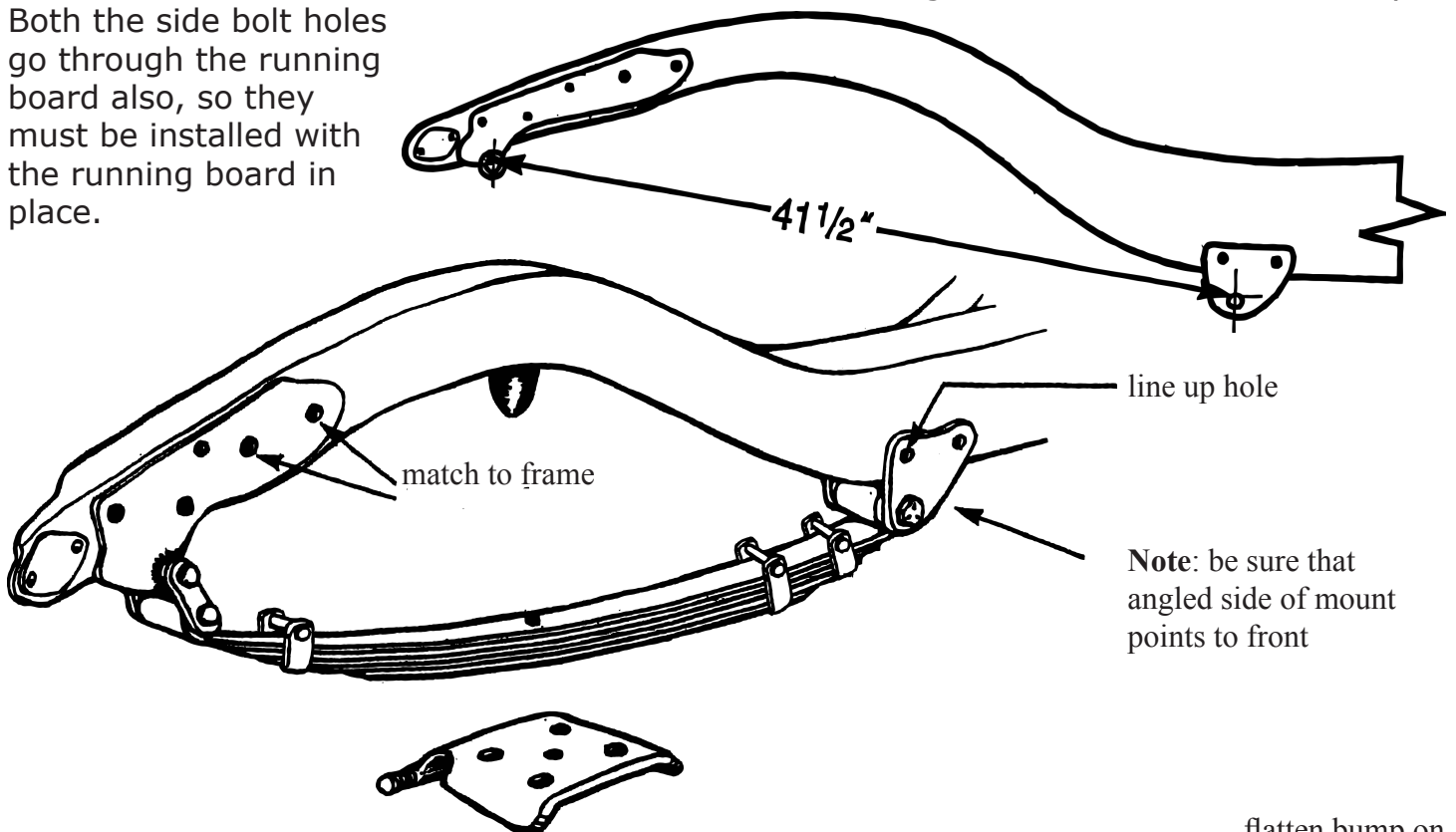


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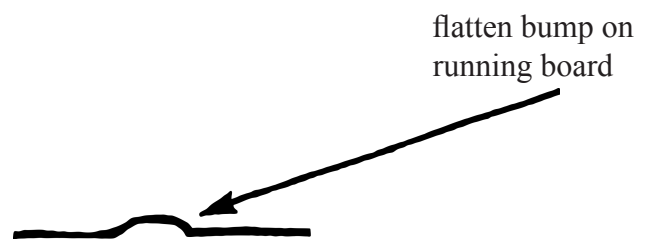
## 1934 FORD Bolt-on Parallel Leaf Spring Read End & Shock Mounting Kit using 1975-up Maverick rear and others

**1** Start with rear spring hangers. Match them to existing holes on frame. Reinforcing plate goes on outside of frame. Frame lip must be 90 degrees to side of frame where mount fits under the rails. Install bolts that match holes already in frame and tighten. Drill remaining holes, using the spring hanger as a guide and finish bolting in place.

