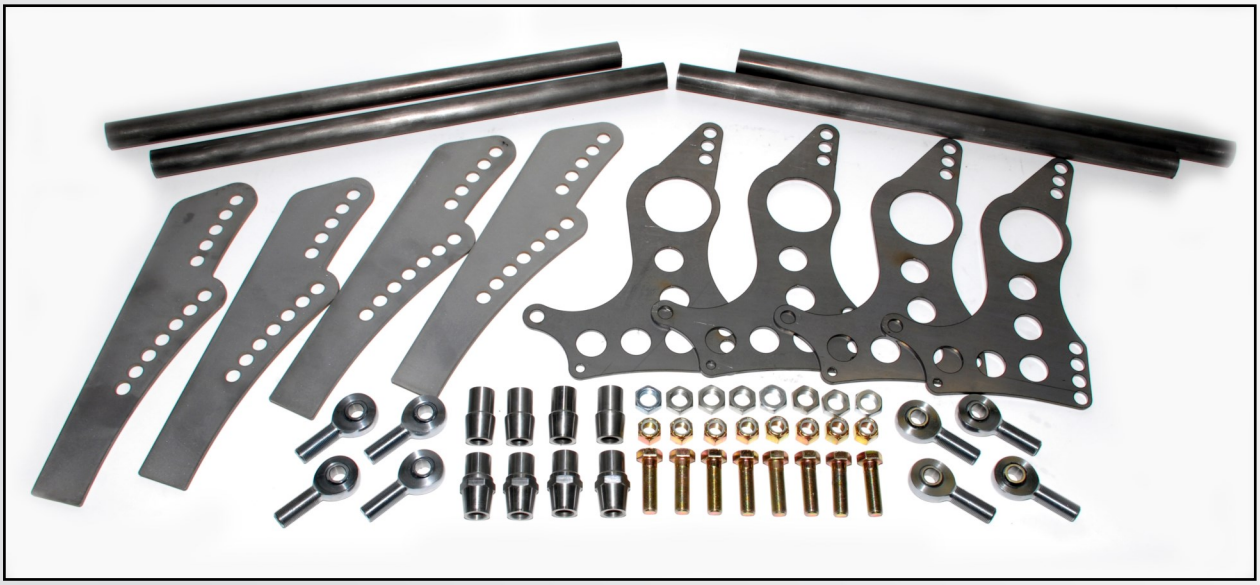
7290KCK & 7290KMCK
Performance Fixed Shock Four Link Kit



Instructions for the following kits:

7290KCK
– 4 Link Bracket Kit w/ 5/8" holes & Fixed Shock Mount –fits 3" tubes

7290KMCK
– Chrome moly 4 Link Bracket Kit w/ 5/8" holes & Fixed shock Mount –fits 3 1/2" tubes

Moser Engineering's Four-Link kit is designed to work in a whole range of applications up to and including Pro-Stock classes. Available in either mild or chrome moly steel with 5/8 holes and precisely engineered from 3/16" Steel plate and this kit will supply years of worry free performance. The Moser package features chrome moly tubes and chrome moly tube adapters along with the required bolts/nuts and lock nuts. Moser Engineering also supplies all 8 of the needed chrome moly Teflon sealed Heim joints included in the price.

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Rev. IN19-10

Assembly Instructions

The Moser Engineering Pro 4-Link was designed to compliment our 7264 and 7290 4-Link housing brackets.

Included in this kit are;
8, 5/8"x 2 ¾" grade 8 bolts
8, 5/8" nylon lock nuts
4, 5/8"x ¾" RH rod ends
4, 5/8" x ¾" LH rod ends
4, 1 ¼" x .095 RH tube adapters
4, 1 1/4"x .095 LH tube adapters
4, 24" lengths, 1 ¼" x .095 chrome moly tube
4, 7290 B front 4-Link brackets

Determine the axle centerline and housing height at the vehicle ride height. These dimensions will help determine the front 4-Link bracket location. Record all dimensions for future reference.

Tip; with this type of suspension the bottom of the rocker is typically 8" from the ground at ride height.

The 7290 front 4-link bracket is designed to be in the vehicle with an installed height of 6 3/8" to the center of the bottom hole when using a 32" tall tire. This dimension will vary according to tire dimension and must be adjusted accordingly.

The 7290 4-Link bracket is designed to be installed in the vehicle at 26" forward of the rear axle centerline to the front edge of the bracket but may be adjusted either forward or rearward per vehicle application.

To properly determine the bracket centerline the wheel and tire combination that you are planning to use needs to be positioned under the vehicle to determine the proper clearances. With the car set at the proper ride height slide both tire and wheel assemblies under the car. The first dimension needed will be the tire to fender lip clearance.
Typically this dimension is set at 1 ½" but can be narrowed to 1" depending on the application. Position both wheel and tire combinations at your determined dimension from each fender lip being careful to keep the wheel and tire assembly as square and plumb as possible.

The next dimensions determine the housing and frame width. Measure between the wheels to determine the total rear end width.

The next dimensions needed to complete your calculations are the section width of the tire and the backspace of the wheel and tire. Lay one of the wheel and tires face down and lay a straight edge across the bulges on the back of the tire. Measure from the straight edge to the floor for the section width and to the inside of the wheel for the backspace.

