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Part # 108 SH new design 1/1/2012
Del-A-Lum Bushing & Shackle Kit Installation Instructions

Parts List:

- 4-Shackle halves
- 4- 1/2x20-stove lock nuts
- 2- Aluminum rear spring eye bushings
- 2- Aluminum frame bushings
- 4 -Shackle bushing inserts
- 4- (.225") thick thrust washers 3/4 id
- 4 - .150" thick thrust washers 3/4 id
- 4 - steel pins for shackles
- 4 - Long grease fittings



We recommend that a competent shop install this bushing and shackle kit.

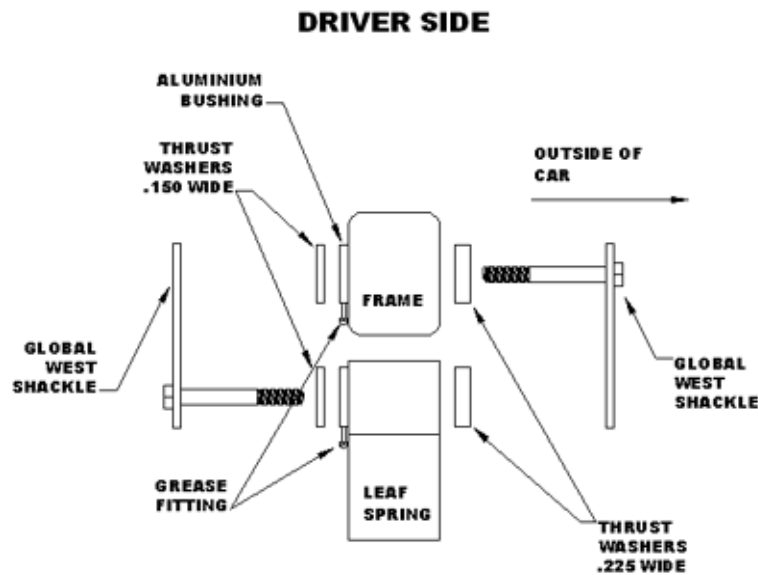
Presswork and special tools are required to install this kit. Use water resistant grease; most any synthetic grease will work.

1. Remove rear springs from the vehicle. A Mitchell or Chiltons manual can be helpful, if you require assistance.
2. The gas tank must be dropped in order to press fit the rear frame bushings. **Make 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 and thoroughly clean the frame hole, removing all rust and dirt to allow for easy installation of the new bushings.
4. The two small diameter aluminum bushings with no step 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. **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 1/2 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. Remove the spring eyelet bushings from your leaf.

6. The rear leaf spring bushing presses in with the grease fitting to the inside of the car. At this point you will notice that all the grease fittings should be towards the inside of the car when everything is assembled correctly. Before pressing in the bushing, slightly screw the grease fitting in the bushing. Press the bushing into the rear spring eye so the grease fitting is towards the split (end of the roll of the spring eyelet) in the leaf. The fitting will actually be pointed down and towards the front of the car. Press the bushing in until the grease fitting just touches the leaf spring.

8. Next install the thrust washers on each side of the shackle bushing pin. The thinner washers .150 goes next to the grease fitting. The thicker .225 washer goes on the other side. The following chart shows the locations of the thrust washers on the shackle.



Using the ½ inch bolts supplied in your kit, finish assembling the shackle. You can install the bolts from the inside or outside, it makes no difference. Hang the shackles of the frame first and then slide the leaf up into position. Install the locking nuts.

10. Once the shackles are installed and the leaf spring is hanging, tighten the shackle nuts down 70 foot pounds.

11. Once both sides are completed the rear end can be re –installed and fuel tank.