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## Part # 113SH

- (2) Shackle plates with bolts
  - (2) Shackle plates no bolts
  - (2) Front eye leaf bushings with inserts and steel pin
  - (2) .170 x  $\frac{3}{4}$  thrust washers
  - (2) .075 X  $\frac{3}{4}$  thrust washers
  - (6) Long grease fittings
  - (4)  $\frac{1}{2}$  x 20 lock nuts
  - (4) Aluminum shackle bushings with inserts
  - (4) .150 x 2 thrust washers
  - (4) .225 x 2 thrust washers
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. Locate the front bushing in your kit. They are the largest bushings and should be pre-assembled. Remove the white thrust washers and slide the steel pin out of the bushings. The small white thrust washers will come off easy. 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 grease fitting just touches the leaf spring.
4. 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.
5. 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. **Do not hammer on the bushing when installing. You will damage it.** Position the bushing with the large hole in the side at the 5 o'clock position on the passenger side, 7 o'clock on the driver side. Be sure the hole is towards the outside of the car. Place grease inside the frame hole and push the bushing into the frame. Note: A simple tool you can make for installing the frame bushing is to buy a 8 inch piece of  $\frac{1}{2}$  inch all-thread rod from the hardware store, Two  $\frac{1}{2}$  nuts for the rod, and a couple of flat plates with a  $\frac{1}{2}$  inch hole drilled in them. Slide the all-thread rod through the bushing and frame. Next place one flat plate on each side of the assembly followed by the nuts. Simply wrench the nuts down and the bushing will pull into the frame. The bushing should seat flush on one side.
6. Install the plastic inserts into the bushings you just pressed in. Use grease inside the bushing housing and in the inserts. **We recommend water-resistant grease. Most synthetics are water-resistant.** The insert should be self-explanatory. Short insert goes into the frame, long insert with  $\frac{1}{2}$  inch hole goes in the rear leaf eyelet, and the front bushing has the steel pin.

7. Next install the thrust washers on the front bushing. Make sure you have lubricated the pin and insert. Place the thin washer with the  $\frac{3}{4}$  id hole on the pin next to the grease fitting side of the bushing. The other washer with the  $\frac{3}{4}$  hole goes on the opposite side. If the thin washer will not stay on the pin, don't worry. When you install the leaf in the frame the washer will index. At this time you want to install the front of the leaf spring with thrust washers into the vehicle. Install the factory bolt and nut. Do not torque the bolt yet.

8. Installing the rear shackles is next. There are 2 different thickness thrust washers all with  $\frac{1}{2}$  inch holes. You must install the washers in the correct location in order for the shackle to function properly. First locate one shackle half with the bolts welded in it. This is the outer shackle. Takes one of the thickest thrust washers (.150) and slide it on the bolt of the shackle. Locate the other thrust washer (.150) and slide it on the bolt below. Place a little grease on the surface of the thrust washer and bolt. Lift the back of the leaf up close to the frame and slide the shackle into the inserts of the leaf and frame bushing. Once the bolts protrude past the inside of the bushing, slide one (.225 thrust washer on each bolt. Lubricate the thrust washers. Take the other half of the shackle and slide it onto the bolts. The leaf is now hanging in the car. Place  $\frac{1}{2}$  inch nuts on the shackle bolts. Run the nuts down until they contact the shackle plate and the thrust washers are taken up. **Do not torque the nuts or run them down hard. Only tighten 1/8 of a turn on the wrench after the thrust washers and shackle plates have made contact. If you over torque the shackle bushings you will lock the shackle up from moving and create a harsh ride.** Set properly the bushings will be unnoticed and give you long service. Torque the front eye bushing to 65 foot pound

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

