Shoebox Central 49-51 Ford Superior 2 link Rear Air Ride Kit:

1. Jack vehicle up, level front to back and side to side
   **We recommend supporting the rear of the vehicle in front of the axle to allow for the removal of the axle easier.*
2. Remove tires
3. Tear down rear suspension, remove driveline, brake hose, brake line, parking brake cables, shocks, and leaf springs.
4. With the axle out of the chassis, measure the degree of the leaf spring perches to the pinion for reference when re installing axle and setting pinion angle.
5. Cut the stock brackets off the axle housing and grind clean / prep axle housing.
6. Prep / clean chassis for mount and bracket installation. Front link mount crossmember positions 11.25” forward of rear seat stock crossmember. To verify placement cross reference 8.625” forward of holes in chassis.*see attached photos*
7. Tack front link mount crossmember in place once positioned correctly side to side.
8. Layout and cut sheetmetal in trunk to allow notch / bag assembly to cycle into floor space.
9. If installing small kit with bumpstops, only cutting required is panel over chassis. If installing full kit, cut wheel well to wheel well to allow differential to cycle up into floor space.
   **see attached photos*
10. Position bag mount / notch assembly on outside of chassis. Use hole in mount / assembly to locate assembly off existing shock location / hole in chassis. Use rear hole on mount to align with hole in chassis to position and level outer mount to chassis. **see attached photo*
11. Once mount positioned, clamp in place, and tack weld mount to chassis.
12. Mark your notch cut. Transfer from inside of chassis to outside of chassis, side to side.
13. Install inner mount in place using the same holes to position mount. Use spacers provided for both front and rear placement.

14. Once inner and outer plates in position and tacked, install and fit upper plate. Clamp in place and tack weld once fitment correct. **upper and lower frame caps are side specific, pay attention to ensure correct piece fit up prior to any major trimming or cutting.*
15. Weld notch assembly and chassis mounts, inner, outer, and upper cap out prior to cutting notch out.
    **We recommend supporting the rear of the chassis with a jack lightly while the chassis is on jackstands in front of the axle to minimize chassis flex, both while cutting and welding the bag mount / notch assembly.*
16. Cut center of c notch out of chassis once inner and outer notch welded out.
17. Install lower frame cap. Drivers side has notch out of lower cap to clear panhard bar mount
18. Prior to re positioning the axle under the chassis, find center on axle housing, then measure and mark 13.9375" (13 - 15/16") out off center of axle housing on the rear of the axle tubes. It may be easier to work off the backing plates inwards. Measure and mark 13.375 (13 – 3/8") off center of the front of the axle housing.
19. Install link arms into front link mounts with socket head bolt facing upward on axle side.**If link arms do not have bushings installed in them, apply a small amount of wheel bearing grease to bushing halves and inner sleeves prior to installation. Install provided 3/8 – 16 x ¾" socket head bolt. **Panhard bar bracket to rear of link arm / axle goes on passenger side.*
20. Position axle back under chassis and support with jack or on jackstands.
21. Position axle pads onto link arms and cycle up to axle. Take provided ¾" U Bolt and drop over axle tube, through axle pads, through link arm, and tighten nuts. Leave loose enough to move around slightly. Axle pads are angled.
22. Move axle around until inside of axle pads land on previously made marks of 27.9375 {27 15/16"}(rear) and 26.750 {26 ¾"} (front) apart.
23. Tighten U Bolts up, set pinion angle based off previously taken measurement, and final tighten U Bolts, then tack axle pads in place. Weld axle pads to axle housing.
24. Install supplied 90* bent 1/8" steel to stock "rear seat" crossmember. Mark 8.25" (8 ¼") front frame rail inward. Position bent pieces to that and mark your cut work. Transfer to opposing side. Cut on marks. Tack both in place then weld out. **see attached photo*
25. Cycle suspension to determine cut work needed to trunk and driveline tunnel.
26. Perform any sheetmetal work needed at this point. Once fabrication completed, disassemble, final weld, and finish product as desired. *(Paint, powdercoat, chrome, ect.)*
27. Re assemble suspension with link arms first.
28. Install upper bag mounts with upper hardware first. Cycle suspension up and install 3/8- 16 x ¾ " hex head bolt provided for lower mount. We only use the center hole on the lower bag mount. Install using 3/8 – 16 x 2 ½" socket head bolt. (Conintued)

28. Continued **install air fitting in bag prior to installing bag into mounts to make easier access.*

29. Install the shocks once the bags are in place. Install shock onto upper shock stud / mount first. Install bolt from inside to outside of frame. This will allow you to replace the shocks without removing the tires.

