

INSTRUCTIONS

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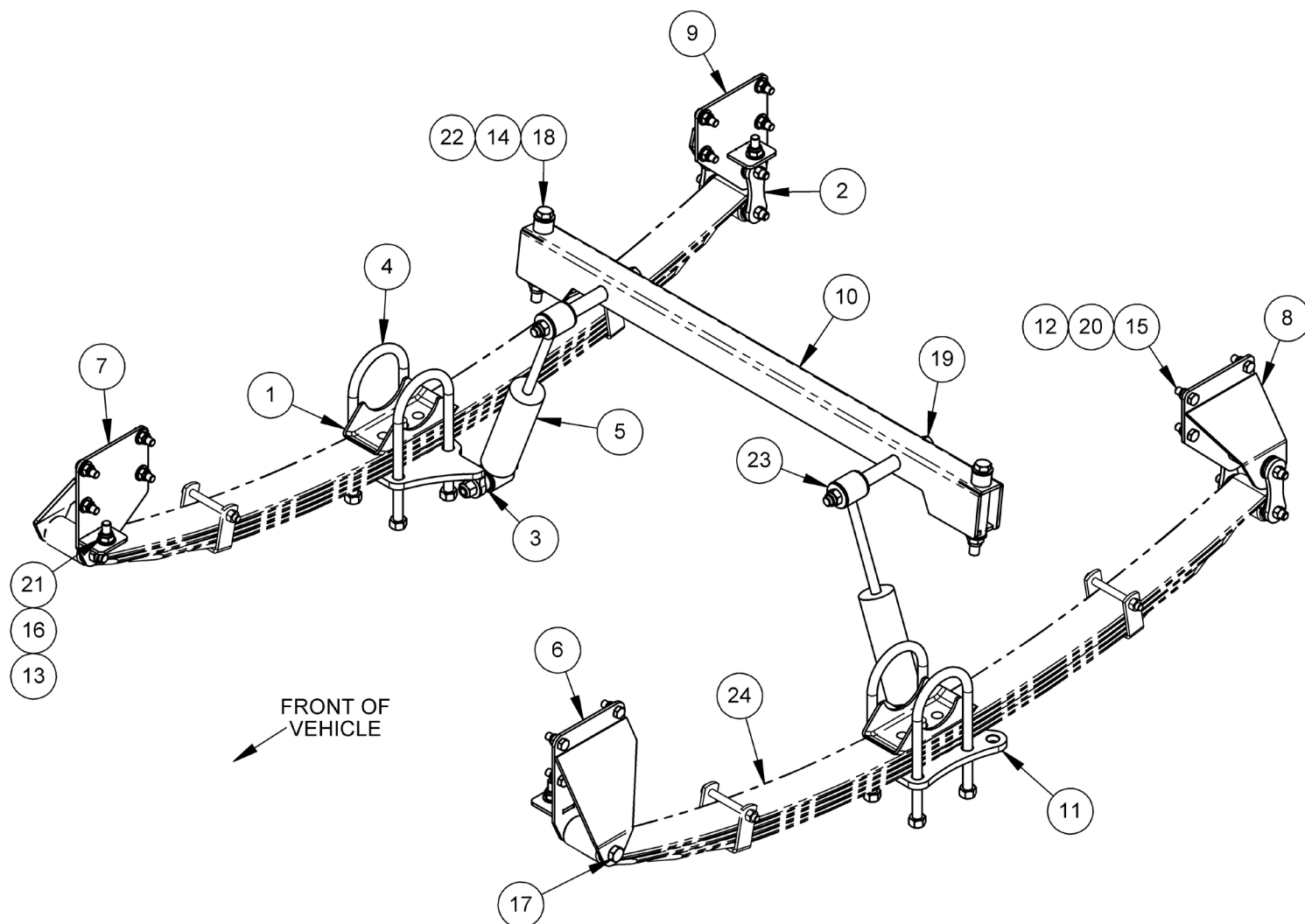


