

Building C4 Suspension Links

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The characteristics of building any of the suspension links for the C4 rear suspension are very similar. The differences are the length of the link body and type of locking mechanism for the rod end.

There are two methods of locking the rod end in place once the length of the suspension link is set. The first, which the Banski MotorSports kits have used from the beginning is the omega clamp (see FIG 1 & FIG 2). The second is a more traditional lock nut (see FIG 3).

FIG 1

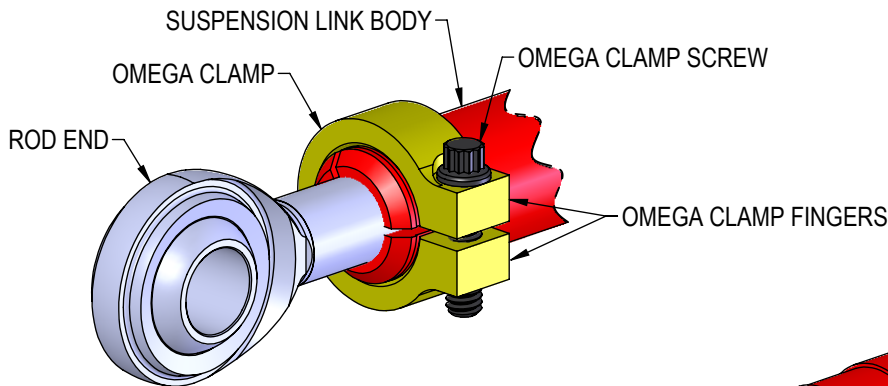


FIG 2

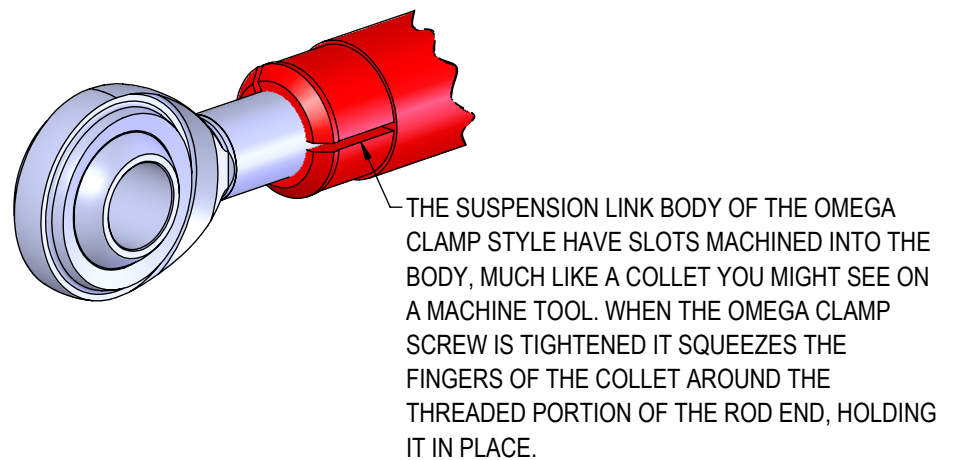
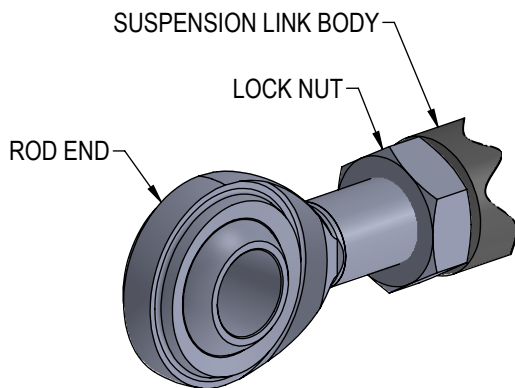


FIG 3



At this time we know of only one company making the Omega clamp style suspension link bodies, Coleman Racing. This is our preferred component but any type of link with the proper threads and length will work. Coleman Racing also makes a line of lock nut style links, as do Steinjager, Summit Racing and Speedway Motors.

