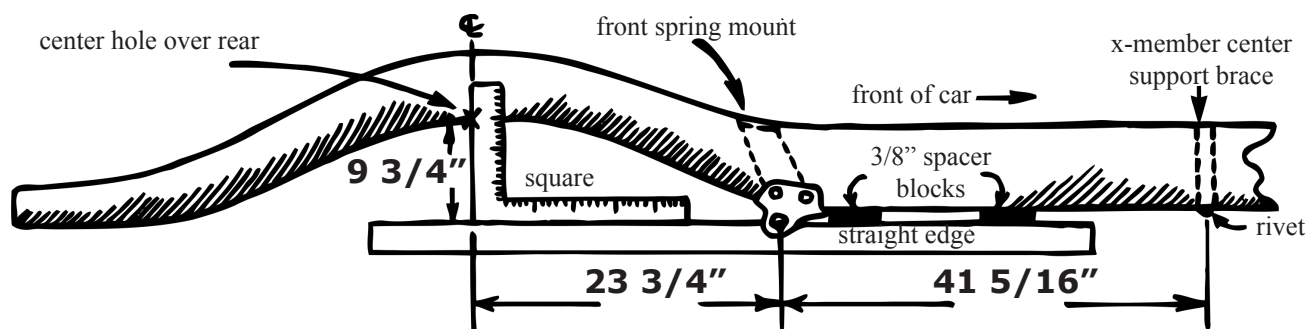




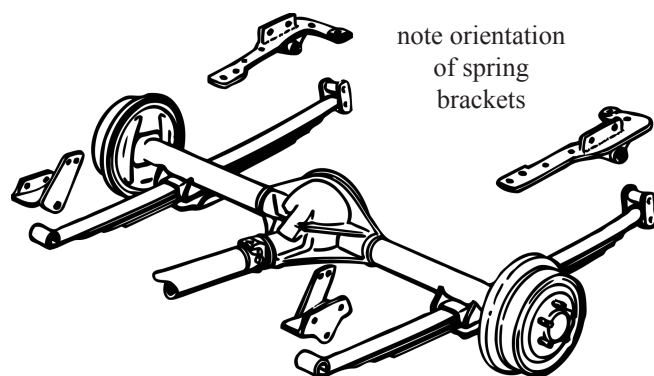
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1935-40 Ford Bolt-on Parallel Leaf Spring Rear End & Shock Mounting Kit

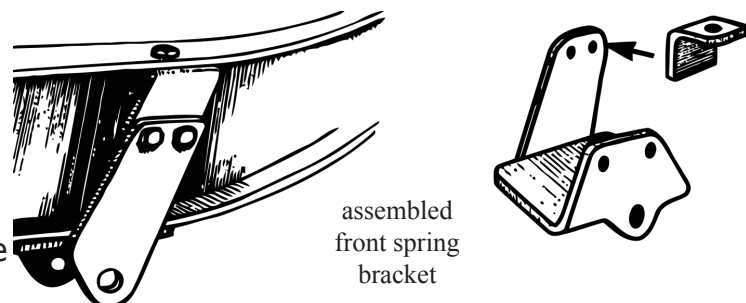
1 Locate front spring mount as shown below. Use a carpenters square. The front measuring point is the rivet located opposite X center and on the bottom of the frame. Use as a double check only. Remove two rivets from the bottom frame rail and one from the top. Use care as some holes are reused. Rivet holes approximate mount holes only, as they vary from frame to frame. **Do not use them for line up.**



2 Straighten lower frame lip using a square. Mount will not seat properly otherwise. Lip should be at 90 degrees. **Important:** The above measurements is as accurate as we can make it. However, Ford was not exact on their fender opening location from year to year, and sometimes even model to model. We suggest that you check wheel centering before fastening the front mount permanently to the frame. **The most affected years are 1937 and 1938.**

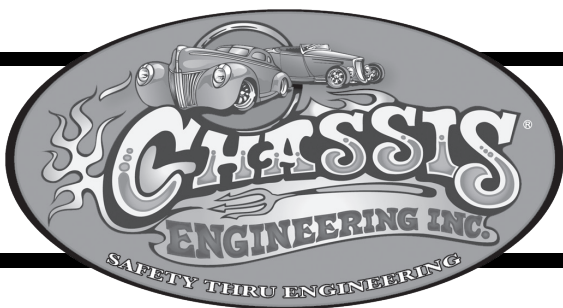


3 Clamp the front mount in place and drill 2 side holes 5/16 inch thru outer and seperated inner frame. There is about a 1 inch space between. Drill inner frame only, to 7/8 inch for socket clearance. Now ream drill the bottom 2 holes. Install bottom bolts and tighten. Drill and bolt the two pieces together.



