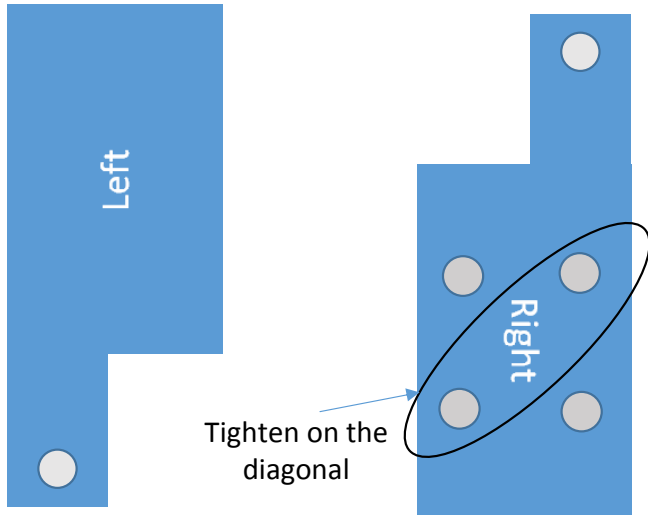


### Shock Plate Orientation



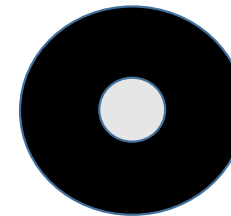
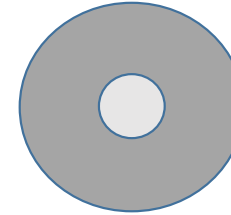
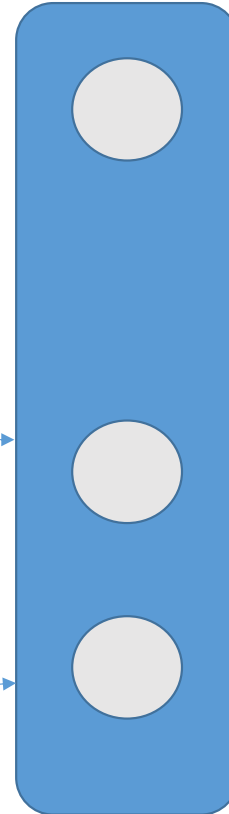
1. U bolts are  $\frac{1}{2}$ " and the Shock plate holes are  $\frac{7}{16}$ ". Drill out Shock plate holes to  $\frac{1}{2}$ ".
2. Stack up the shim, Locator, Rubber pads and shock plate on the spring. Use a very small dab of liquid nails to hold the shim in place over the center of the locator hole in the spring locator. Slide one U bolt down through the shock plate holes. It will be a tight fit so it will hold everything together. Slide the other shackle through.
3. Use a rubber mallet to tap the u bolts down and the shock plate up at least far enough to start the nuts on the U bolts.
4. Once the nuts are started you can use them to draw up the shock plate or continue to tap the plate into place with the rubber mallet. Tighten the nuts on the diagonal. As the plate draws up then switch to the opposite diagonal.
5. Do not tighten the nuts so far as to bend the plate, just get them firmly tight compressing the rubber pads. Use top locking nuts to lock the standard nuts in place.

**Custom Works rear spring locator and pinion angle shim installation**

1. Directions for installing with the Gas tank in. With it removed order does not matter.
2. Align front spring brackets. Keep rear of spring elevated and bolt up front brackets into the spring pocket.
3. When installing rear shackles first install the lower rubber bushing onto the spring and tighten just enough to hold the shackles from swinging, a friction fit. If the uppers are installed first the lower bolt will not clear to slide into the bushing due to interference from the gas tank.
4. Before assembly put a small amount of synthetic grease on the bushings, shackle face where bushing rides on rubber and bolt shafts.
5. Swing the shackles up into place to align with the upper bushing location and jack up the differential to align the shackles and bolt hole and slide the bolts into place.
6. Tighten up nuts snugly but not too tight to allow for full free movement until the car is back on the ground.
7. Once back on the ground finish tightening up the nuts until the upper shackle is firmly against the sleeve in the delrin bushing and the lower nut until the shackles are parallel and/or firmly tightened.