It is important to note that any suspension link body to be used must have a 5/8"-18 UNF Right Handed thread on one side, and a 5/8"-18 UNF Left Handed thread on the other. UNF stands for "Unified National Fine", which describes the type of thread. In many cases product descriptions may only list the 5/8"-18 for thread information. This is fine as the UNF is implied by the 18 thread pitch.

When assembling the suspension links it will be important that the rod ends thread into the link bodies easily. It is best to be able to screw the rod end all the way in by hand, and not have to use any kind of leverage tool. It will be very important to use an anti-seize product on the threads of the rod ends to prevent corrosion and binding of the threaded portion of the rod end over time. It may also ease this initial assembly. It is best to make sure that each rod end can thread all the way in as far as it can before installing the link on your C4.

During this initial assembly, if you are using an Omega clamp style link body, make sure the clamp's screw has been loosened and the clamp spins freely on the link body. If it does not, you can remove the screw and use a flat head screwdriver to spread the fingers of the Omega clamp apart slightly (see FIG 1). It usually takes very little to free up the clamp and let it spin.

The following pages include the information you will need to choose a suitable length for all of your C4 suspension links, both Omega clamp and lock nut styles.

DISCLAIMER: Banski MotorSports LLC assumes no responsibility for the quality, finish, workmanship or strength of the suspension link body components described above. It is solely the customer's responsibility to identify a suitable suspension link body for use with the Banski MotorSports components provided in our product.

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OPTION 1: OMEGA CLAMP STYLE

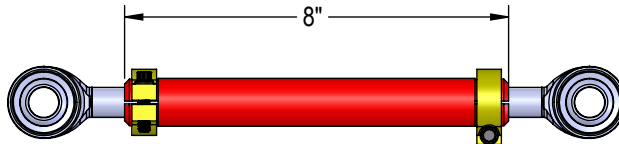
As previously mentioned, at this time we are aware of only one company making the Omega clamp style suspension link bodies, Coleman Racing. They are offered in both red anodized aluminum and plain, unfinished steel. The aluminum link bodies are machined and have the threads cut directly into the body. The steel link bodies have the threaded ends welded onto DOM tubing.

Below is the information you will need to build your Trailing Arms, Camber Rods and Toe Rods. Because we are most familiar with the Coleman Racing components we have listed their part numbers.

UPPER TRAILING ARM

Anodized Aluminum: Coleman P/N 19008

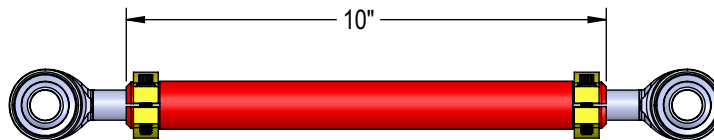
Plain Steel: Coleman P/N 29118



LOWER TRAILING ARM

Anodized Aluminum: Coleman P/N 19012

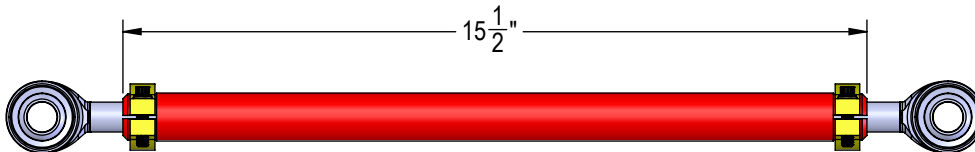
Plain Steel: Coleman P/N 29122



CAMBER ROD

Anodized Aluminum: Coleman P/N 19023

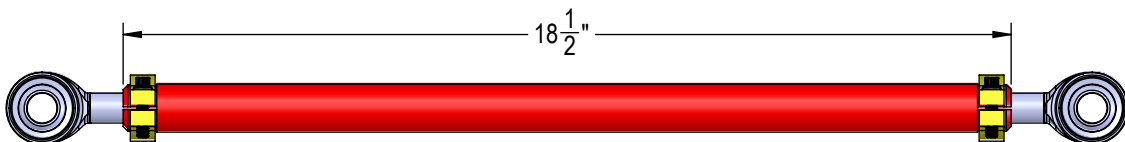
Plain Steel: Coleman P/N 29133



TOE ROD

Anodized Aluminum: Coleman P/N 19029

Plain Steel: Coleman P/N 29139



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OPTION 2: LOCK NUT STYLE WITH BMS LOW PROFILE LOCK NUTS

When building your suspension link(s) with lock nut style bodies the length of the main body (the tube) will be slightly shorter due to the height of the lock nuts on either end, but the overall length of the body (the tube plus the lock nuts) will be similar to that of an Omega clamp style. We do offer a low profile lock nut option that can be included in your kit.

