

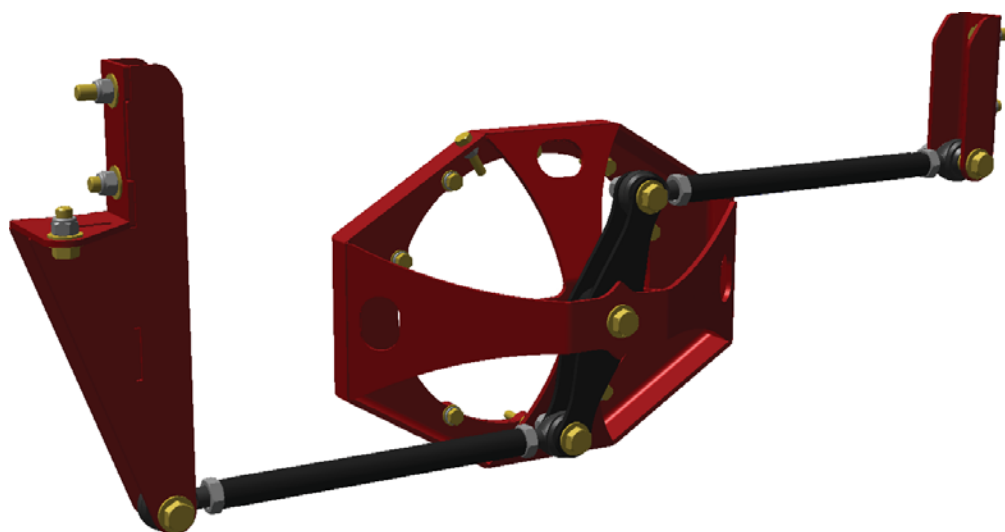
READ ALL INSTRUCTIONS COMPLETELY AND THOROUGHLY UNDERSTAND THEM BEFORE DOING ANYTHING.
CALL KP COMPONENTS TECH SUPPORT (916) 388-0288 IF YOU NEED ASSISTANCE.

