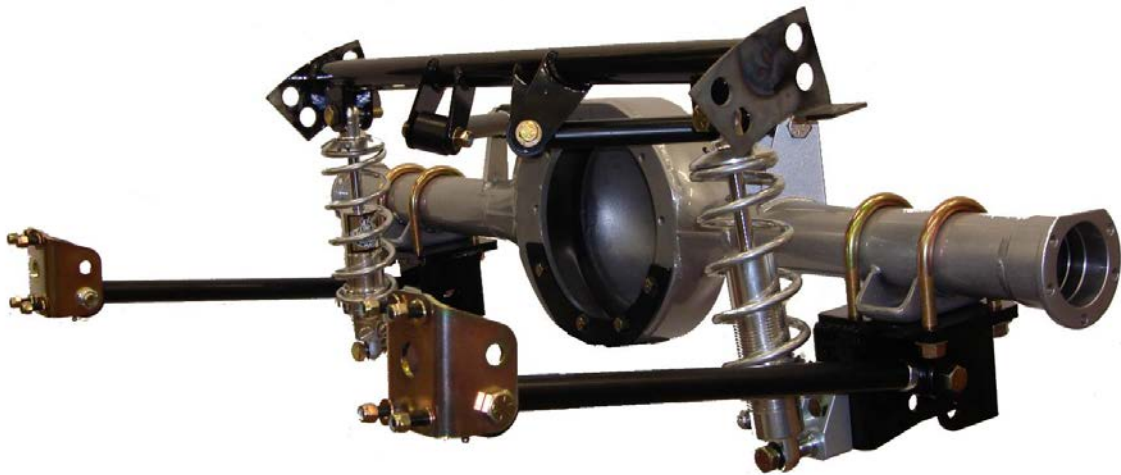


Street-Lynx

By

Reilly MotorSports, Inc.

Installation Manual



1- Begin by removing your original rear suspension – disconnect your brake lines, E-brake cables, and remove the driveshaft. To prevent fire hazards and make room to work, drain and remove the gas tank, and remove the main chassis fuel lines from the car. The rear axle can be left sitting under the car, or remove it entirely if you need room to move around.

2- The first step is to install the upper crossbar into the car. The upper links and shocks will use this crossbar as an attachment point. Locate the forward hole on the frame rail that holds the rubber bumpstop for the axle. Clean this area thoroughly along with approx. 8 inches of the inside wall of the frame rail. Do this on both sides. On some models the brake line bracket may interfere and need to be bent or moved.



3- Hold the crossbar up between the frame rails so the tab on each side lines up with the forward hole from the bumpstop. The mounting plates and crossbar will be positioned ahead of this hole. Use the screw from the bumpstop to hold the bar in place. Frame rails can vary from car to car – one car may be a tight fit while others will fit loosely. There is little that can be done due to the variances in car

bodies, and if there is a loose fit, it may be necessary to plate the frame rail to take up space prior to installing the bar. Although plating with 1/8" is rarely needed, it is possible. Once it's located with the bumpstop screws, tack the bar in place. Perfect fitment is not required, although you should take care to make sure you can weld all the



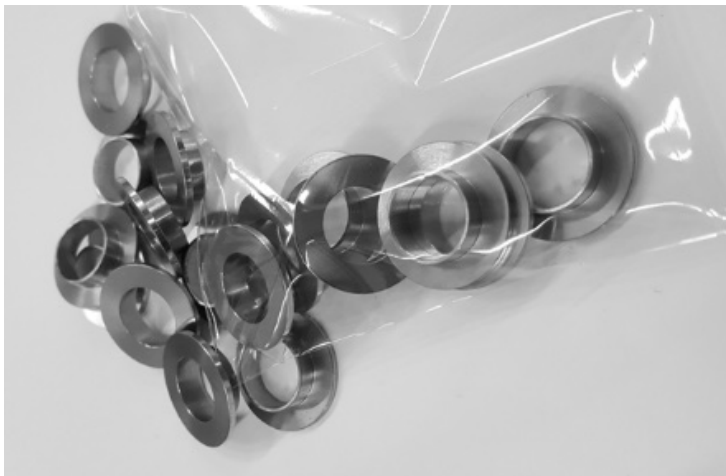
way around the side plates. The 1" holes in the side plates should also be welded in for maximum strength.

