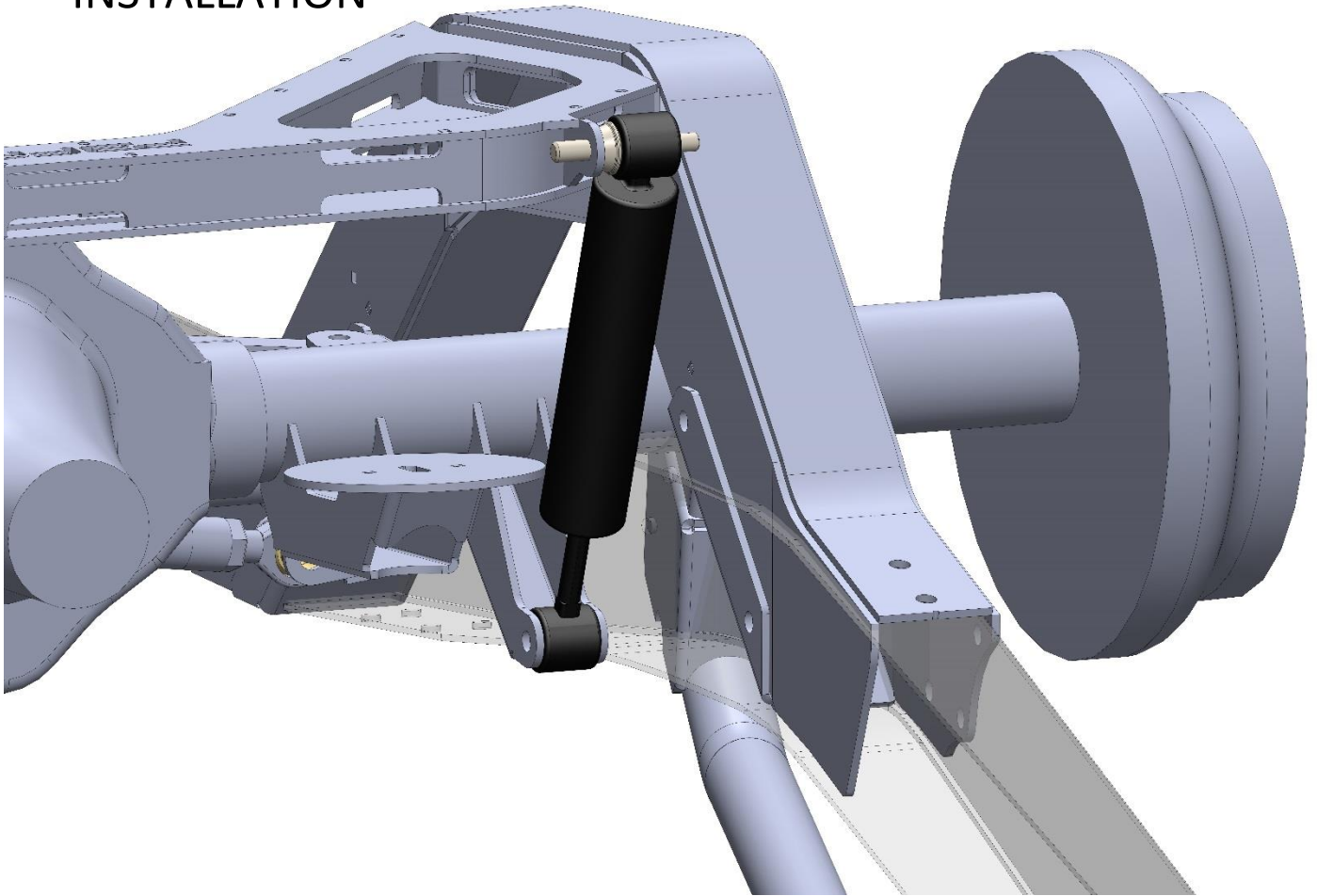
-ENSURE THE LOWER BAG BRACKETS ARE DIRECTLY UNDER AND IN-
LINE WITH THE UPPER BAG MOUNTING LOCATIONS

*****CENTER TO CENTER SPREAD DIMENSION IS APPROX 19 3/4
INCHES*****

-TACK LOWER BAG MOUNTING BRACKETS IN PLACE; CYCLE
SUSPENSION TO CHECK CLEARANCES AND FITMENT

*****DO NOT YET FULLY WELD BAG MOUNTING BRACKETS*****

STEP 6: LOWER SHOCK MOUNTING BRACKETS INSTALLATION



-IT IS CRITICAL TO INSTALL THE LOWER SHOCK MOUNT CORRECTLY SO THAT THE AIR SPRING DOES NOT OVER EXTEND AND PULL A PART AT THE CRIMP RING

