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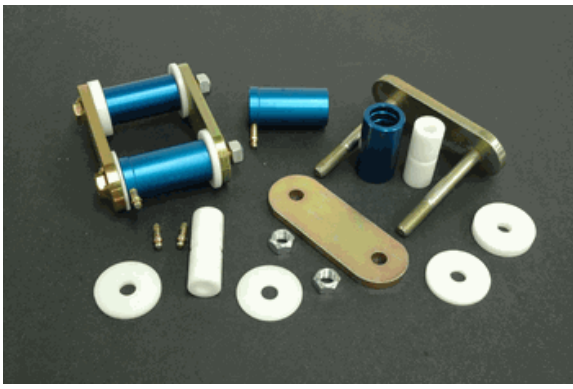
112SH rear shackle bushing kit using Cal-Trac springs



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. Remove the rubber bushings out of the rear leaf spring eye and the frame.
4. Install the rear eyelet bushing into the leaf will require using a press. The small diameter bushing approximately 1 inch in diameter will press into the eye lit. 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. Basically you want the grease fitting facing down and forward when the car is on the ground. This will make it easier to lubricate. Press the bushing in until the bushing flanges 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 ½ inch all-thread rod from the hardware store, 2 ½ nuts for the rod, and a couple of flat plates with a ½ 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 both sides.
   B. Drill a #3 hole (.210) in the frame rail, aligned with the side hole in the bushing. Tap the hole with a ¼ x 28 tap and install the grease fitting.

6. Install the plastic inserts into the bushings you just pressed in. Grease the inside of the bushing housing and the inserts before sliding the shackle plates into position. **We recommend water-resistant grease. Most synthetics are water-resistant.** The insert should be self-explanatory. Short insert goes into the frame and long insert with ½ inch hole goes in the rear leaf eyelet.
7. Installing the rear shackles is next. There are 2 different thickness thrust washers all with ½ inch holes. You must install the washers in the correct location in order for the shackle to function properly. First locate one shackle halve with the bolts welded in it. This is the outer shackle. Takes one of the thickest thrust washers (.550) and slide it on the bolt of the shackle. Locate the thinnest thrust washer (.100) and slide it on the bolt below the (.550) thrust washer. 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. Slide one (.100) 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 ½ 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. You do not need the vehicle on the ground to torque the bushings.