30. Then swing the shock down into the lower mount using the provided shock bolt. The shock will fit to the rear of the tab on the link arm.

31. Prior to installing the panhard bar, ensure both heim joints are threaded in evenly side to side to ensure correct adjustment. *Grease threads prior to assembly*

32. Install the passenger side first on the link arm.

33. Cycle up to drivers side mount and adjust heims if needed to allow for an easier install. Be sure to thread evenly by holding the loose heim while adjusting the bar.

34. Cycle entire suspension up to your desired ride height. Measure from backing plate to the outside of the chassis side to side. Adjust panhard bar side to side to center rear axle in chassis.

35. Re route fuel lines, brake lines, and emergency brake cables as needed to clear all suspension components.

36. If using the stock fuel tank, use part number from Napa or Weatherhead 7915 (adaptor) and part number 05706B-B66. This will give clearance to the panhard bar.

IMPORTANT NOTES:

When removing tires from an air ride vehicle in the rear, it may be necessary to disconnect the lower shock bolts to allow the axle to travel further down. In some instances, the panhard bar may need to be removed on one side to allow the axle to freely move side to side to allow for the wheel clearance. Letting the air out of the tires can help as well.

Brake hose placement and length. There are a handful of ways to plumb the brakelines on these vehicles, ensure there is no stretching or crushing of any brake hose or brakeline when routing brakelines. Common issues are found when routing steel brakeline on top of the axle and the brakeline being crushed or pinched against the chassis when the vehicle is aired out. Brake hose length and placement is the same issue. Check the fit and clearance of all components through the entire range of travel.

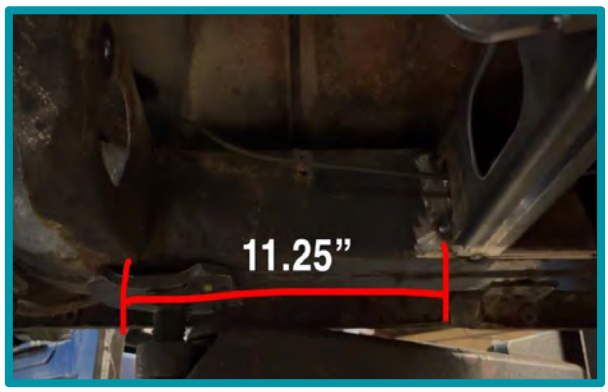
Parking brake cables; same issue as listed above. The concern is not as much crushing a parking brake cable as much as it is pulling them tight through the travel. This would cause the cables to pull tight and engage the parking brakes at certain points in the travel.

Air line routing. Keep air lines routed away from heat, pinching, crushing, and sharp edges. Airlines are the lifelines for your air bags. If an airline chaffs through and blows, the vehicle will air out abruptly.