Recommended starting point  
with 2G Front Springs-

Car Higher



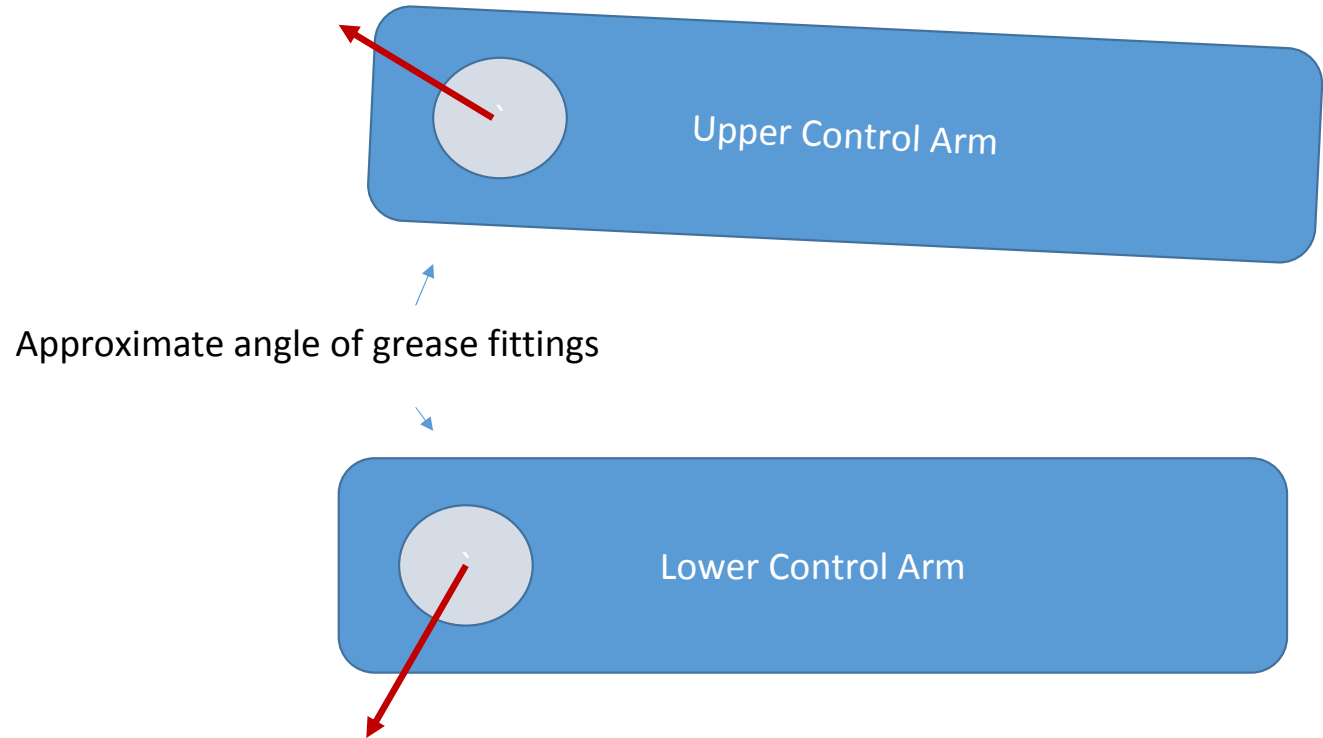
2. Rubber/  
Delrin Bushing-  
(in frame)

1. Rubber Bushing-  
(in Leaf eye)

## ***Custom Works Rear Spring and Shackle Installation***

1. Press out old upper and lower bushings.
2. Press in Steel bushings, however they will likely be loose enough that they spin in the socket. Tack weld each bushing into place.
3. Before welding, hold the arms in approximate positions and line the grease fitting holes up so when the arms are mounted you will have access to the fittings.
4. Lower control Arm inner bushings are drilled for a 1/2" bolt.
5. Most likely your lower arms take a 9/16 bolt and will need to be drilled out.
6. Either send to a machine shop which is the best option to be drilled out. Bring the bolts you will use to they can be sure to machine them to exactly the right size.
7. If you are going to drill out yourself you will need 4 drill bits. 33/634, 7/32, 35/64 and 9/16.
8. You need at least a drill press. A hand drill will not work.
9. Using liberal amounts of cutting oil, drill out the bushings starting with the smallest bit and working your way through.

10. To hold the bushing straight drill a 1" hole into a 2x4 and place the bushing in the hole.
11. Use a pair of skinny vice grips or other clamp in the center area grease channel to hold the bushing and keep from spinning.



## ***Custom Works Steel Control Arm Bushings Install***