INSTALLATION GUIDE

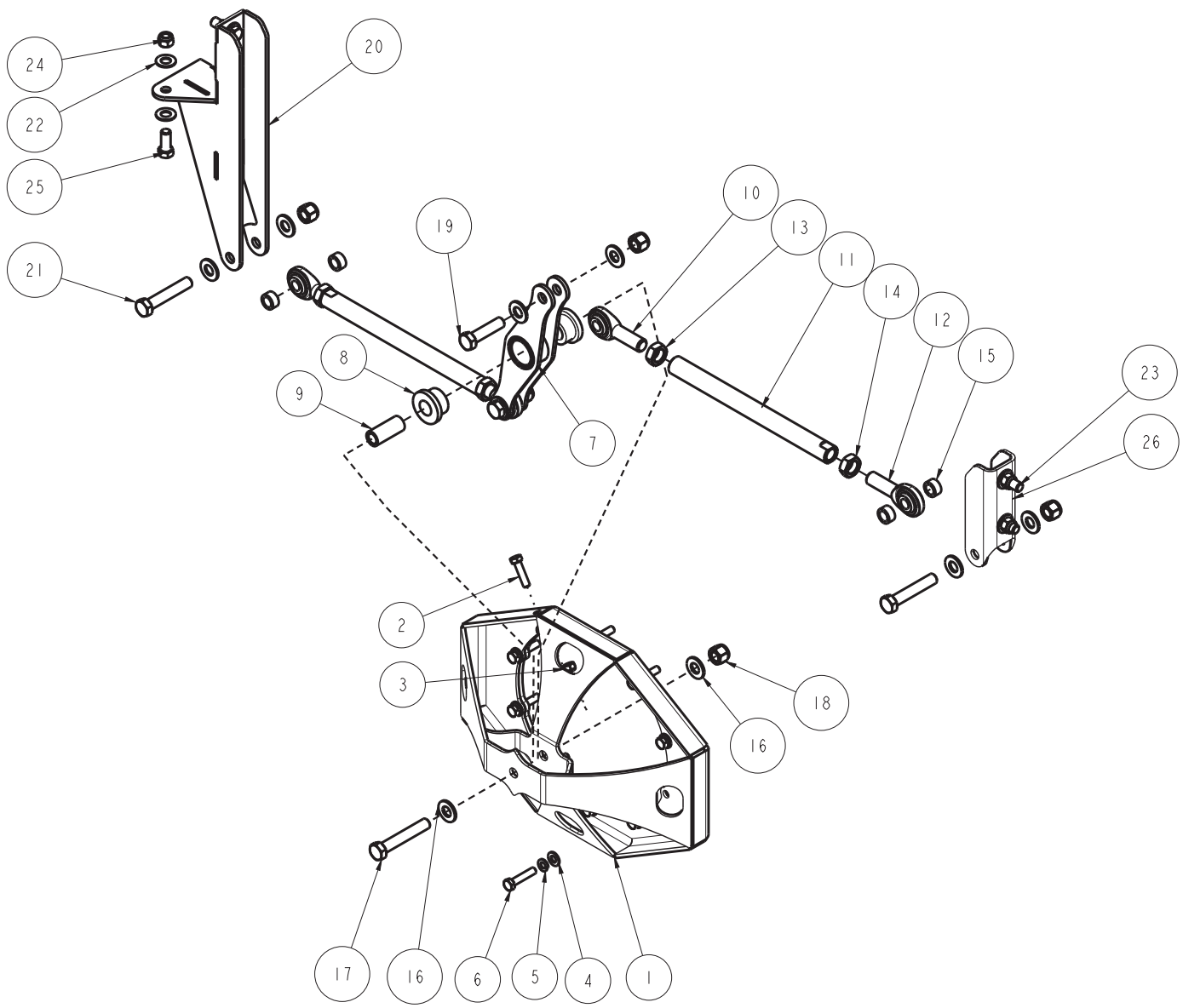


KPC WL4T-C51-10

**Bolt-On Watts Link System (10-Bolt)
for KP 4-Link or Trailing Arm Suspension
1973-1987 Chevrolet/GMC C10 Pickup**



Description: Bolt-on, Watts link system for 1973-1987 Chevrolet C10 and GMC pickup with KP 4-link or trailing arm suspension. Includes frame brackets, housing mount, link arms, pivot link, and mounting hardware.



| ITEM | QTY | PART NO. | DESCRIPTION |
|------|-----|-----------------|--|
| 1 | 1 | 7935-029 | PIVOT MOUNT WELDMENT WATTS LINK, 10 BOLT GM PICKUP |
| 2 | 1 | 3100-031C1.25Y | HEX BOLT, 5/16-18 x 1 1/4, GRADE 8, YELLOW ZINC |
| 3 | 1 | 3101-031-18C | LOCKNUT 5/16-18, GRADE 5, NYLON INSERT, CLEAR ZINC |
| 4 | 10 | 3120-031S-Y | FLAT WASHER, 5/16 SAE, HARDENED, YELLOW ZINC |
| 5 | 10 | 3108-031L-C | LOCK WASHER, HELICAL SPRING \varnothing 5/16, STEEL, ZINC |
| 6 | 10 | 3100-031C1.50Y | HEX BOLT, 5/16-18 x 1 1/2, GRADE 8, YELLOW ZINC |
| 7 | 1 | 7935-041 | PIVOT WELDMENT, WATTS LINK, \varnothing 1/2 HOLES |
| 8 | 2 | 3141-2440-0.88 | POLYURETHANE BUSHING 1.63 x .750 x .750 |
| 9 | 1 | 3140-1624-056 | SLEEVE, POLY BUSHING, \varnothing 3/4 x .50 x 1.750 |
| 10 | 2 | 3111-063X050-RT | ROD END, 5/8-18 RIGHT x 1/2 BORE, MILD STEEL, TEFLON, CM10-8T |
