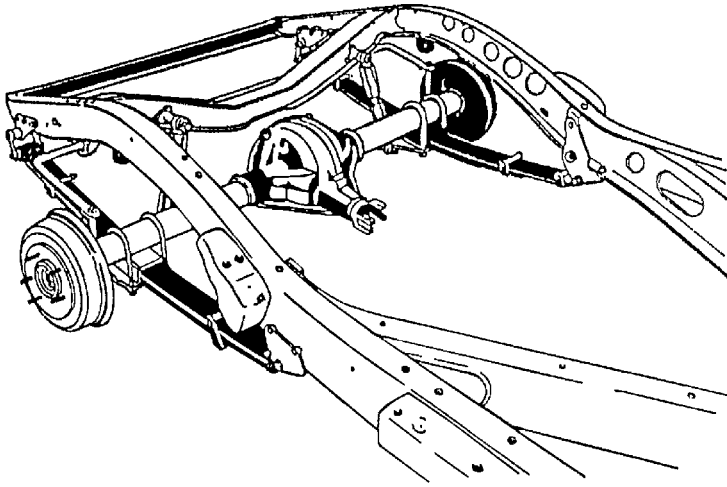


INSTRUCTIONS

910-49935

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1935-40 COMPOSITE LEAF REAR SUSPENSION KIT



**PLEASE READ INSTRUCTIONS COMPLETELY
BEFORE STARTING YOUR INSTALLATION**

This kit is designed to replace the original transverse-leaf spring rear suspension on 1935-40 Fords with smooth-riding composite parallel leaf springs. This will improve ride quality and give you more rear axle options, all while lowering the vehicle's ride height. This kit works well with 9-inch Ford rear axles, as well as Nova and Camaro rearends.

1. Support frame on jack stands and make sure it is level. Remove the original suspension and rear axle assembly.

2. The front spring hangers are located using original rivets on the frame. They mount where the frame's X-member meets the frame rails, just forward of the rear axle arches. There are two rivets on the bottom of each rail. Remove them by grinding off the heads and punching or drilling out the remainder of the rivets. These holes should then be enlarged to 5/16".



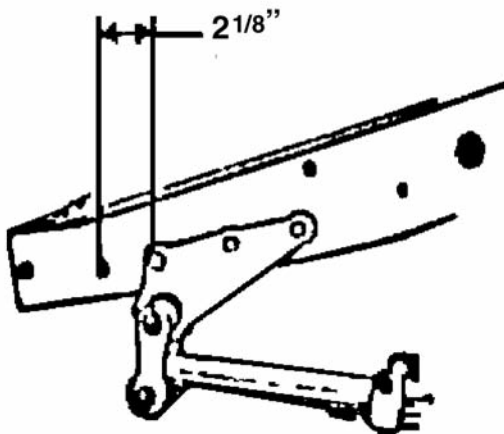
3. The front spring hanger is temporarily bolted in place using the holes drilled in step two. Using the hanger bracket as a guide, drill the mounting holes on the side of the frame, making sure to keep your drill bit properly centered and perpendicular to the frame. Only drill the holes to 1/4" at this time.





4. The X-member overlaps the frame rail on the inside. Using a 3/4" hole saw with your 1/4" holes as a guide, drill two holes from the inside of the frame through the X-member layer only. **DO NOT DRILL THE 3/4" HOLES THROUGH THE OUTSIDE RAIL – ONLY THROUGH THE X-MEMBER LAYER!** Afterward, enlarge the holes in the frame rail from 1/4" to 5/16".

5. Now the spring hanger bracket can be bolted in place using the supplied sleeves to support the side bolts. Repeat this process on the other side.



6. To mount the rear spring hanger, begin by measuring 2 1/8" in from the forward rear bumper mount hole (See Figure 1), and 1" up from the bottom of the rail. This will determine where to drill the rear mounting hole. Slide the bracket onto the frame, making sure it sits flush with the bottom of the rail and the rear bolt hole lines up with the spot you marked. Use the bracket as a guide for marking where to drill the other two mounting holes.