The next thing you need to do is determine the tire to frame clearance. This dimension is typically 1 ½" but may vary per vehicle application. Once you've determined these two dimensions you can determine the total width of the 4-Link brackets. First multiply the backspace dimension x 2. Subtract this from the wheel to wheel width. Then multiply the tire to frame clearance by 2 and subtract this. This will be your outside to outside frame rail width.

Example; 48" (total axle width)
Backspace, 10"x 2 = 20", 48"- 20"= 28"
Tire to frame clearance, 1 ½"x 2= 3, 28"- 3"= 25"
Total outside to outside width is 25"

The 4-link brackets should be centered on the frame rails. In some instances they may either be moved in or out depending on the application.

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Example;
Total outside to outside frame width, 25”
2’ wide rails, 23” bracket centerline.
1 5/8” wide rails, 23 3/8” bracket centerline.

This bracket centerline is also needed to locate the 4-Link brackets on the housing assembly.

With the width and height determined the brackets can be attached to the vehicle. Using the supplied hardware, install the LH chrome moly rod end between the brackets with a .030 shim in the upper hole in the top set of holes and one in the lower hole in the bottom set of holes to set the proper bracket spacing. (Valve spring shims from your local machine shop work well for this). When using the supplied hardware be sure to protect the rod ends and bolts from weld spatter which will destroy the threads and damage the rod ends.

Once the brackets are installed on the vehicle, the housing assembly needs to be properly located under the vehicle. With the housing located on the axle centerline at the proper height and centered from side to side, plumb the housing face to help determine the 4-Link tube length.

Using the parts supplied in the hardware kit, install the tube adapters on the rod end. To properly locate the tube adapter on the rod end thread the jam nut onto the rod end 7/8” from the end. Thread the tube adapter on until it touches the jam nut. The left hand rod ends and tube adapters should attach to the vehicle while the right hand rod end assemblies should attach to the housing. The preliminary locations are as follows;
front top, middle of the top set of holes
front bottom, middle of the bottom set of holes
back top, top hole
back bottom, bottom hole

On each of the tube adapters there is a shoulder that the tube butts into. Using your 3rd hand (a friend will work), starting with a lower tube hold the tube adapters in alignment so that the tube length can be measured. Cut the tube to length.

Note; the tube adapters and tubing are chrome moly and MUST be tig welded. If you do not have access to a tig welder, have a weld shop handle this for you.

Measure ½” from each end of the tube and drill a 3/16” hole. This hole will be used to plug weld the tube to tube adapter during the final welding process.

Deburr the inside the inside of each end of the tube so that it will slide over the tube adapters.

Slide the lower rear rod end and tube adapter out of the rear bracket and install the tube.

Repeat these steps for the opposite lower bar and then the upper bars.

Note; the opposite side should measure the same. If not determine why it doesn’t before proceeding. It’s easier to fix a problem before everything is welded together.

When the tubes are properly fit they can be finish welded.

Once the car is finished and set at the proper ride height you can make your preliminary 4-Link adjustments. Wheel base is first. Use the bottom bars to set the wheel base. The bottom bar when the car is at ride height should be level from front to rear or up to 2 degrees down in the front. The top bars will be used to set the pinion angle and preload, their location will be determined by several factors. Track testing will help determine the optimum location for your application.

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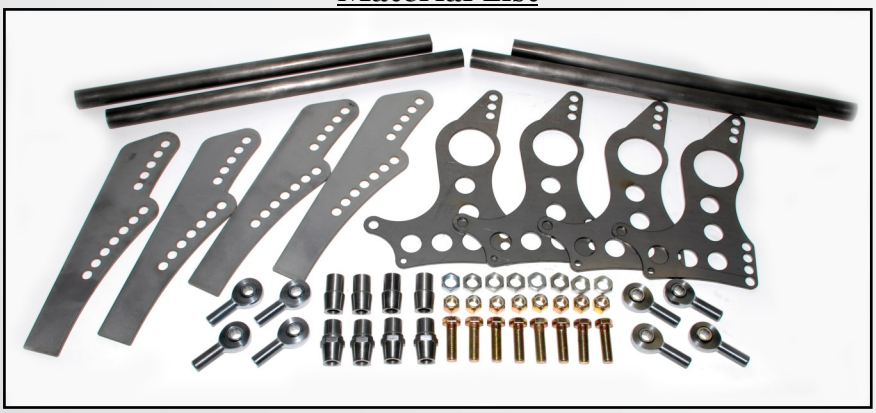
Material List



Qty.	Description	Part #
8 ea.	5/8” x 2 3/4” Gr. 8 bolts	70118961
4 ea.	Front 4 link brackets	7264B
4 ea.	5/8” x 3/4” RH Chromemoly Heim rod end	73416MHJ
4 ea.	5/8” x 3/4” LH Chromemoly Heim rod end	73416MHJL
8 ea.	5/8” Nylon Lock Nuts	737569XX
4 ea.	1 1/4” x .095 LH tube adapters	7M1025FL
4 ea.	1 1/4” x .095 RH tube adapters	7M1025FR
8 ea.	5/8” nuts for heims	
4 ea.	24” lengths-1 1/4” x .095 chrome moly tube	
4 ea.	Four Link Brackets (with fixed shock mount)	7290

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