-THE REAR SHOCKS ACT AS A LIMITING DEVICE TO KEEP THE REAR AIR SPRING FROM OVER-EXTENDING AND BEING DAMAGED; NEVER HAVE THE AIR SPRINGS INSTALLED WITHOUT THE SHOCKS IN PLACE. FAILURE TO DO SO CAN LEAD TO A DAMAGED AIR SPRING

(CONTINUED ON NEXT PAGE)

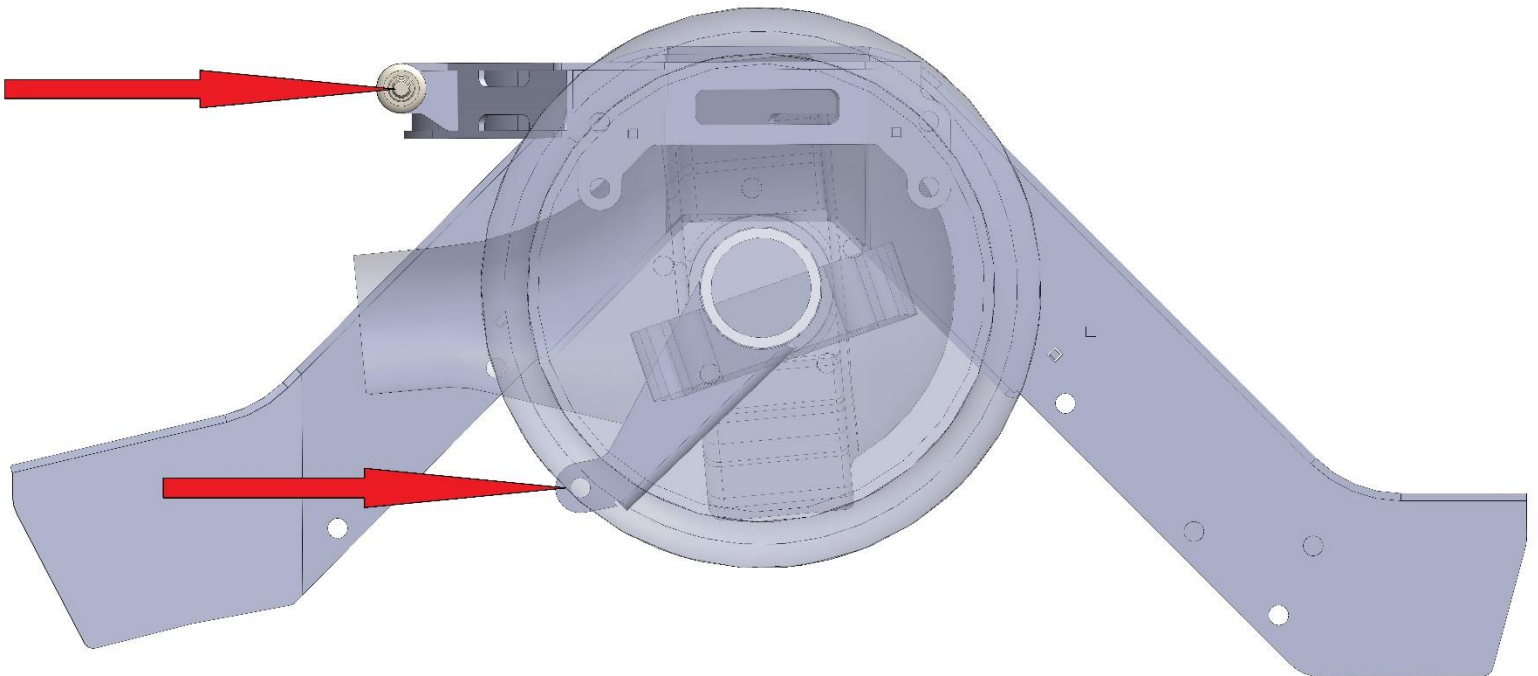
STEP 6: LOWER SHOCK MOUNTING BRACKETS INSTALLATION (CONTINUED)