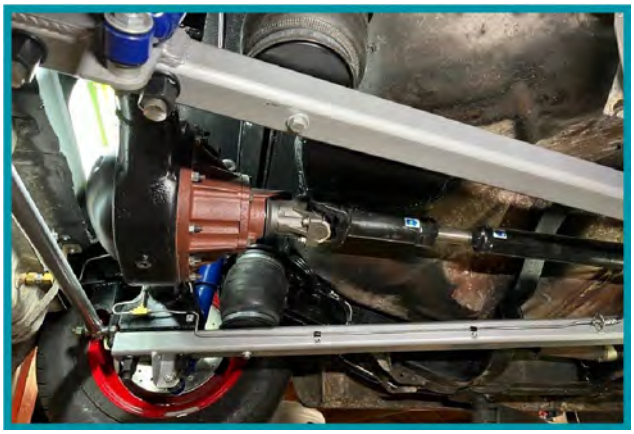
****Driveline* NOTES***

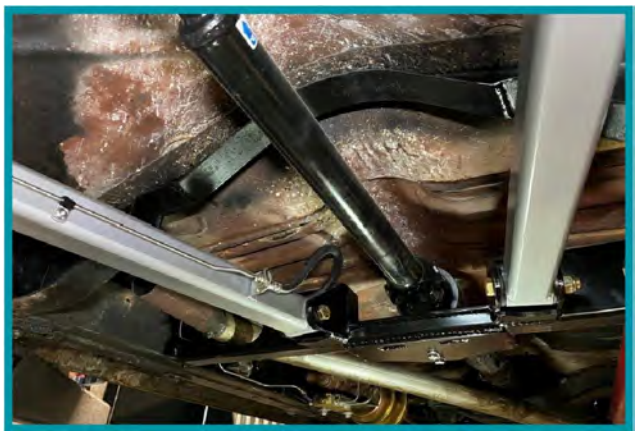
A 1310 joint is the largest joint allowed for on the #2 shaft carrier bearing side.

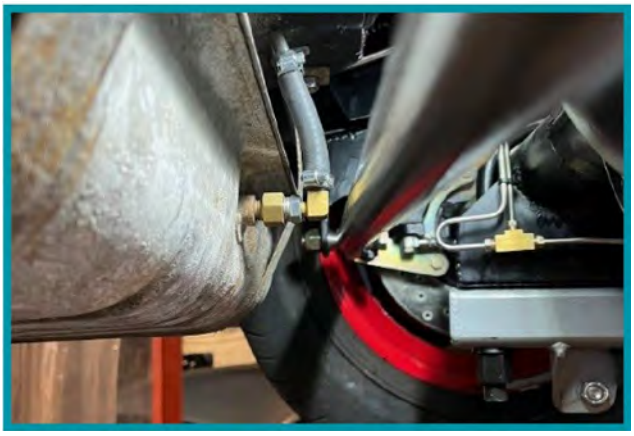
Carrier bearing is off a 2 bolt inline Chevy set up. Common applications are ’58-64 Impalas

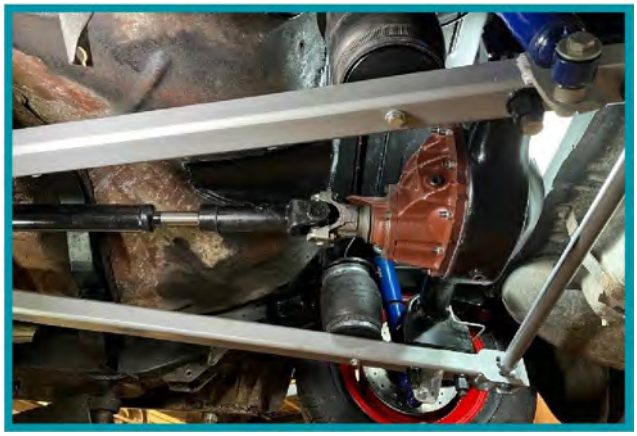

11.25”


8.625”



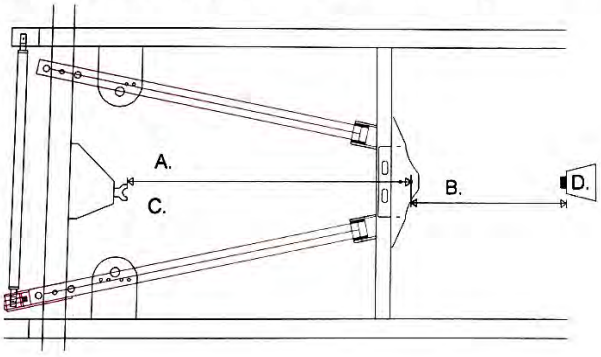






Measurements for 2 piece driveline

A. Distance from center of forward carrier to center of pinion flange #2 SHAFT
*Measure shaft #2 with suspension bottomed out and drooped out to ensure driveline built at correct length
B. Distance from center of forward carrier bearing to rear seal face of transmission tailshaft housing #1 SHAFT
C. Spread between pinion flanges and diameter of U Joint (to help determine what rear axle installed in vehicle)
D. Output shaft diameter and spline count (what transmission is in vehicle)



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A. BOTTOMED OUT _____ DROOPED OUT _____
B._____
C. SPREAD BETWEEN PINION FLANGE BOLTS _____ DIAMETER OF U JOINT _____
D. OUTPUT SHAFT OUTER DIAMETER _____ OUTPUT SHAFT SPLINE COUNT _____