- 4- Next set the length of the upper and lower link bars. The upper links, for all applications, should simply have 1/4" of threads showing and be the same length. A precise length is not necessary. The lower links should be set at a specific length depending on your model, according to the following chart.

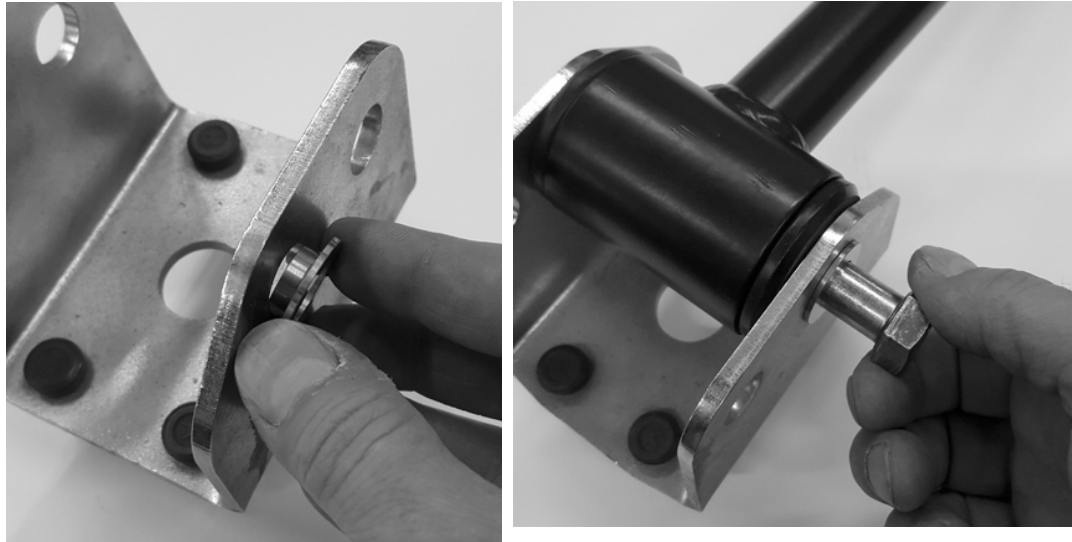
62-76 A-body	20.5" center to center
66-70 B-body	22.5" center to center
71-72 B body	21.75" center to center
70-74 E-body	22.5" center to center