-COMPRESS REAR SUSPENSION SO THAT AXLE TUBE BOTTOMS OUT IN NOTCH

-SET DISTANCE BETWEEN UPPER SHOCK MOUNT CENTER TO LOWER SHOCK MOUNT CENTER TO 11 INCHES

-TACK LOWER SHOCK MOUNTING BRACKET IN PLACE

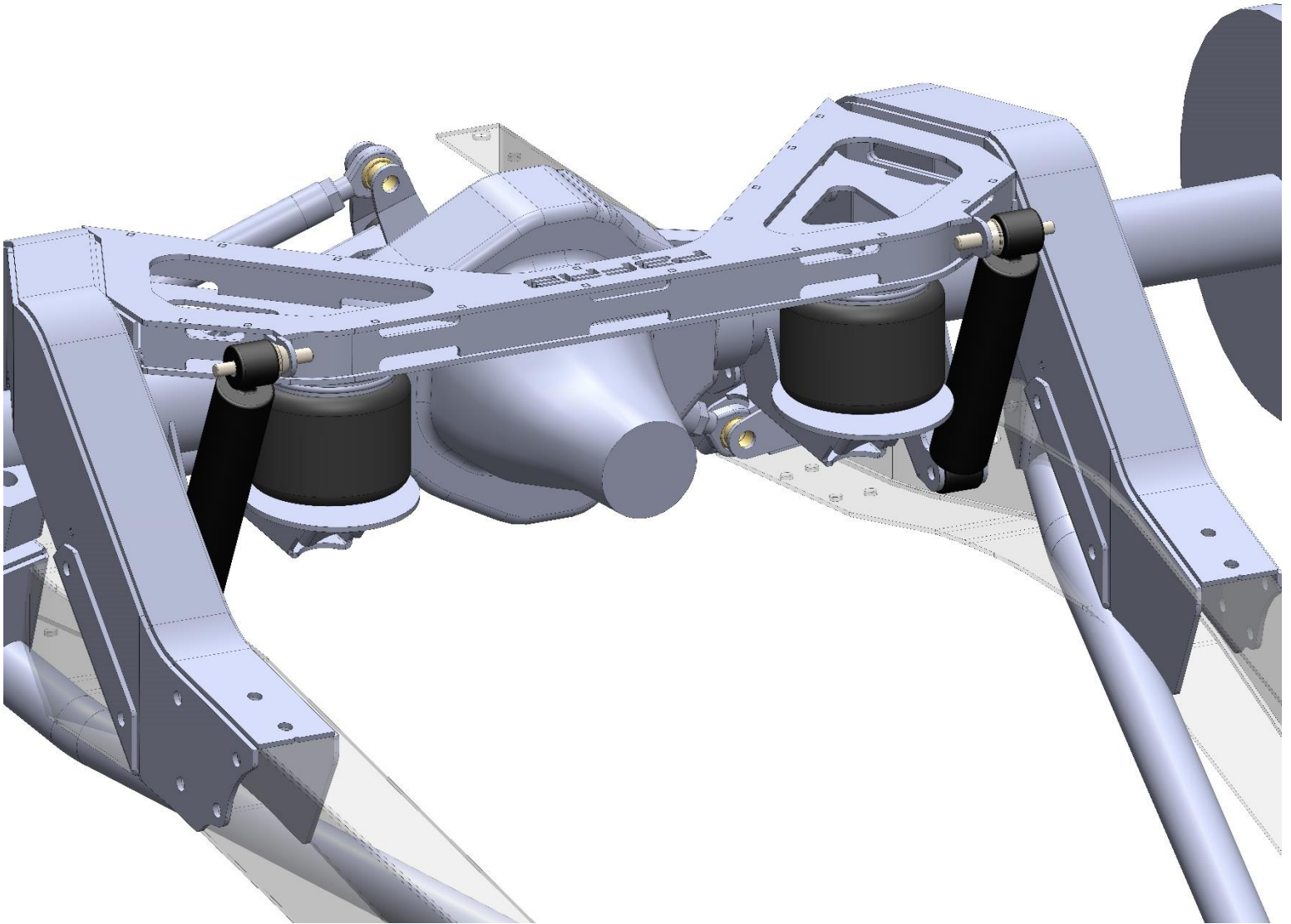
*****DO NOT YET FULLY WELD SHOCK BRACKET TO AXLE TUBE*****



NOTES:

CYCLE SUSPENSION TO CONFIRM CLEARANCES. WITH SHOCK FULLY EXTENDED, DISTANCE BETWEEN BAG MOUNTS SHOULD NOT EXCEED 12 INCHES

