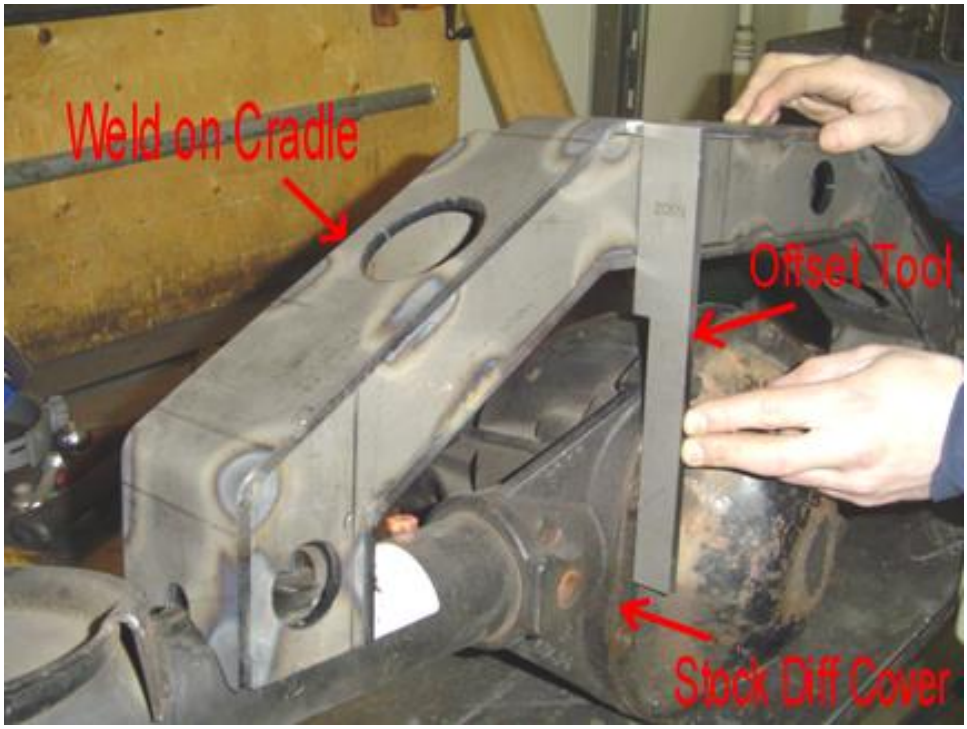
14. **X Factor Plus Only (*All others please omit this step*) ;** Now you are going to install the weld on rear cradle, tie in plate and rear upper control arm mount reinforcing brackets.

a) Remove the OEM rear upper control arm mounts and the OEM rear track bar mount flush from the rear axle. Install the new weld on cradle to axle. For Dana 35/44/60, Chrysler 8.25 and Ford 8.8 rear axles with the OEM differential cover only, center the cradle side to side on the rear axle housing. Using the supplied offset tool, place the thinner edge of the offset tool flat against the differential cover with the two of the diff. cover bolts removed. Rotate the cradle back until the back flat surface of the cradle contacts the thicker portion of the offset tool as shown below. Now the cradle is in position. Fully seam weld the cradle to the axle tubes. Once completed the offset tool is no longer needed. Replace the two bolts in your differential cover and apply a durable finish to the rear cradle of your choice. **Please note: Stock differential cover thicknesses ranges from 1/8 to 3/16 in thickness. If you have a heavy duty cover or something other than stock you will need to account for the thickness variation when positioning the rear cradle.**




**Weld On Rear Cradle**

b) Install the weld in cradle tie in plate. This plate makes sure the cradle can not bend and on some applications (Dana 60's) will allow you to join the tie in plate to the cradle and the axle housing itself.

You may need to trim a little off the tie in plate for it to fit properly depending on axle. The tie in plate sits ¼" inside the back surface of the cradle and gets welded to the cradle and the axle, thus calling it a tie in plate. Using a stitch weld technique is acceptable for joining the cradle to the tie in plate, just be sure to cover the corners well. This gives the cradle a nice finished look as well as add strength. Once cooled, apply a durable finish of your choice. See below for an example of what the tie in plate looks like installed.


**Cradle Tie in Plate Installed**

c) Install the rear upper reinforcing mounts as shown and weld them into place on the bottom of the frame. (Passenger side shown) The new bracket goes in between the OEM bracket and where the new joint goes.


**Rear Upper Reinforcing Mounts**

d) You will also need to drill out the OEM rear upper mounts to 9/16. You can drill from the outside of the frame right through the entire mounting brackets. This way we can upgrade your hardware when it comes time to put in the triangulated 4 link arms.

15. **X Factor Plus Only (*All others please omit this step).*** Set the triangulated upper arms to length as shown below. Set the arms to length specified above. The dimension is from center of the Spherical Joint to center of Anti-Wobble Joint. **Note: That the Anti-Wobble Joint is rotated 90 degrees from its correct position, for setting the proper length. Do not allow more than 5/8" of threads to show past the jam nut.**

**Triangulated 4 -Link Assembly**

16. **X Factor Plus Only (*All others please omit this step)*.** Install the rear upper Triangulated 4 Link Assemblies. The bushing end gets attached to the frame mounts with a 14mm x 90mm bolt, washers and nyloc nut. The Krawler Joint connection gets attached to the cradle with the supplied 14mm x 100mm bolt, washers, and nyloc nuts. The orientation of the arm is to be set and then the Jam nut at the frame connection is to be locked in order to hold the orientation of the arm. With the arm oriented properly the joint at the cradle then should be oriented to allow for maximum articulation and the jam nut closest to this joint should then be locked. We strongly recommend the use of red loctite on all the jam nuts to ensure they do not back off under harsh vibration. Show below is the basic assembly method and orientation of the parts as they go into the vehicle.

**Rear Tri-Link Connection**

**Triangulated 4 -Link Assembly**


**Weld in cradle specified holes**