| 11 | 2 | 7935-037-10.180 | RADIUS ROD, WATTS LINK 10.180 LONG x 5/8-18 THREAD |
| 12 | 2 | 3111-063X050-LT | ROD END, 5/8-18 LEFT x 1/2 BORE, MILD STEEL, TEFLON, CM10-8T |
| 13 | 2 | 3102-063-18RC | JAM NUT, 5/8-18 RIGHT, CLEAR ZINC |
| 14 | 2 | 3102-063-18LY | JAM NUT, 5/8-18 LEFT, YELLOW ZINC |
| 15 | 4 | 3140-1624-012 | SLEEVE, \varnothing 3/4 x \varnothing 1/2 x 3/8 |
| 16 | 10 | 3157-050S-C | WASHER, 1/2 SAE, ZINC PLATED, 1/2 ID x 1 1/16 OD x 3/32 THICK |
| 17 | 1 | 3100-050C3.00Y | HEX BOLT, 1/2-13 x 3, GRADE 8, YELLOW ZINC |
| 18 | 5 | 3101-050-13C | LOCKNUT 1/2-13, GRADE 5, NYLON INSERT, CLEAR ZINC |
| 19 | 2 | 3100-050C2.00Y | HEX BOLT, 1/2-13 x 2, GRADE 8, YELLOW ZINC |
| 20 | 1 | 7935-081 | WELDMENT #81, WATTS LINK, DRV, 73-87 CHEVROLET/GMC C10 |
| 21 | 2 | 3100-050C2.75Y | HEX BOLT, 1/2-13 x 2 3/4, GRADE 8, YELLOW ZINC |
| 22 | 10 | 3157-044S-C | WASHER, 7/16 SAE, ZINC PLATED, 7/16 ID x 1 1/8 OD x 1/16 THICK |
| 23 | 2 | 3100-044C1.25Y | HEX BOLT, 7/16-14 x 1 1/4, GRADE 8, YELLOW ZINC |
| 24 | 5 | 3101-044-14C | LOCKNUT 7/16-14, GRADE 5 NYLON INSERT, CLEAR ZINC |
| 25 | 3 | 3100-044C1.00Y | HEX BOLT, 7/16-14 x 1, GRADE 8, YELLOW ZINC |
| 26 | 1 | 7935-085 | BRACKET #85, WATTS LINK, PSGR, 73-87 CHEVROLET/GMC C10 |