STEP 7: REAR AIR SPRING INSTALLATION

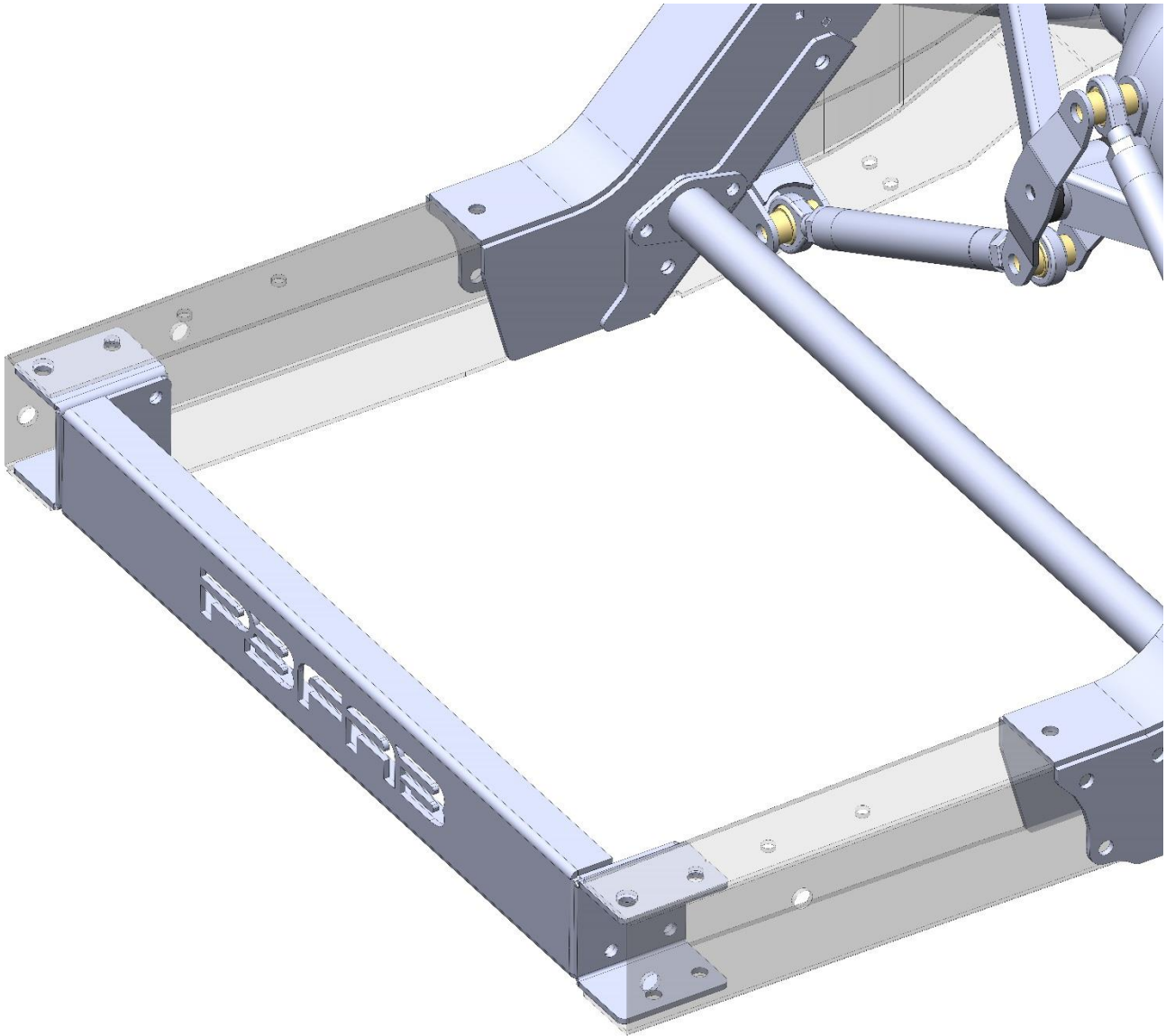


-INSTALL REAR AIR SPRINGS (FIRESTONE F9000) USING SUPPLIED 3/8 X .75 GRADE 8 HARDWARE

-INCORRECT LENGTH HARDWARE MAY CAUSE DAMAGE TO COMPOSITE ENDS ON AIR SPRING AND VOID WARRANTY.

*****IF THE BOLTS ARE TOO LONG THEY CAN CRACK THE COMPOSITE CAPS OF THE AIR SPRING*****

STEP 8: REAR FRAME X-MEMBER INSTALLATION



- INSTALL REAR FRAME X-MEMBER USING SUPPLIED 7/16 X 1.25 GRADE 8 HARDWARE
- IT MAY BE NECESSARY TO DRILL SOME MOUNTING HOLES
- REAR MOST BRACKET MOUNTING HOLE WILL UTILIZE BED MOUNTING HOLE

STEP 9: 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