7. Drill the three mounting holes, keeping the drill perpendicular to the frame rail. Drill small pilot holes first, and then use progressively larger bits to enlarge the holes to 3/8".



8. Bolt the bracket to the frame using the supplied hardware. Be sure to use the provided sleeves to support the inside of the bracket. NOTE: The left- and right-side brackets look very similar – be sure to use the bracket with the bushing offset to the inboard side of the frame.

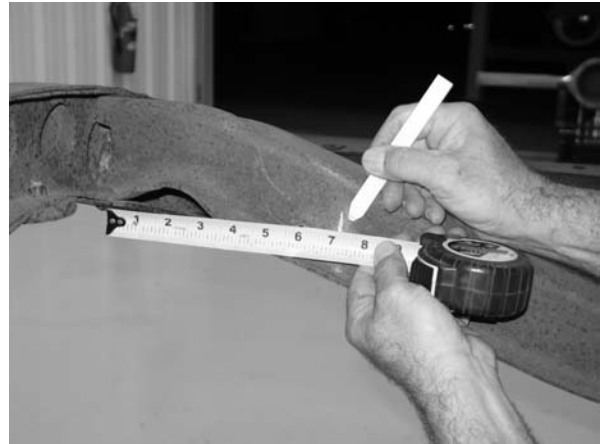
9. The composite leaf springs can now be bolted in using the supplied shackles and hardware. Each spring measures approximately 23-1/2" from the center pin to the center of the spring eye on one side, and 24" on the other. The shorter end should go toward the front of the car.



10. Next you need to mock the rearend in place. Put the axle pads on the springs and rest the rearend housing on the pads. Center the housing on the pads and rotate it to achieve the desired pinion angle. When all measurements are verified and deemed correct, the axle pads can be tack welded to the rearend housing. Final welding should be done only after the entire suspension has been trial fit and the pinion angle verified with full weight on the chassis.

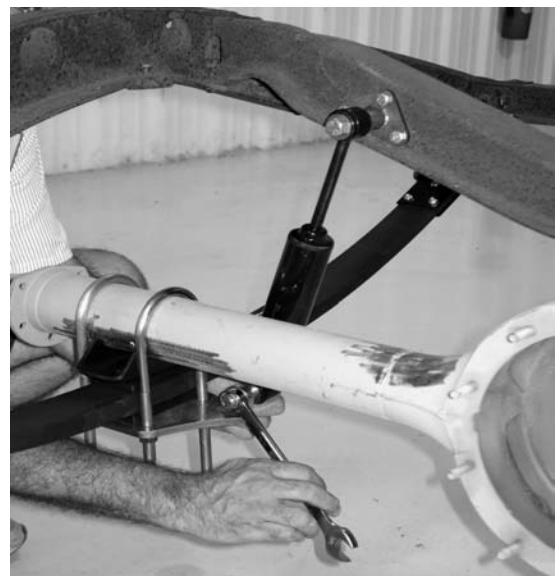
MOUNTING THE SHOCKS

11. Shock installation needs to be done while the rear-end housing is mocked in place on the springs. The upper shock brackets will mount to the original spring crossmember. First, measure in 7" from the inside edge of the frame rail and make a vertical line on the cross-member, as shown in photo. This will be the center line of the shock mount.



12. Clamp the shock mount to the crossmember with the mount's longest edge parallel to the crossmember's lower flange and the mount sleeve centered on the line drawn in step 11. Use the mount as a guide to drill three mounting holes in the crossmember, and then use the supplied hardware to secure the mount to the frame.

13. The lower shock mounts are part of the spring plates. Make sure the plates are positioned with the mounts pointing up. Now you can install the shocks using a spacer on the lower mount to ensure clearance between the shock body and rearend housing.



IMPORTANT

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