

INSTRUCTIONS

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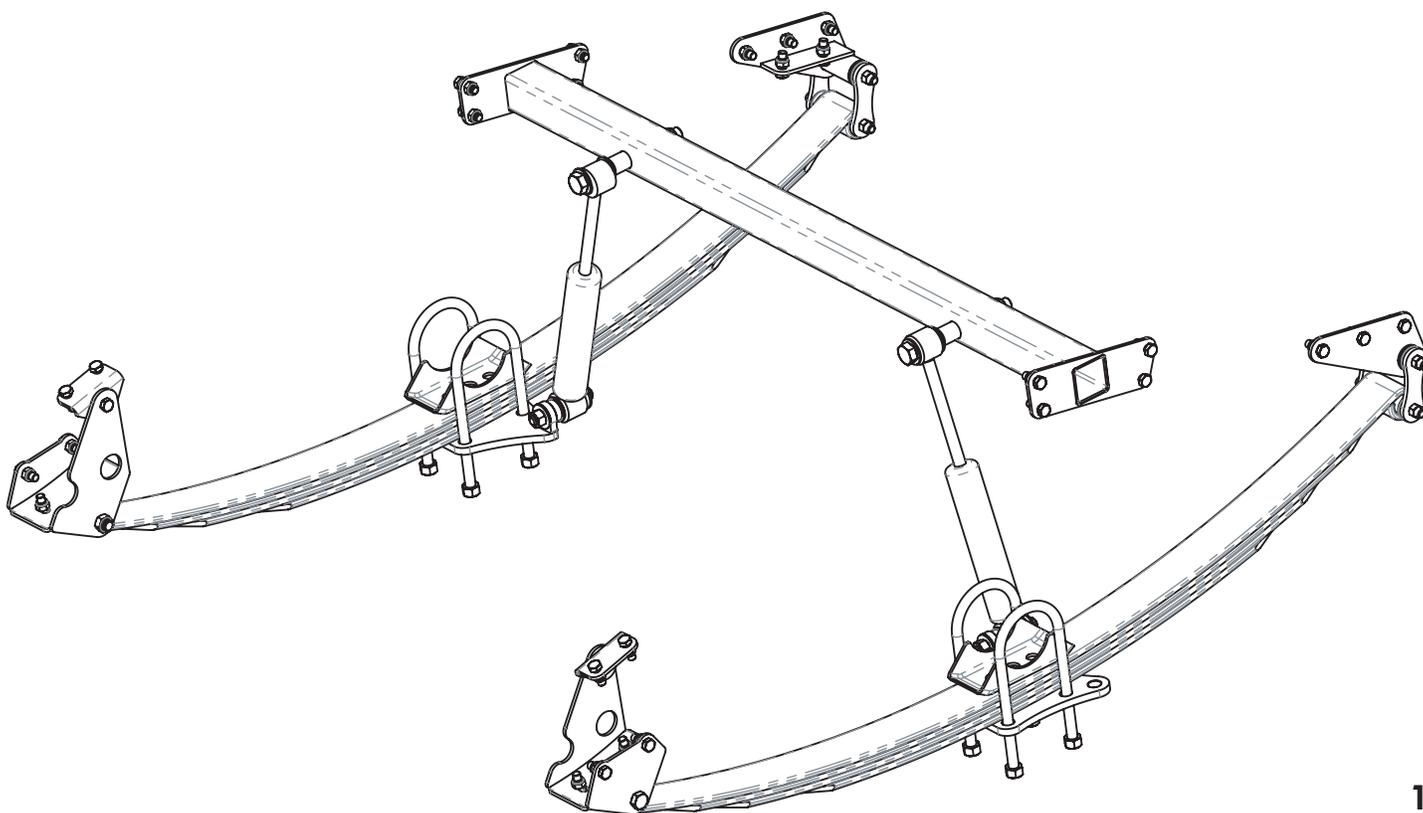
SPEEDWAY
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916-40435

35-40 FORD
Rear Leaf Kit

This kit is designed to be used with OEM 35-40 Ford car/35-41 Ford ½ ton pickup frames as well as Speedway's 35-40 fabricated rails (91603540).

Kit Contents	
1061060-BLK	AFCO STREET ROD SHOCK (2)
54585090	SPRING PAD, 3" AXLE (PAIR)
91003540.40	SHOCK MOUNT CROSSMEMBER
91033326	2.5" SPRING SHACKLE (PAIR)
91036096	SHOCK MOUNT STUD (2)
91043447	REAR LEAF SPRING, 47.5" (2)
91043801	U-BOLT, 3" X 8" (4)
91093540.21-L	REAR SHACKLE MOUNT - LEFT
91093540.21-R	REAR SHACKLE MOUNT - RIGHT
91093540.22-L	FRONT LEAF MOUNT - LEFT
91093540.22-R	FRONT LEAF MOUNT - RIGHT
91640435.1	HARDWARE KIT
91643510	LOWER LEAF SPRING PLATE (PAIR)



