



through the bushing and frame. Place the other plate and jam nut on the other side of the assemble. Align the grease hole in the frame correctly and start tightening down the nuts on the All-thread rod. Push the bushing in until the bushing is flush with the edge of the frame housing. After completion remove the All-thread assembly.

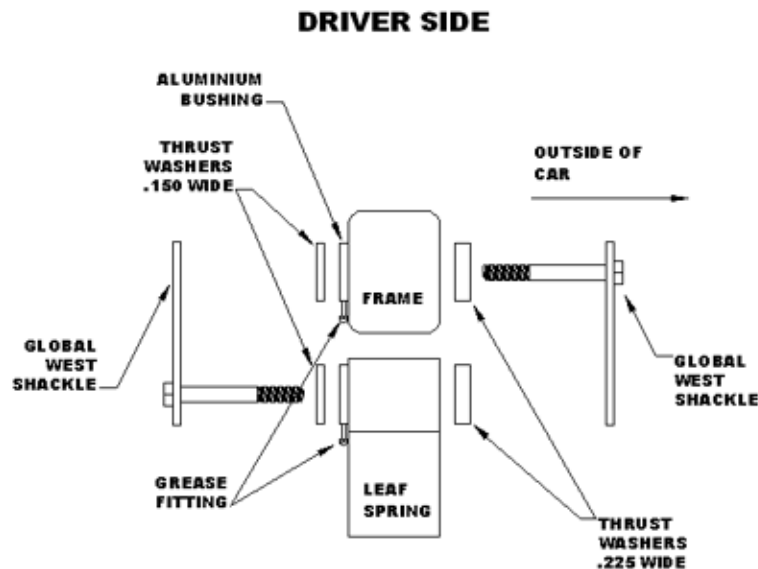
5. Remove the rear spring eyelet bushings from your leaf.

6. The rear leaf spring bushing presses in with the grease fitting to the inside of the car. At this point you will notice that all the grease fittings should be towards the inside of the car when everything is assembled correctly. Before pressing in the bushing, slightly screw the grease fitting in the bushing. Press the bushing into the rear spring eye so the grease fitting is towards the split (end of the roll of the spring eyelet) in the leaf. The fitting will actually be pointed down and towards the front of the car. Press the bushing in until the grease fitting just touches the leaf spring.

7. Next, install the inserts. The frame inserts and rear leaf spring inserts are the same length. Lubricate the inside of the bushings (frame and rear spring eyelet) and inside of the insert. Slide the inserts into the bushing housings.

8. At this time re-install the front spring eye assembly on the car.

9. White plastic thrust washers must be installed on the shackles before installing on the car. The following chart shows the locations of the thrust washers at the shackle location.



**Note: Shackle halves are installed as follows: The bolt on the outboard shackle half goes through the frame and the bolt on the inboard shackle half goes through the spring eyelet bushing.**

Place grease on each side of the thrust washers during assembly. Slide a shackle halve through the leaf spring and one through the frame with the appropriate thrust washer

installed. Swing the leaf up into position and with thrust washers installed slide the halves together. Install the locking nuts.

10. Once the shackles are installed and the leaf spring is hanging, tighten the shackle nuts down until the shackle assembly just has contact between the thrust washers, shackle halves, bushing, and leaf. There should be no air gaps. Then tighten the nut 1/8 of a turn or 1 flat on the nut. Do not torque the shackles to any number. This product acts like a bearing. Adjustment is somewhat similar to a wheel bearing. If you over torque the shackle, the leaf spring will lock up.

11. Once both sides are completed the rear end can be re –installed and fuel tank.