



1947-1954 Chevrolet Pick Up Rear leaf Spring kit Installation Instructions

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Parts

(2) 48 inch leaf springs	(4) U-bolts	(18) 3/8-16 x 1-1/4 socket head bolts	(2) 1/2-20 x 4 bolts
(2) Leaf spring brackets	(2) 5-hole plates	(18) 3/8-16 nuts	(12) 1/2-20 nuts
(2) Shackle brackets	(2) Spring pads	(18) 3/8 flat washers	(12) 1/2 flat washers
(4) Shackle plates	(2) Shock absorbers	(12) 7/16-20 nuts	(2) 5/8-18 x 5-1/2 bolts
(4) Shackle pins	(1) Shock cross member	(2) 7/16-20 x 4 1/2 bolts	(2) 5/8-18 nuts
(8) Shackle bushings	(2) Shock studs	(2) 7/16 flat washers	(4) 5/8 flat washers

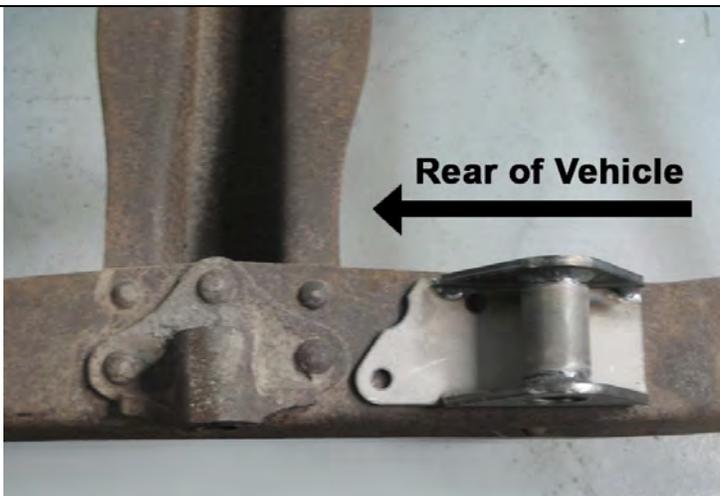
While it may be possible to install this kit without removing the bed, it is recommended that you do so, as it is much easier. Support the front and rear of the chassis on jack stands. **Be safe!** Avoid pulling and pushing on the vehicle while it is off the ground. Remove the rear axle assembly, stock springs, shocks and brackets.



Start by removing the front stock spring hangers and e-brake cable bracket. To remove the rivets holding the brackets, grind the rivet heads flush. Center punch the rivet and drill through using progressively larger drills up to a 5/16" drill. The rivet should be relatively easy to punch out. If it is not, then continue drilling with a 3/8" drill. Take care not to drill the original rivet holes larger or off center, as you will be locating your new parts with these holes.



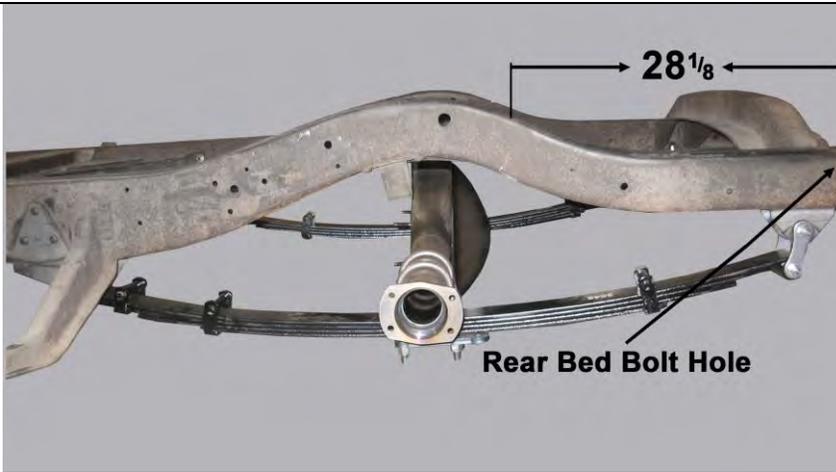
Install the leaf spring brackets on the outside and underside of each rail (the three holes on the sides attach in the same manner as the originals and two bottom holes line up with the rivet holes just drilled out). The running board brackets will have to be dimpled to clear the spring brackets. This can be done using a hammer and punch set to push the running board bracket flange away from the rail. Fasten the brackets to the rails using the 3/8-16 x 1-1/4 bolts, nuts, and one washer under each nut. It may be necessary to align-drill a couple of these holes. In addition, there is another hole on the bottom of the bracket that requires the rails to be drilled. Use the bracket as a template for locating this hole. There should now be 6 bolts holding on each bracket.
Note: The picture shows button headed cap screws but we have switched to socket headed cap screws for easier installation



Remove the stock rear shackle bracket rivets in the same manner as the front spring hanger bracket rivets. The shackle brackets are positioned on the rails with the welded side on the inside of the rail. Line up the brackets with the holes of the original brackets. It may be necessary to align-drill a couple of these holes. Use three 3/8-16 x 1-1/4 bolts, nuts, and one washer under each nut to fasten each bracket. The square front edge of the bracket faces to the front of the vehicle.



The bolt for the bracket hole under the welded tube will have to be inserted from inside the frame railed with the nut inside the bracket. The nut is under the tube and is not visible in this picture.



Install the springs (bushing end forward) in the front hangers using the 1/2-20 x 4 bolts and nuts. With the rear of the springs hanging down position the rear axle assembly on a floor jack and roll it into position, keeping it raised. Install the bushings in the rear spring eyes and shackle bracket. Install shackle pins in bushings. Raise the spring and attach dog-bones to pins and fasten with nuts. The shackle bushings will protrude .050 per side out of the spring and bracket. This gap will go away when the shackles are tightened.

Install spring pads on center bolt. (39 3/4 centers) Set the axle assembly on the spring pads. Center rear-end and install the u-bolts, the 5-hole plates, and 1/2-20 nuts. The 5-hole plates positioned with the shock tabs pointing down on the inside and behind the axle. Position the pinion angle 5 degrees up from the spring pads and weld the pads.



As pictured above, draw a line 28-1/8" in front of the rear bed bolt hole on top of each rail. Center the shock cross member on the top of the rails and mark the hole centers on the lines just drawn. Drill holes through the rail perpendicular to the surface. Drill only the top of the rails and then set the cross member in place and use a transfer punch to mark the hole centers on the bottom of the rail.

Install the shock cross member with the shock mounting tubes pointing forward and parallel to the ground using the 5/8-18 x 5-1/2 bolts and nuts with washers under the bolt heads and nuts. Fasten the shock studs to the 5-hole plates using the 1/2-20 nuts. Install the shocks with the remaining fasteners.