91640439 - 1948-56 Ford Pickup, Rear Leaf Spring Kit

Kit Contents			
Qty	Part #	Description	View #
2	54585090.1	Spring Pad, 3" Axle	1
1	91033326	Shackles, 2.5" Wide, Pair	2
1	91036096	Stud, Shock Mounting	3
4	91043801-1	U-Bolt 8" x 3" I.D.	4
1	91046221	Speedway Motors Short Gas-Filled Tube Shocks	5
1	91640439.1-L	Front Leaf Spring Mount, Left	6
1	91640439.1-R	Front Leaf Spring Mount, Right	7
1	91640439.2-L	Rear Leaf Spring Mount, Left	8
1	91640439.2-R	Rear Leaf Spring Mount, Right	9
1	91640439.3	Shock Mount	10
1	91643510	Lower Leaf Spring Plates, Pair	11
2	91043447	47-1/2" 4-Leaf Spring - 250 LB	24
Hardware			
Qty	Description	Tool Size	Item #
16	Flat Washer, 3/8, SAE, Standard, Zinc Plated	N/A	12
4	Flat Washer, 7/16, SAE, Standard, Zinc Plated	N/A	13
4	Flat Washer, 1/2, SAE, Standard, Zinc Plated	N/A	14
16	Hex Cap Screw, 3/8-24 x 1, GR-8, Zinc	9/16 HEX	15
4	Hex Cap Screw, 7/16-20 x 1-1/4, GR-8, Zinc	5/8 HEX	16
2	Hex Cap Screw, 1/2-20 x 4, GR-8, Zinc	3/4 HEX	17
2	Hex Cap Screw, 1/2-20 x 5, GR-8, Zinc	3/4 HEX	18
2	Hex Cap Screw, 1/2-20 x 7, GR-8, Zinc	3/4 HEX	19
16	Oval Lock Nut, 3/8-24, GR-9, Yellow Zinc	9/16 HEX	20
4	Oval Lock Nut, 7/16-20, GR-9, Yellow Zinc	5/8 HEX	21
6	Oval Lock Nut, 1/2-20, GR-9, Yellow Zinc	3/4 HEX	22
4	Flat Washer, 1/2" USS, Standard, Zinc Plated	N/A	23

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While it may be possible to install this kit without removing the bed, it is recommended that you do so. Support the front and rear of the chassis on jack stands. Remove the rear axle assembly, stock springs, shocks and mounts.

1. Remove the front stock spring hangers. To remove the rivets, grind the heads flush. Center punch and drill using progressively larger drills up to a 5/16" drill. The rivet should be easy to punch out. If not, then drill with a 3/8 bit. Be careful not to drill the original rivet holes larger or off center (the new parts will use these holes.) The mounts will bolt directly to the existing holes on the 1948-1952 Ford pickups and only the 7/16 underside hole will have to be drilled using the tab hole as a guide. On 1953-1956 Ford pickups draw a line down through the front set of original hanger holes. Draw a second line 1-1/2 inch rearward of the original holes. Position the new mount straight edge forward so that the front two holes line up with the new line and the bottom tab is flush with the bottom of the frame. Square the mount to the top of the frame and clamp securely to frame.

2. Using a 7/16 transfer punch, center punch the bottom frame rail through the mount tab hole. Use a center drill or 1/8-inch drill bit to pilot drill a starter hole through the frame rail and the lower cross-member flange. It is easier to drill the hole out to 7/16 inch using progressively larger drill bits starting with 1/4 inch.

On 1948-1952 Ford pickups skip to step #5.

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On 1953-1956 pickups, using the 7/16 by 1-1/4 inch bolt, temporarily bolt the mount to the frame.

3. 1953-1956 Ford pickup ONLY:

Check the mount again to be sure it is square with the top of the rail and using a 3/8-inch transfer punch, center punch the top two holes through the mount onto the side of the frame. Center drill front hole as before and then drill hole to 3/8 inch. Temporarily install a 3/8 X 1" bolt in the drilled hole and tighten. This will keep the mount from moving as you drill the remaining hole. After the top two holes are drilled, remove the mount from the frame rail. You are going to use the mount from the opposite side as a pattern to drill the bottom holes.

4. You will want to use the mount from the opposite side as a pattern because the cross-member rivet will interfere with the lower inner tab on the mount you were originally using. Bolt the opposite side mount upside down on the frame rail and use the same drilling procedure as before. When drilling is finished remove the mount and replace it with the correct side mount.

5. Align the correct mount over the drilled holes and use the 3/8 X 1" bolts, washers and nuts to fasten the mount to the side of the frame. The top bolts go through the mount from the outside of the frame, the bottom bolts go from inside the frame with the nuts on the mount side and the 7/16 X 1¼ bolt with washer goes through the bottom tab and through the frame and cross-member lower flange with the nut and washer on the inside of the frame rail.

6. Remove the stock rear shackle mounts. Use the same procedure to remove the rivets as the front mount. The mounts will bolt directly to the existing holes on the 1948-1952 Ford pickup and only the 7/16 underside hole will have to be drilled using the tab hole as a guide. On 1953-1956 pickups draw a line through the front original shackle mount hole. Draw another line 1½ inch forward and position straight edge of the new Rear Leaf Spring Mount and shackle bushing hole to the rear and line the rear two holes with the new line and the bottom tab flush with the bottom of the frame. Square the mount to the top of the frame and clamp securely to frame.