**2** Install front spring mount by using the rear most running board mounting hole as a guide or line up hole. Note: Pickup truck frames do not have this hole. For them use the 41 1/2" measurement from the rear mount. There is a rivet that interferes with seating of the front mount. Remove the rivet. Clamp front mount in place and drill remaining holes. The front hole on the side will drill thru the inner X-member also. There is a space between however. Drill the inner X-rail to 7/8" using a hole saw. This is a clearance hole for the head of the bolt. The bolt should tighten on the outer frame only. Both the side bolt holes go through the running board also, so they must be installed with the running board in place.



**3** Modify the running board and rear splash apron shield as follows. Running board: the rear most hole (frame to running board) must be flattened. Rear splash shield: either fit the triangular rear shield over the rear spring mount or make a new one to fit.

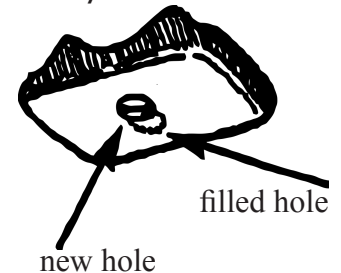




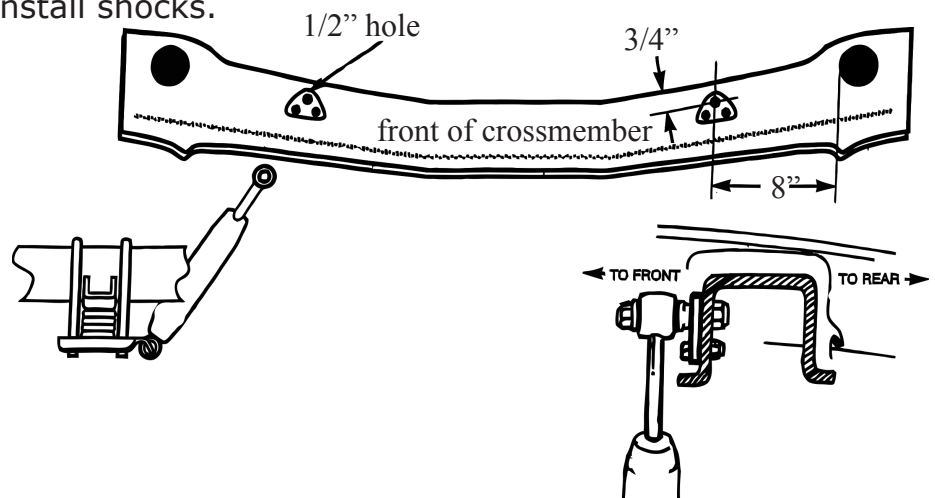
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- 4 Install springs using bushings and bolt at front and shackles at the rear. The front of the spring has two clamps on it.
- 5 The maverick rear is a good fit. Some others that almost fit can be modified by welding the spring locating hole shut and redrilling to the correct width. As a last resort the spring pads can be cut off and relocated. Double check pinion angle in this case.

**Installation note:** Installed spring widths (between center bolts) should be @ 42 3/8". This will vary from frame to frame. Check by measuring across the front of the spring and then across the back. The average of these measurements in the installed spring width at the center bolt. Now measure your rear end. Maverick will generally measure 42 1/2" to 42 3/4". The difference between spring width and rear-end width is the amount your springs will bind during use. Obviously 0" difference is what you want. In reality, anything up to 1/4" difference does not affect ride; however we have found differences of 1/2 or more will contribute to a stiff ride. If you decide to match widths, do it by welding rear end spring pad locating hole shut and redrilling it in correct place. The hole in the spring retainer plate may need to be ovalled out for clearance. Most installations will not need changing, but be sure to check.



- 6 Install U-bolts and bottom shock mount. The shock mounting stud points to the rear and installs inside the spring. Drill 1/2" holes in the crossmember using the locations below. Install the triangular reinforcing plates and drill bottom holes through these plates. Bolt in place and install shocks.



- 7 Like any leaf spring car, traction bars may be needed for high horsepower or racing applications. This rear end is not intended for this type of usage. Under any normal street rod use this kit will perform well.

- 8 CE springs are equipped with a "tuner" leaf. It is the second shortest leaf. For heavy cars the extra leaf should be left in, for lighter cars, it can be removed.

**Caution:** do not remove more than one leaf.

**Note:** under normal use, the spring will be flat or arched slightly up or down