

Tech-Talk

With Trev

Triangulated Rear Four Bar



These four bar systems are ideal for cars that have wide chassis rails with a kick up on the rear over the diff, typical of 1932 onwards. They are a simple four bar system that do not require a panard bar , and allow the car to sit at a nice ride height. This one is fitted to one of our standard 1928 combo chassis , under a 1928 Ford Closed Cab Pickup

First thing is to set the diff pinion angle , by using a protractor ,take the angle off the harmonic balancer and set the diff pinion to the same angle, measure the diff up to make sure its in the correct axle centre, and the diff is square to the centreline of the chassis and the wheel flanges are equal distance from the chassis rails. Once your happy with the position of the diff, weld it to the chassis with some scrap so that it doesn't move during the fitment of the four bar.



In this case the lower control arm mount on the diff was directly under the chassis rails. Make sure that the lower shock mount is square to the top shock mount using a level. With the control arm in place, weld the front lower control arm mount to the chassis, Then draw a line straight up from the back edge of the lower mount, The top mount is fitted with the front edge up to this line. The next step is to weld the top rear control arm mounts to the diff, these are fitted closer to the centre of the diff than the lower mount and creates a triangulation effect that will limit the sideways movement of the rear axle, repeat the fitment for the other side and make sure all mounts are fitted equal distance from the ends of axle tubes, and same goes for the chassis mount. At this stage you can fit the top shock mounts if not already fitted, these ones are fitted about three inches inward of the lower shock mount.

