

9d. Once all fasteners are installed, torque the 1/2" bolts to 50-60 ft-lbs, and the 3/8" flange bolts to 35-45 ft-lbs.

DO NOT TIGHTEN THE CONTROL ARM MOUNT BOLTS (IN THE STEEL CRUSH SLEEVES) OR THE ½"X5" BOLTS ON THE CENTER SECTION AT THIS TIME.

Step 10. Install Shocks

Install the shocks onto the axle brace using the stock hardware.

Step 11. Install Lower Control Arms

Using the instructions included with your Lower Control Arms, install them onto the vehicle.

The lowest holes on the axle brace will produce the greatest traction during launch. If you find that you have too much traction causing the vehicle to unload the tires, move the control arms up to the higher mounting hole.

Step 12. Torque Control Arm Bolts

Torque the lower control arm spacer tube bolts to 80-90lb-ft.

Torque the Lower Control Arm bolts to the specifications included with your lower control arms.

Step 13. Install Differential Tie-In Plate

Install the Differential Tie-In Plate following the supplied instructions.

Step 14. Inspect Installation

Inspect the installation to insure that there is no interference with other components. When installation is completed, lower vehicle and perform a road test to further check for interference.

Questions, Comments, Suggestions?

If you have any questions, comments, or suggestions regarding these instructions or product, please do not hesitate to contact us immediately. Thank you, and enjoy your new CHE Performance Product.

Technical Support/Contact Information

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**CHE PERFORMANCE PRODUCTS
INSTALLATION INSTRUCTIONS**

**TRACK ATTACK REAR SUSPENSION 8.8 AXLE BRACE
PART # CHE9D**

KIT CONTENTS:

4ea: ½"-13 x 5" Flange Head Bolts	4ea: ½"-13 Flange Head Locknuts
2ea: 1/2"-13 x 1" Flange Head Bolts	2ea: 1/2"-13 Flange Head Locknuts
6ea: 3/8"-16 x 3/4" Flange Head Bolts	6ea: 3/8"-16 Flange Head Locknuts
1979-1998: 2ea 1/2x5" Flange Head Bolts	1979-1998: 2ea ½" Flange Head Locknuts
1999-2004: 2ea M14x110mm Bolts	1999-2004: 2ea M14 Locknuts, 4ea Washers
2ea Crush Sleeves	Drilling Template

WARNING!!: If you lack the necessary skill, tools, or equipment to safely complete this installation, have the component installed by a mechanic with the proper equipment and expertise.

Thoroughly read and understand these installation instructions before beginning the installation. If there is any doubt regarding the procedure, please contact CHE Performance prior to attempting installation

NOTE: For photo clarity, the rear axle is removed from the vehicle. You do not need to remove your rear axle for installation.

NOTE: If you are installing new control arms on the vehicle, they should be installed *after* the axle brace is installed.

Step 1. Raise and Support the Vehicle

With the front wheels properly blocked; raise the rear end of the vehicle as high as safely possible. Place jack stands on a solid area under the *frame* of the car, not the rear end. For ease of access, drop the rear axle as low as possible. The more room that you have to work the better.

Step 2. Remove Axle Dampener



Remove the 2 bolts securing the axle dampener to the rear end housing. Remove the dampener and the pinion snubber bracket from the differential housing. Remove and discard the 2 J-Clips from the pinion snubber bracket.



The axle dampener weight can be discarded but the pinion snubber bracket will be re-installed.

Step 3. Enlarge Differential Housing Holes



Using a 1/2" bit, enlarge the axle dampener holes in the differential housing

Step 4. Remove Lower Control Arms

Using the instructions provided with your lower control arms, remove them from the vehicle. If the existing control arms are to be re-used it is only necessary to remove the rear (axle side) bolts and the front (chassis side) bolts can be left in place.

Step 5. Remove Rear Shock

Place a floor jack or jack stands underneath the rear axle to support it. Remove the rear shock bolts and shock brackets from the axle housing. The shock can remain installed in its upper mount. Retain the shock bolts for re-use.

CARE MUST BE TAKEN THAT HOSES AND LINES ARE NOT DAMAGED IF THE AXLE IS LOWERED TOO FAR. CARE MUST ALSO BE TAKEN THAT THE AXLE IS PROPERLY SUPPORTED SO THAT IT DOES NOT ROTATE UNEXPECTEDLY AS IT WILL ONLY BE ATTACHED TO THE CHASSIS BY THE UPPER CONTROL ARMS AT THIS TIME.

Step 6. Drill Mounting Holes



Using the supplied templates, drill (2) 7/16" holes on the inboard side of each control arm mount. The use of a smaller diameter pilot hole will aid in accurate hole placement.

Step 7. Install Axle Brace



Install the axle brace onto the axle housing. Install the supplied 1/2"x5" bolts and locknuts in the holes that you enlarged in the center section near the pinion flange. The pinion snubber bracket removed in step 2 should be installed on the top of the center section. At this time, **only snug the bolts until final positioning can be made.** It may be necessary to gently tap the brace onto the control arm flanges using a soft faced mallet.



Step 8. Install Crush Sleeves



Install the 1/2"x5" bolts in the stock control arm location, placing the supplied steel crush sleeve in place of the control arm. Install the nuts onto the bolts but leave them loose at this time. The bolts can be installed from either the inboard or outboard direction.

Step 9. Install Remaining Hardware

IMPORTANT: Leave all fasteners loose until instructed to tighten them!

9a. Install a 3/8"x3/4" bolt and locknut in the slotted hole on the rear of the brace where the stock shock bracket tab was located on both sides of the brace.

9b. Install a 1/2"x1" bolt and locknut in the location where the stock shock bracket stud was located on the rear of both sides of the brace.

9c. Install (2) 3/8"x3/4" bolts and locknuts on the inboard side of both control arm mounts where you drilled the 7/16" holes in step 6.