7. Use the same procedure for drilling the underside 7/16 inch hole as you did on the front mount. After the hole is drilled, temporarily bolt the mount to the frame using the 7/16 X 1¼ inch bolt.

1948-1952 Ford pickup skip to step #10

8. 1953-1956 Ford pickup ONLY:

Check the mount to be sure it is square with the top of the rail and using a 3/8 inch transfer punch, center punch the top two holes through the mount onto the side of the frame. Center drill the front hole and then drill the hole to 3/8 inch. Temporarily install a 3/8 X 1" bolt in the drilled hold and tighten. This will keep the mount from moving as you drill the remaining hole. After the top two holes are drilled, remove the mount from the frame rail. You are going to flip the mount upside down and use the mount as a pattern to drill the bottom holes.

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9. 1953-1956 Ford pickup ONLY:

Bolt the mount upside down on the frame rail and use the same drilling procedure as before. When drilling is finished remove the mount and flip it right side up and proceed with bolting the mount to the frame.

10. Align the mount over the drilled holes and using the 3/8 X 1" bolts, washers and nuts fasten the mount to the side of the frame. The top bolts go through the mount from the outside of the frame, the bottom bolts go from inside the frame with the nuts on the mount side and the 7/16 inch bolt with washer goes through the bottom tab and through the frame and cross-member lower flange with the nut and washer on the inside of the frame rail.

11. When installing the Shock Mount measure from the rear bed hole forward along the top of the frame rail and draw a line across the top of the frame rail to drill the hole for the cross member. There are two different measurements because of frame length.

1948 - 1952 Ford pickup: 27-1/2 inches

1953 - 1956 Ford pickup: 29-1/4 inches

12. Set the shock mount on top of the frame rail. Make sure the shock sleeves are parallel with the top of the frame rails. Center the shock mount forward to back on the line. Center the shock mount from side to side. Center punch one side with a 1/2 inch transfer punch. Center drill the hole and finish drilling to 1/2 inch. Set the shock mount back up on top of the frame rails and insert a 1/2 inch bolt through the shock mount and through the hole in the frame. On the opposite side, line up the tube on the line and center punch the frame and drill the hole out to 1/2 inch.

13. Install the shock mount between the frame rails with the shock tubes parallel to the top of the frame. If the shock mount is installed upside down the shock tubes will be pointing up. Install a 1/2 inch bolt through the frame into the shock mount on one side to register it properly. Using a 1/2 inch transfer punch go through the frame hole and the shock mount and center drill the hole. Use a long, small drill bit and drill through the 1/2 inch top hole to the center hole in the bottom rail. The final 1/2 inch hole can be drilled from the bottom to keep the bit from 'walking". Slide the shock mount back up to the hole and install the 1/2 inch bolt all the way through. On the other side now that the shock mount is positioned correctly you can drill through the top hole and using the shock mount as a guide, drill the 1/2 inch hole all the way through the frame rail.

14. Leaf Spring Installation: Install the spring end with the pressed steel lined bushing in the front mount using the 1/2 X 4 inch bolt. Install nut and lightly tighten. Install the shackle urethane bushings into the rear of the spring and the rear shackle mount. Use a soft hammer to tap them in. The bushings will stick out just a little but will seat fully when the shackle plates are fully tightened. Lightly tap the shackle pins through the bushings in the spring and the rear shackle mount. Install the shackle plates over the ends of the pins, install the nuts and tighten. Finish tightening the front spring mount bolts.

15. Spring Pad Installation: Measure the center to center measurement of the spring center bolts on the springs that were just installed. This will be the spring pad centers measurement. Center the pads on your housing. The pinion angle is 5 degrees up from the spring pads with the spring pads being level. Clamp or lightly tack weld the mounts and double check mounts for equal side to side centering and the correct pinion angle. Finish welding the mounts.

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16. Rearend Housing Installation: Set the housing on the rear leaf spring center bolts. Drop the U-bolts over the housing. Install the lower leaf spring plates under the spring with the shock tab facing down on the inboard side and behind the axle. Install the 1/2 X 20 nuts on the U-bolts and tighten evenly.

17. Rear Shock Installation: Install the 1/2 X 20 threaded end of the shock stud through the shock tab. Install nut and tighten. Install the rubber bushing end of the shock onto the stud, install 7/16 washer and nut. Using a 1/2" washer on each side of the steel sleeve end of the shock install the 1/2 x 7 inch bolt through the shock and through the tube on the shock mount, install nut and tighten.

Need Help with This Product?

Talk to one of our Tech Support Agents:

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