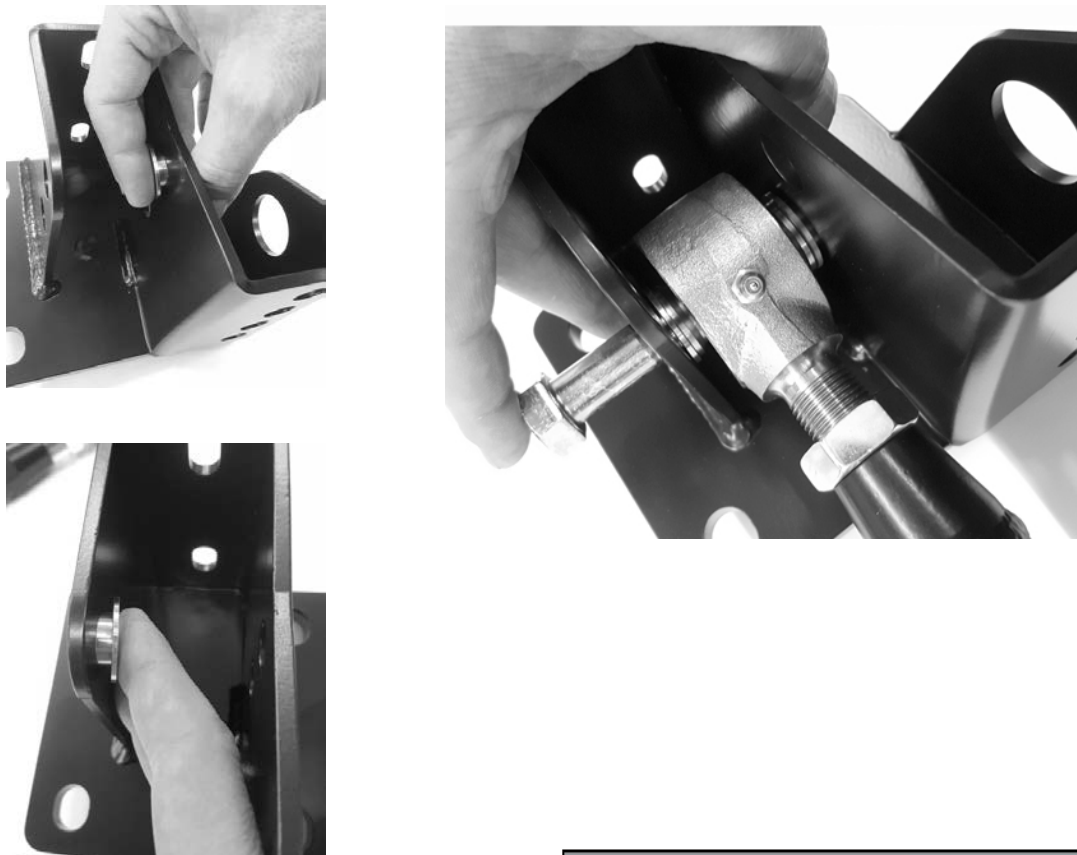
- 5- All Street-Lynx kits shipped after 7/1/17 are equipped with heavy duty rebuildable flex joints. These joints are far superior at controlling motion than rubber or poly bushing ends and are greasable and completely rebuildable. In order to fit them you will find a bag of (16) top hat spacers as pictured below –



6- These spacers correct the width and hole size to properly fit the new links. Install the spacers from the outside of the front hanger bracket as shown –



On all flex joint ends, the spacers are installed from the inside as shown below.



- 7- Attach the axle plates to the rear axle on the existing mounting pad, using the supplied u-bolts. The plates are positioned so the shock mount faces the front and is inside of the lower link mounting tabs. Then attach the aluminum lower shock mount to the plate. The center two holes are most common. If later you need a higher ride height you can move this bracket to the upper two holes, or if you want the ride height lower you can use the lowest two holes.



8- The lower links can now be installed in the car, along with the axle. Bolt the lower link first to the included new front hanger, then bolt it into the factory leaf spring location in the car. Make sure the grease fitting in the link is pointing down so you can access it later. Put the link in the lower hole in this front bracket.



9- With a suitable jack, or jack stands, place the axle under the car and attach the lower links to the axle brackets. Put the link in the upper hole on the axle bracket.



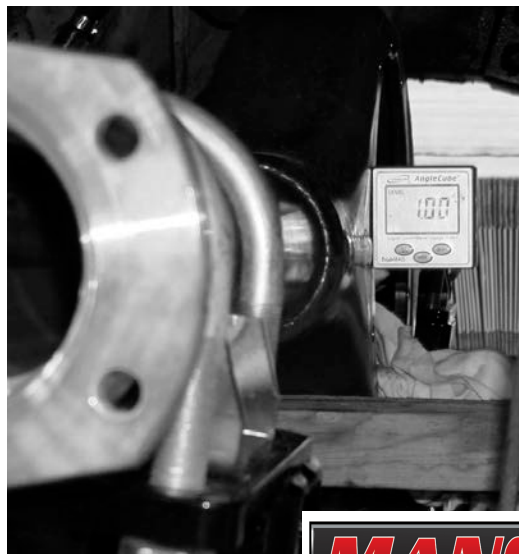
10- The axle now needs to be properly located in order to weld the upper link bar mounts onto the axle in the correct location. If you also purchased the fully welded housing from RMS, this step can be skipped.

Raise the axle so the lower link bars are close to level. Measure the distance between the upper and lower shock mounts and set them approximately 13.5"-14". This is roughly the center of shock travel range. If you have moved your links inboard under the frame, use 12" for this distance instead.

Next center the axle in the car, hold a level on the outside surface and measure in to each frame rail.