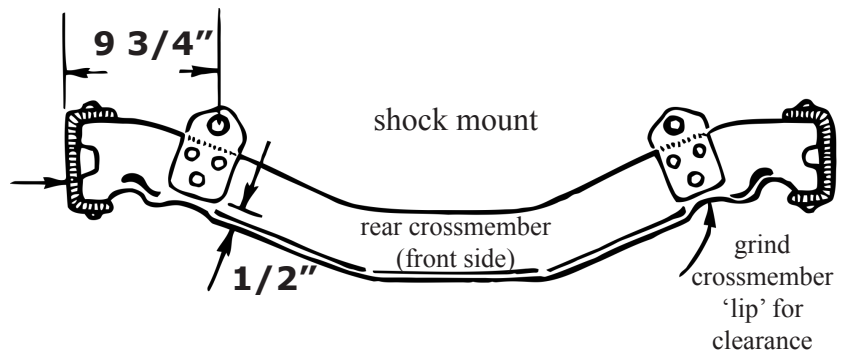
4 Remove stock shock absorbers and repair frame if cracked (common on 1935-40 Ford).

5 Position rear mounts on frame corners and along bottom frame rail. Front hole in mount will match hole in frame. Remove corner rivets in frame and clear any holes that interfere with mount. To avoid drilling into gas tank place a safety block between frame and tank. Drill the 2 side holes and install bolts. Be sure mount fits close to frame. It is a good idea to clamp the mount in place with several C-clamps before drilling. Remove safety blocks.



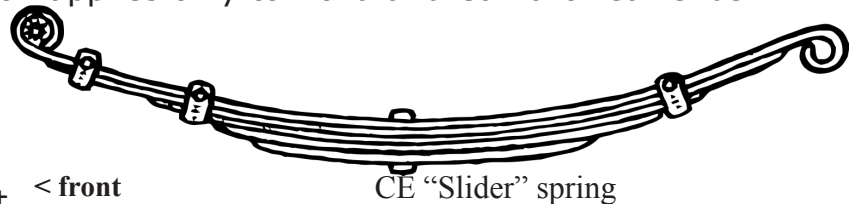
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6 Shock Kit. Position spring retainer plate with shock stud inside spring and pointed rearward. Start with angle pointed upward. Point angle down if your car is lowered radically. (down position gives extra shock clearance before bottoming). Do not allow shock to bottom out during use. Install a rubber stop on the frame above the axle to prevent breakage. Top shock stud should be positioned as shown. Bolt directly to the front side of rear crossmember. Shock action can be softened by moving top mount inward and stiffened by moving ourboard. Always check clearances. Grind crossmember lip for shock clearance if needed.



7 Be sure you have the same thickness spring (use spacers if needed) as the original Nova rear end, as the spring mounts in a sized rubber clamp. The spring center bolt should also match original Nova bolt. Use rubber pads from Nova rear. These are not supplied in the kit. This instruction applies only to Nova and Camaro rear ends.

8 To assemble, start with the front pivot bolts. Next install rear end to springs exactly as it was removed from donor car. Last install shackles at rear. Slight misalignment in front mount is absorbed in rubber bushings.



Additional Notes

- 1** Nova drive shaft will fit as is if from same eng-trans and rear end style.
- 2** We recommend driving car about 500 miles with full weight before making any modifications.
- 3** On some early pickup models, minor sheet metal work will be required for clearance around rear bracket.
- 4** Not all rear ends (even from same model) will have the correct pinion angle built in. Spring angle wedges are available from CE if needed.

Springs

New springs will normally drop up to an inch in the first 500 miles of use. Depending on the weight of the car, new springs can have a slight arch, sit flat or have a slightly reversed arch. This is normal. The spring is acting as it should. Also, parallel leaf springs are almost never perfectly parallel. It is just a name for this type of suspension. Major auto makers have used these parameters for springs in many different models. These concepts are well proven and will produce no problems whatsoever. We do not recommend hard bushings of any kind for springs. Rubber bushings will absorb vibrations and road noise and allow for some flexing, an ideal combination here.