| | | | |
|---|--|---|------------------------|
| DESCRIPTION | | WATTS LINK ASSEMBLY, 4-LINK & TRAILING ARM, 73-87 CHEVROLET/GMC C10, 10-BOLT | |
| <i>Chris Alston's</i> CHASSISWORKS INC. 8661 YOUNGER CREEK DRIVE SACRAMENTO, CA 95828 (916) 388-0288 FAX 388-0295 | | PART NO. | KPC WL4T-C51-10 |
| | | 7/30/15 | DWG: KPC_WL4T-C51-10 |

PARTS LIST

KPC WL4T-C51-10 - Bolt-on Watts Link System (4-Link or Trailing Arm)

| Qty | Part Number | Description |
|-----|-----------------|---|
| 1 | 7935-029 | Watts link 10-bolt GM differential mount |
| 1 | 7935-041 | Watts link pivot weldment |
| 2 | 7935-037-10.180 | Radius rod 10.18" long x 5/8-18 right and left hand threads |
| 1 | 7935-081 | Watts link frame mount, driver side |
| 1 | 7935-085 | Watts link frame mount, passenger side |

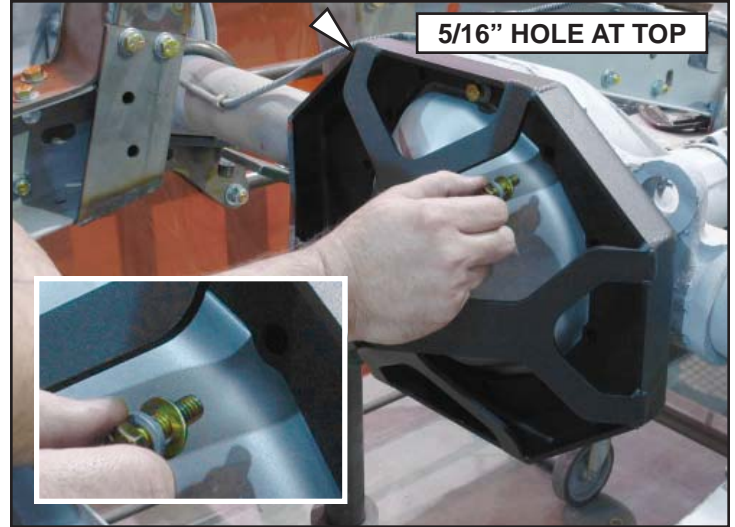
7926-WL4TC51-10 - Hardware Box

| Qty | Part Number | Description |
|-----|-----------------|---|
| 1 | 3100-031C1.25Y | Bolt 5/16-18 x 1-1/4" hex cap screw |
| 10 | 3100-031C1.50Y | Bolt 5/16-18 x 1-1/2" hex cap screw |
| 3 | 3100-044C1.00Y | Bolt 7/16-14 x 1" hex cap screw |
| 2 | 3100-044C1.25Y | Bolt 7/16-14 x 1-1/4" hex cap screw |
| 2 | 3100-050C2.00Y | Bolt 1/2-13 x 2" hex cap screw |
| 2 | 3100-050C2.75Y | Bolt 1/2-13 x 2-3/4" hex cap screw |
| 1 | 3100-050C3.00Y | Bolt 1/2-13 x 3" hex cap screw |
| 1 | 3101-031-18C | Locknut 5/16-18 nylon insert |
| 5 | 3101-044-14C | Locknut 7/16-14 nylon insert |
| 5 | 3101-050-13C | Locknut 1/2-13 nylon insert |
| 2 | 3102-063-18LY | Jam nut 5/8-18 LH Grade 5 yellow zinc plated |
| 2 | 3102-063-18RC | Jam nut 5/8-18 RH Grade 5 clear zinc plated |
| 10 | 3108-031L-C | Lock washer 5/16" regular |
| 2 | 3111-063X050-LT | Rod end 5/8-18 LH x 1/2"-bore, mild steel, Teflon |
| 2 | 3111-063X050-RT | Rod end 5/8-18 RH x 1/2"-bore, mild steel, Teflon |
| 10 | 3120-031S-Y | Washer 5/16" hardened flat SAE |
| 4 | 3140-1624-012 | Sleeve 1/2 ID x .75 OD x 3/8" long |
| 1 | 3140-1624-056 | Sleeve 1/2 x 3/4 x 1-3/4" long for poly bushing |
| 2 | 3141-2440-0.88 | Poly bushing .75 bore x .875" OAL |
| 1 | 3151-1/2OZ | Poly lube 1/2 oz. cup |
| 10 | 3157-044S-C | Washer flat 7/16" SAE |
| 10 | 3157-050S-C | Washer flat 1/2" SAE |

INSTRUCTIONS

The suspension must be installed and the axle housing positioned at ride height before beginning installation.

1. Remove the bolts from the rear-axle-housing cover. DO NOT remove the cover.
2. Set the pivot-mount weldment against the cover. The 5/16" hole along the edge of the mount must be toward the top.
3. Secure the mount using supplied hex bolts (10 total), and lock washers and flat washers.
4. Snug-up all bolts by hand before tightening the mount-plate hardware. Use a diagonal tightening pattern.



5. Press the poly bushings into both sides of the pivot link until they are fully seated.
6. Apply a small amount of poly lube to the outside of the 1-3/4" sleeve and press it into the bushings until centered.



7. Apply a small amount of poly lube to the face of each pivot-link bushing.
8. Place the pivot link into the mount and secure using a 1/2-13 x 3" hex bolt, flat washers, and locknut. There must be a flat washer under the bolt head and locknut.



9. Using an open-end wrench on the locknut, tighten the hardware until the bushings are lightly preloaded.



10. Use 5/8-18 LH and RH taps to chase the threads of the Watts-link bars.
11. Thread the 5/8" jam nuts onto the rod ends until there are 4-5 threads remaining between the nut and the rod-end housing.
12. Apply a small amount of anti-seize to the rod-end threads and screw the rod ends into the link bars until the jam nut contacts the tube.



13. Bolt the driver- and passenger-side frame brackets to the frame and fully tighten hardware.
14. Attach the left-threaded ends of the link tubes to the frame brackets using a 1/2-13 x 2-3/4" hex bolt, two 3/8"-long spacers, two flat washers, and a locknut. Tighten hardware to 45 lb-ft.
15. The opposite end of the link tubes bolt to the pivot link using 1/2-13 x 2" hex bolts, flat washers, and locknuts. The link tubes should be parallel to the axle tube and ground at ride height. Driver-side mounts to the top. Passenger-side mounts to the bottom.
16. Re-route the brake line and secure the "T" to the mount plate using one 5/16-18 x 1-1/4" hex bolts and locknut.
17. Verify that the axle housing is at ride height before centering the housing relative to the frame.
18. Using a straight-edge along the axle flange, measure from the frame rail to the straight-edge.
19. Record and compare the measurements from each side of the vehicle.
20. Rotate the link tubes in opposite directions equal amounts to move the housing until it is centered.

Lengthening the driver-side (upper) link tube and shortening the passenger-side (lower) link tube will move the housing toward the passenger side.

21. Once the housing is centered, move the axle through its complete range of travel to check for binding. Correct any binding issue before continuing.
22. Once the housing is centered and travel has been verified, tighten the jam nuts on the link bars.
23. Correct any binding issues before finishing welding the brackets to the frame.
24. This completes the watts link installation.



WARRANTY NOTICE:

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, direct or indirect, arising from the use or inability to determine the appropriate use of any products. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes **NO GUARANTEE** in reference to any specific class legality of any component. **ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY.** The products offered for sale are true race-car components and, in all cases, require some fabrication skill. **NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.**

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