And finally, set the pinion angle. With the car level, set the axle at 0 or 1 degree down. This is not leaf springs, and does not experience excessive axle wrap, so 1 degree is all that needs to be done. No further angle changes should be needed and it's not necessary to check the engine/trans angle.

Use the pictures below to see these steps.



- 11- Now that the axle is located, you can attach and locate the upper link bars. Bolt the upper links to the crossmember, with the adjustable end over the axle. This makes adjusting easier later. Bolt the included weld-on tabs to the upper links and stand the tabs up on top of the axle housing as shown below.



There are longer and shorter tabs included, to offset the angle of the housing. However, various axle housings can differ greatly, and slight grinding may be needed to make the rear bushing line up with the front bushing. This alignment only needs to be close, it does not need to be precisely exact.

Also note that on some housings, the driver side tabs may fall directly on the axle vent hole. If this occurs, the vent needs to be relocated. Sometimes the vent can stay in place but you may have to move the brake Tee for clearance. We recommend welding a 7/16" bolt to the housing center and attaching the Tee there, as that location works out nicely for the flexible brake hose. Once the tabs are sitting nicely on the axle, tack them into place, lower the axle down and fully weld the tabs on. Now is the time to take care of the brake line Tee, vent hole, and paint or powdercoat the housing.



- 12- Now assemble the shocks per the instructions included, put the bearing ends in and put the springs on. NOTE - anti-seize must be used on the threads of the shock body to prevent galling when you adjust ride height! Install the shocks with the adjustment knobs facing in, and with the springs hand tight. On the lower mount, the spacer goes between the mount and the shock to provide clearance. You **MUST** use anti-seize on this bolt to prevent galling in the aluminum mount.



- 13- With the system fully installed, you can now reinstall your brake and fuel lines, fuel tank, and wheels, tailpipes, ect.



Final Adjustments

Now that the system is fully installed, you can adjust the system. First, set your ride height to the desired position. This always comes first. If you need to change the position of the lower shock mounts, do this now. The best function is with the shocks roughly centered in their travel range to provide enough up and down movement without bottoming. Turning the spring seat up will raise the ride height, but it does not affect the stiffness of the spring.

When adjusting the springs on the shocks, it's common for one spring to be adjusted higher than the other. A car's weight is not even, one side weighs more than the other, even small twists in the chassis will cause these small differences.

Next, check side to side location of the rear to make sure it is still centered. If not, the rear can be moved sideways by lengthening one of the upper links and shortening the other. Next, check the fore/aft location to make sure the axle is square in the car. Measure from a point on the transmission crossmember, or from the door jambs on each side, and adjust the lower links as needed. Recheck the side to side location to verify it has not changed. Before tightening the jam nuts on the links, re-check the pinion angle, as it will probably change when making the other adjustments.

Once your adjustments are set and the ride height is satisfactory, tighten all jam nuts.

As with all new springs and suspensions, a test drive should be taken to settle it all. Just a mile or two is all that's required, and then recheck all measurements to ensure the axle has not moved. Typically, you'll need to readjust your ride height after the springs have settled, but it will be a small amount.

Note there are two mounting holes on the spring hangers. The lower hole is for most cars, street, handling, ect. The upper hole can be used at the drag strip to improve the anti-squat geometry, however the upper hole will also increase roll-steer and will not behave well on the street. The opposite is true at the axle mount. Using the lower hole on the axle will tilt the link bar, improving behavior on a drag strip, but is a detriment on the street.

And finally, adjusting the double adjustable shocks depends greatly on the use of the car, amount of power, auto or manual trans, tire size and style.

In general, start with both knobs turned fully counter-clockwise, this is fully soft. Turn both knobs 6 clicks to start and adjust for ride quality - this varies per person and is entirely up to the driver as to what is "comfortable". Any loud banging over bumps or potholes usually means the shock is bottoming out, and the shocks need to be stiffened more.

Next, if you experience a lot of wheel spin, a soft compression and stiff rebound can help this. Likewise, if you experience tire shake under hard acceleration, especially with a manual trans, a stiff compression(8+clicks) and soft rebound(3 or 4 clicks) will help this. Every car will react differently and will require a few test drives until shocks are adjusted correctly.