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Part # 116SH --- 55-57 Chevy Tri 5 leaf spring bushing kit

- (4) blue spring eye bushings
- (4) $\frac{3}{4}$ x $\frac{1}{2}$ spring eye inserts
- (4) $\frac{1}{4}$ x 28 long grease fittings
- (2) $\frac{1}{2}$ x 28 short grease fittings
- (2) 1.125+ x $\frac{1}{2}$ white inserts
- (2) 1 $\frac{1}{2}$ x $\frac{1}{2}$ x 160 thrust washers
- (4) 1 $\frac{3}{4}$ x $\frac{1}{2}$ x 100 thrust washers
- (4) 1 $\frac{3}{4}$ x $\frac{1}{2}$ x 160 thrust washers
- (2) 1 $\frac{1}{2}$ x $\frac{1}{2}$ x 400 thrust washers
- (2) shackle halves with bolts
- (2) shackle halves no bolts
- (6) $\frac{1}{2}$ x 20 lock nuts
- (2) $\frac{1}{2}$ x 20 x 3 $\frac{1}{2}$ grade 8 bolts

1. Support the vehicle properly, either by jack stands or 2-post lift. Remove the rear leaf springs. If you need instructions a good repair manual such as Chilton or Mitchell will be useful.
2. Using a hydraulic press remove both front spring eye bushings.

Working on one spring at a time, proceed as follows:

3. The front and rear leaf spring bushings are the same diameter in your kit. Remove the bushings out of your leaf springs. This generally requires a press.
4. Install the grease fitting into the Del-a-lum bushing for the front eyelet. Lube the spring eye to facilitate pressing in the bushing. **Press the front bushing in from the outboard side of the spring and position the grease fitting towards the 7 o'clock position on the passenger side and 5 o'clock position on the driver side. Note: When completed all the grease fittings will be on the outboard side.** Press the bushing in until the step contacts the leaf spring.
5. Swing the leaf around and press the rear eyelet bushing into the leaf. First install the grease fitting into the bushing. Lube the spring eye with a little grease. Line the grease fitting up with the split in the leaf. Remember to keep the grease fittings towards the outside of the car. Index the grease fitting at the 5 o'clock position on the passenger side and 7 o'clock position on the driver side. Press the bushing in until the grease fitting just touches the leaf spring.
6. Grease the inside of the leaf spring bushings and the white inserts. Make sure grease is also inside the insert hole. Slide the inserts into the bushings.
7. Installation of the frame bushing.
 - A. Clean the hole in the frame thoroughly before installing the bushing. All rust must be removed or the bushing may get hung up during the installation.
 - B. You are going to drill a hole in the center of the frame mount and install a grease fitting for lubricating the bushing. Use a .210 size drill bit and drill a hole all the way through the wall of the housing. Make sure you position the hole so you can get at it with a grease gun when the suspension is assembled.
 - C. Next use a $\frac{1}{4}$ x 28 tap and tap the hole.

- D. Clean any burrs out of the hole with a file.
- E. Install a short grease fitting in this location. (The 4 long ones go into the bushings).
8. First we are going to install the rear leaf spring at its front mounting location. Grab a .100 thin washer and place it next to the bushing on the grease fitting side. Slip the assembly up into the frame pocket and slide the new $\frac{1}{2}$ x 20 front eye bolt through the frame and bushing. Slip a .150 thick washer on the other side of the front bushing and continue sliding the bolt through the frame. Install a new locking nut. Do not tighten just yet.
9. Installing the rear shackle is next. The shackle has a round top verses the other side that is somewhat square. The rounded portion of the shackle goes to the top next to the floor. Grab a shackle plate with the bolts welded to it. On the square side slide a $1\frac{3}{4}$ x .100 thick washer onto the bolt what will slide through the leaf spring. Place grease on each side of the washer. Slide the shackle through the bushing.
10. Next install a $1\frac{1}{2}$ od x .400 thrust washer on the rounded side of the shackle bolt. Grease both sides of the washer. Slide the $1\frac{1}{8}$ inch frame insert onto the shackle bolt and then lift the assembly up with the leaf spring attached and slide the shackle through the frame mount.
- On the top shackle bolt slide another $1\frac{1}{2}$ x .160 thrust washer (greased) onto the bolt and below slide a $1\frac{3}{4}$ x .160 washer onto the bolt. Take the other side of the shackle (with no bolts welded) and install the round portion up next to the floor and slide it over the other shackle halve. Place $\frac{1}{2}$ inch nuts on the shackle bolts. **Important -- Run the nuts down until all the air gaps are taken up between the shackle plate, thrust washers, and leaf spring. Do not torque the nuts!! Once the air gaps are taken up simply tighten the nut $\frac{1}{8}$ of a turn more or 1 flat on the nut. If you over torque the shackle bushings you will lock the shackle up from moving.**
- The other side will install the same way.
11. Adjusting the front bushing preload is the same as the rear shackle. Use the $\frac{1}{2}$ inch self locking nuts supplied in the kit. Adjust until the air gaps are closed plus $\frac{1}{8}$ on a turn or one flat on the nut.

You do not need the vehicle on the ground to torque the bushings.