Below is the information you will need to build your Trailing Arms, Camber Rods and Toe Rods. Because we are most familiar with the Coleman Racing components we have listed their part numbers.

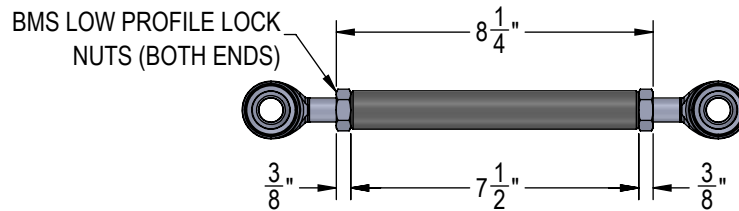
UPPER TRAILING ARM

Red anodized aluminum, hex body: Coleman P/N 19080

Plain aluminum, round body: Coleman P/N RP-127-75

Plain steel, round body: Coleman P/N RP-129-75

Gold swaged steel: Coleman P/N 127-1075



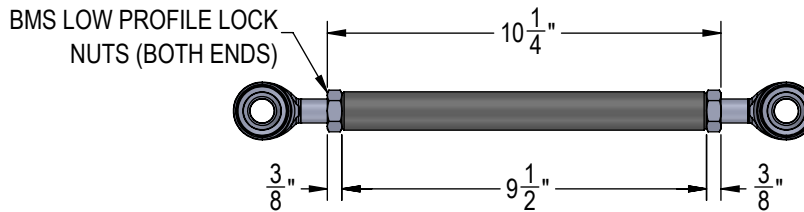
LOWER TRAILING ARM

Red anodized aluminum, hex body: Coleman P/N 19084

Plain aluminum, round body: Coleman P/N RP-127-95

Plain steel, round body: Coleman P/N RP-129-095

Gold swaged steel: Coleman P/N 127-1095



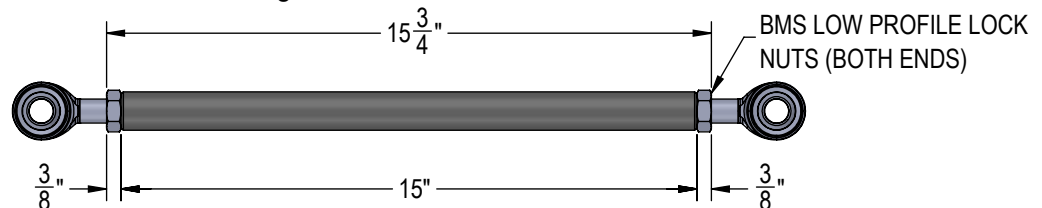
CAMBER ROD

Red anodized aluminum, hex body: Coleman 19095

Plain aluminum, round body: Coleman P/N RP-127-15

