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INSTALLATION INSTRUCTIONS FOR L-2cat5 rear leaf spring system



Parts list:

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|-------------------------------------|-------------------------------|
| 2 Leaf Springs | |
| 4 Shackle halves | |
| 4 ½ x20 stove lock nuts | |
| 2 Aluminum bushing housings (frame) | 2 Plastic frame inserts |
| 2 Long grease fittings | 2 (.075) thick thrust washers |
| 2 (.300) thick thrust washers | |

The following parts are already installed in the leaf springs:

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| 2 Front housing retaining rings | 2 Rear housing retaining rings |
| 4 Steel bearing spacers (rear eyelet) | 4 Steel bearing spacers (front eyelet) |
| 2 steel bearing retaining sleeves (large) | 2 Front spring eyelet housings with bearing |
| 2 Rear spring eyelet housings with bearings | 2 Steel retaining sleeves (small) |

We recommend a competent shop install this kit because presswork and welding is required.

1. Remove rear springs from the vehicle. A Mitchell or Chilton's manual can be useful, if you require assistance.
2. The gas tank must be dropped in order to press fit the rear frame bushings. Be sure to plug all fuel lines coming from the tank before removing it from the vehicle.
3. Remove the original rubber shackle bushings from the car's frame & thoroughly clean the frame holes removing all rust and dirt to allow for easy installation of the new bushing housing.
4. The two aluminum bushings are the frame bushings. Both rear frame bushings must be pressed in from the outboard side of the car. **Do not** attempt installation from the inboard side because you will have an interference problem. When installing the bushing in the frame point the grease-fitting hole towards the front of the car at about the 5 o'clock or 7 o'clock position depending on what side of the car you are on. Driver side would be 7, passenger would be 5. **Remember the grease fittings must be located on the inboard side of the vehicle.** Place grease in the frame hole before pressing in the bushing. For presswork we use ½ inch All-thread. This is threaded rod you can purchase from a hardware store and two flat plates for installing the bushing. Cut the treaded rod about 7-1/2 inches long. Place a jam nut and plate on one end of the All-thread and slide the rest of the

All-thread through the bushing and frame. Place the other plate and jam nut on the other side of the assembly. Align the grease hole in the frame correctly and start tightening down the nuts on the All-thread rod. Push the bushing in until the bushing is flush with the edge of the frame housing. After completion remove the All-thread assembly.

5. Next, install the white plastic inserts. Be sure to grease the inserts before installation.
6. Slide the front assembly into the spring perch and torque to 70 foot pounds.
7. Take one shackle halve and slide a .300 white thrust washer over the bolt. The .300 thick washer goes to the outside of the frame rail – not next to the gas tank. Slip the shackle bolt through the frame bushing. Once the bolt protrudes through the bushing, slide another .075 white thrust washer over the bolt. Note; the .075 washer goes next to the grease fitting in the bushing.
8. Take the other half of the shackle assembly and slide the bolt through the rear spring eyelet. Lift the spring and shackle up to the frame and slide the shackle bolts through each plate. Place a lock nut on each bolt (supplied in kit) and tighten down. Torque the bottom shackle bolt going through the leaf spring to 70 foot pounds.
9. Once the shackles are installed and the leaf spring is hanging, tighten the shackle nuts down until the shackle assembly just has contact between the thrust washers, shackle halves, bushing, and leaf. There should be no air gaps. Then tighten the nut 1/8 of a turn or 1 flat on the nut. Do not torque the shackles to any number. This product acts like a bearing. Adjustment is somewhat similar to a wheel bearing. If you over tighten the shackle, the bushing will lock up.
10. Do the other side the same way.
18. Assemble the rear differential to the springs accordingly.
19. Re-install car's gas tank.
20. Lubricate the frame bushings via their grease fittings!

Note: the bearings in the leaf springs do not require lubrication --- they are Teflon lined making them self lubing (no squeaks).