

TT'S FABWORKS

The World of Full Size Jeep Custom Fabrications

Disclaimer:

Due to liability concerns welding advice is not offered within this document. We assume, that since you have chosen to weld new spring perches to your axle that you either feel comfortable with your skill level or have chosen someone else that is qualified.

Safety comes first, please use common sense, utilize appropriate personal protective equipment and follow any safety procedures normally associated with welding and vehicle repair

Installing TadPerches:

Prep and proper fit up of the perches is essential. The areas you are working on must be clean and the axle needs to be stable. The perches must be positioned directly above the original perches to maintain proper spring width and positioned at the same angle.

Differential Side:

Due to differential construction, the amount of grinding you perform here will vary. In some cases the original ubolt slot may need to be removed for a better fit.



Once a good fit up has been established then the position and angle can be set. Place a reference mark on both the axle and the perch to set the position directly above the original perch location. Using a magnetic angle finder position the original perch at zero degrees.



Once the original perch location is securely positioned then the new perch location can be positioned above to match.



At this point three things should be in alignment.

1. The perch is centered above the original perch.
2. The perch angle matches the original perch.
3. The perch is level from side to side.

If not, then some adjustments will need to be made prior to tacking the perch in place.

Double check all positions and measurements and when correct, tack the perch into position for welding.

NOTE**

Do not weld the perch yet, position the tube side first in case any adjustments need to be made.

Axle Tube Side:

The positioning of the axle tube perch is identical in procedure except that no modifications can be made to the tube. There are slight differences over the years in the tube shape as shown below.



In this case the correction is made to the perch itself. Simply grind a bit off the lower inside edges to make the perch sit properly on the axle tube.



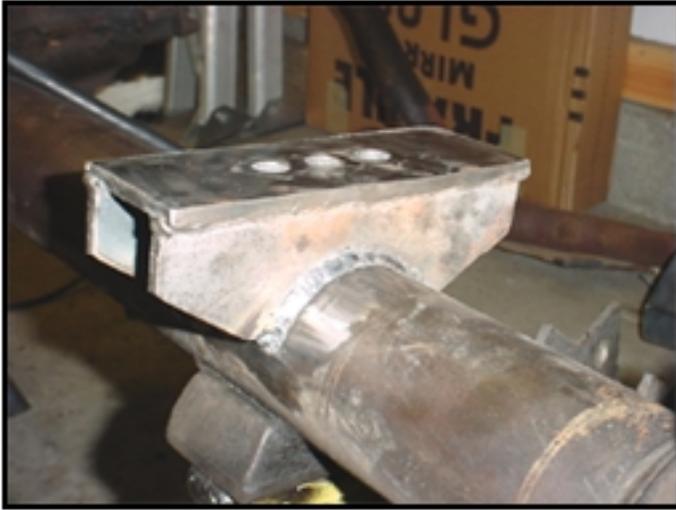
At this point all perch positions should be double checked and adjusted as needed and the perches tacked securely in place for welding on both sides.

Measurements can now be taken to determine the height of the perches.

A 1/4" shim been provided in case there are differences in the heights you wish to correct at this point (if you are within 1/8" between the heights you are good to go).

If the shim is used, it should also be welded in place. It is not necessary to weld a complete seam between the perch and the shim. Several 1" long welds on both sides in addition to the front and rear will be adequate.

Perch Welding:



The perches can now be welded into position. All welds should be complete, secure and performed with appropriate equipment and welding techniques.

UBolt Fitting:

The ubolts for the tube side are a direct fit. Grinding will need to be done to the lower portion of the differential side to create a slot where the ubolts sits and provide complete contact throughout the lower radius of the ubolt against the differential housing.



The welds can now be cleaned, painted and the axle installed in the vehicle.



TT's FabWorks thanks you for choosing the TadPerch, please email us if you have any questions.