



Global West Suspension
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1962-1967 Nova Mono-leaf spring to Multi-leaf hardware pack Kit # 1036

Kit contains:

- **2 upper spring perch pads.**
- **8 (7/16) 2 1/2 inch long bolts.**
- **8 (7/16) stove lock nuts.**
- **8 (7/16) flat washers.**
- **4 steel backing plates**
- **8 steel spacers**
- **2 steel 1/2 inch long centering spacers.**
- **2 (2-1/2) inch long grade five 5/16 bolts**
- **2 (5/16) nuts.**

This kit supplies necessary hardware for converting over to multi-leaf springs. The performance multi leaf springs generally have four leafs. Almost all multi leaf springs use a tall center bolt. The center bolt holds the spring stack together. This will cause a problem for indexing the differential when it sets on top of the leaf. So the first step will be changing the center bolt to the one supplied in the kit. You are also going to go one-step further and install a locating dowel on the bottom of the leaf. This dowel will positively locate the differential on the leaf.

Note: You can change the center pin with the leaf springs on or off the car.
(Sometimes on the car is easier).

1. To change the center pin-- use two C clamps and clamp the leaf spring together, one C clamp on each side of the center pin.
2. Use a vise grip and hold the top of the leaf spring center pin. Remove the center pin nut and then the center pin.
3. Use a 2 1/2-inch long 5/16 bolt provided in your kit and install through the leaf spring with the head of the bolt on top of the leaf. On the bottom of the leaf, install one of the 1/2-inch centering spacers found in your kit. Use a 5/16 nut also in your kit and tighten down the bolt. (Remove the clamps and proceed to the other side).
4. Check the spring pad supplied in your kit and make sure it will fit in the rear end spring mount. Most multi leaf springs are 2 1/2 inches wide. If the pad fits the differential but not the leaf spring, simply buff or cut off the edges that drop down along side the leaf spring. This will allow the pad and spring to index in the rear end spring mount.
5. Next with a hammer, drive the Tee bolts out of the rear end spring mount.

6. Position the differential over the leaf spring and center it over the center pin in the leaf.
7. Locate 8 (7/16) bolts and 4 steel backing plates supplied in your kit and install them through the differential spring mount.
8. Locate the bottom spring plates and position them under the leaf springs. **Do not use the bottom spring cushion.**
9. Using four steel spacers, one per bolt from the kit, slide them onto the bolts and slip the bottom spring plate up into position against the leaf. ***Note the steel center pin spacer will index the bottom plate and the differential.*** Use four flat washers and four lock nuts supplied in your new kit and torque to 45 pounds.
10. Watch the bottom spring plate when you apply torque. If the plate is bowing as you pull torque, we suggest reinforcing the bottom plate. The plate should not bow because the steel spacers provide solid contact. A weak bottom plate can allow the rear end to shift during hard cornering or drag launch applications.
11. Complete the other side in the same manner.

If you have any question about installation please contact our tech department at 1-877-470-2975 (toll free).