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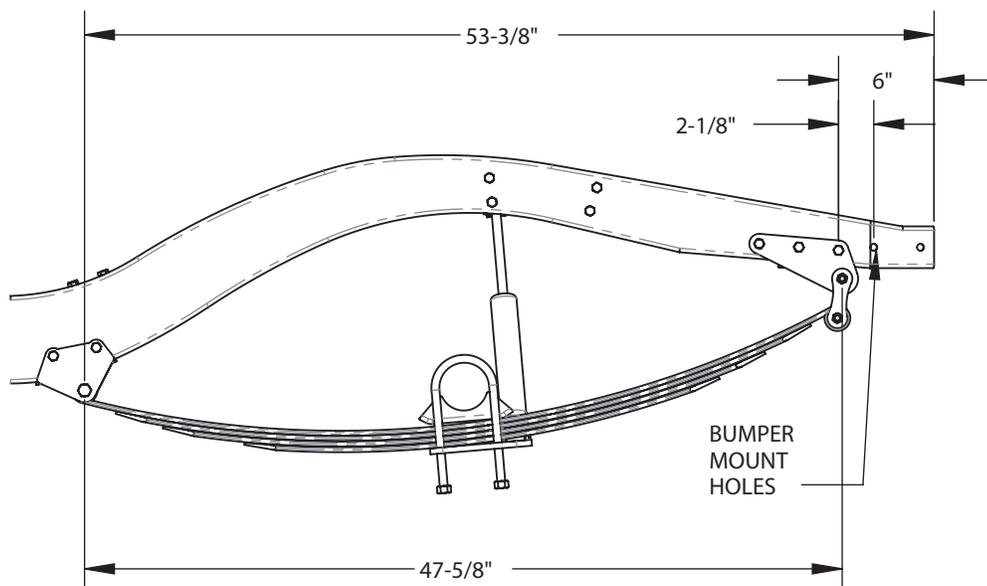
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Read through and fully understand these instructions before beginning install. Due to manufacturing tolerances, it is always a good idea to completely mock up the suspension and check wheelbase and clearances before drilling and bolting to the chassis.

1. The front leaf spring mount locates off of existing holes in frame rails. The rivets in these holes will need to be removed and the holes drilled out for $3/8$ " mounting bolts. The rivets can be removed by grinding the heads flush and center punching the rivet. Drill thru with a $3/16$ " drill bit and then drive rivet out with a punch. Finish by drilling through with a $25/64$ " drill bit. For non-OEM or fabricated rails, these holes may not be in the frame. Locate the leaf spring mount hole $53-3/8$ " forward of the rear edge of frame rail. Clamp the bracket in place and mark the holes. Remove the bracket and drill through with a $25/64$ " drill bit. Bolt the brackets in place using the (4) $3/8 \times 1$ " bolts and lock nuts. Repeat the procedure for the opposite side of the chassis.
2. The upper tab for the front mount can be used to mark the upper holes. Mark and drill the upper tab mounting holes and install brace tab using (2) $3/8 \times 1$ " bolts and lock nuts. Repeat for the opposite side of the chassis.
3. The rear leaf spring shackle mounts are located with the rearmost mounting hole $2-1/8$ " forward of the rear bumper front mount hole. Again, non-OEM frame rails will not have these holes and the rearmost hole should be located 6 " forward of the rear edge of the frame rail or $47-5/8$ " from the front leaf mount hole. Clamp bracket in place to mark hole locations. Remove bracket and drill using a $25/64$ " drill bit. Bolt bracket in place using (5) $3/8 \times 1$ " bolts and lock nuts.



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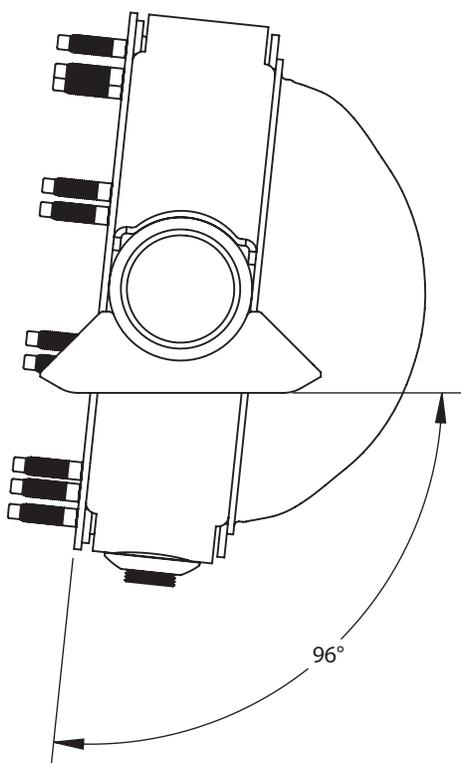
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4. The shock mount cross member is mounted between the frame rails. If using an OEM frame, the main cross member above the rear end will need to be removed before installing the new shock mount cross member. Locate the provided cross member with the rear face at 23-1/2" forward of the rear edge of frame rail and the shock mount sleeves extending toward the front of the chassis. Mark the (8) holes, remove cross member and drill to 25/64". Bolt cross member in using (8) 3/8 x 1" bolts and lock nuts.
5. Bolt the front of the leaf springs to the front mounts at this time. Attach the rear shackles to the rear mounts, but leave the springs unattached in the rear. Set the leaf spring pads on the springs over the alignment pins. Place the rear axle housing into the spring pads and loosely install the u-bolts and plates. Position plates so that shock mount holes are to inside rear corner. Raise rear of springs up to attach to the shackles. Confirm wheelbase and axle location, keeping in mind that the springs will compress and move the rear end toward the rear of the chassis slightly under load of completed car. Confirm that axle is centered in chassis side to side and set pinion angle by rotating axle housing to 6 degrees up in front **relative to the spring pad bottom surface**. Recheck side to side and pinion angle, then tack weld axle tubes to spring pads. Remove axle housing and fully weld pads to housing tubes.
6. Reinstall housing and fully tighten all bolts as well as axle retaining u-bolts. Install shocks and check all clearances.



IMPORTANT

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