Plain steel, round body: Coleman P/N RP-129-15

Gold swaged steel: Coleman P/N 127-115



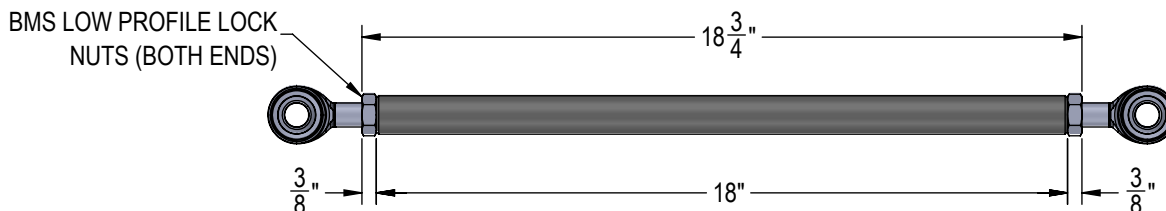
TOE ROD

Red anodized aluminum, hex body: Coleman P/N 19101

Plain aluminum, round body: Coleman P/N RP-127-18

Plain steel, round body: Coleman P/N RP-129-18

Gold swaged steel: Coleman P/N 127-118



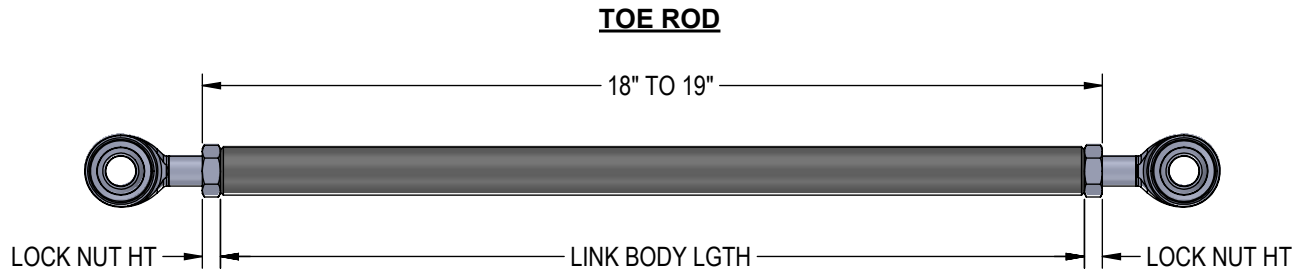
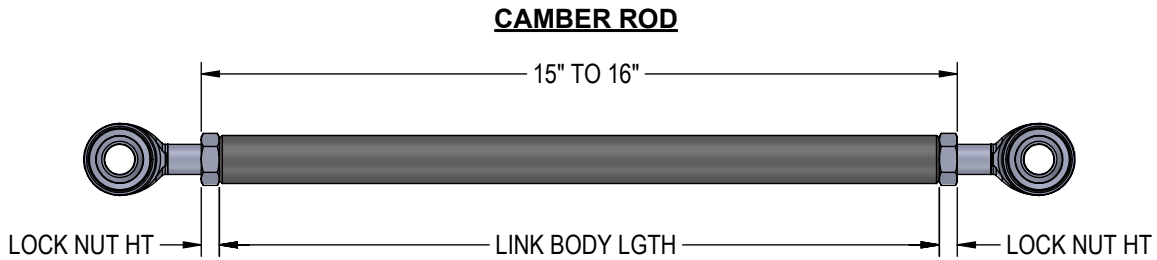
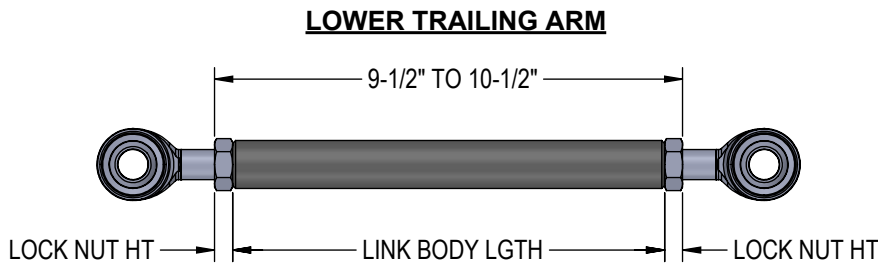
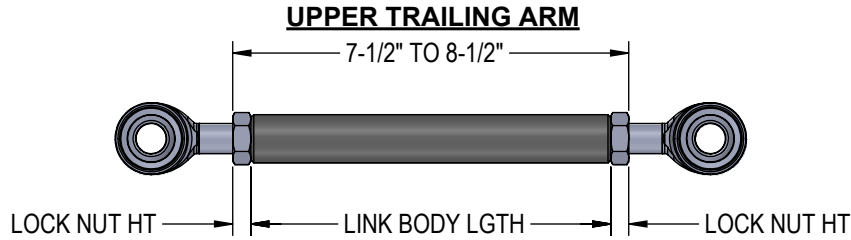
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OPTION 3: LOCK NUT STYLE WITH CUSTOMER SUPPLIED LOCK NUTS

Below is the information you will need to build your Trailing Arms, Camber Rods and Toe Rods. You will see an acceptable range of overall lengths (link body length plus lock nut height) for each type of suspension link.



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