



Global West Suspension
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Mono-leaf to Multi-leaf hardware conversion kit # 1038

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 - Aluminum spacers
- 4 - Steel backing plates
- 2 - Steel 1/2-inch leaf centering dowel.
- 2 - (2-1/2) inch long grade five 5/16 bolts
- 2 - Stovelock nuts



This kit supplies necessary hardware for converting over to multi-leaf springs.

Your multi leaf spring should have five leafs.

Almost all aftermarket multi leaf springs use a center bolt with a rounded head extending 3/8 of an inch above the leaf. The center bolt holds the spring stack together. If your leaf spring has this type of center pin, the differential when it sits on top of the leaf will not rest on the spring cushion properly. The pin is too high. 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 found 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 long steel centering dowels 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 eight (7/16) bolts and four steel backing plates supplied in your kit and install them through the differential spring mount.
8. Locate the correct bottom spring plate that belongs on that side of the car and position it under the leaf spring. **Do not use the bottom spring cushion.**
9. Take two aluminum spacers, install one spacer per side, slide them onto the bolts and slip the bottom spring plate up into position against the leaf from the kit and slide the spring pad bolts through the holes. Slip the bottom spring plate up into position against the bottom leaf with the spacers between the bottom plate and the rear end mount. ***Note the steel center pin dowel will index in the bottom plate.*** 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 aluminum 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).