

INSTALLATION INSTRUCTIONS

Part No.# SSM-1304

General Motors (GM) Leaf Spring Lift Bars

For 1967 -1969 GM, F- Bodies, Camaro, Firebird, Trans-Am
For 1962 -1967 GM, X- Body Chevy II & 1968 -1978 GM, X- Body Nova

PLEASE WORK SAFELY

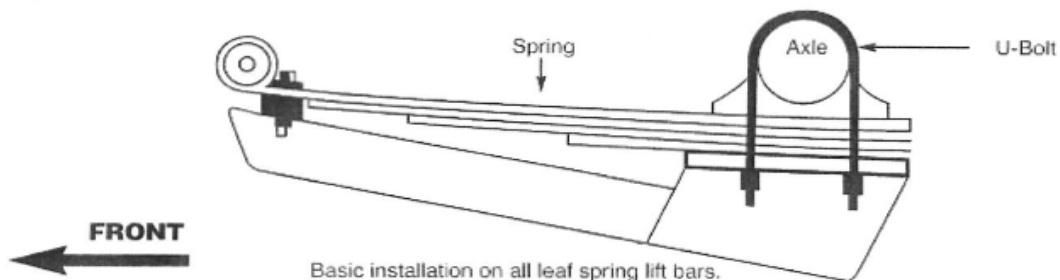
For maximum safety, please perform this install on a level surface with vehicle's both front wheels blocked.

PREPARATION FOR INSTALLATION

- Place vehicle on Jack Stands, by supporting chassis or frame just in front of the leaf springs on both sides of the car. (Make sure the jack stands can handle the weight of your vehicles load, and *Do Not* put jack stands under front of car.)
- Then double check to make sure your vehicle is secure when raised in the air, with both front wheels *Blocked*, and now the car is safely supported, up in the air, by proper jack stands, safely supporting your vehicle.

INSTALLATION INSTRUCTIONS

- STEP 1.** Now that the car is raised, as noted above, remove both rear wheels from both sides.
- STEP 2.** Place a floor jack under the rear Differential and raise rear axle up just enough to remove the Lower Rear Shock-Bolts. Then Lower Rear Axle all the way down & remove floor jack.
- STEP 3.** Next, Remove the U-bolts & Spring pad from one side of car. (*New U-Bolts are Recommended.*)
- STEP 4.** Now, you can install the Lift Bar under the leaf spring, as shown below in the drawing.



STEP 5. The Lift bar Large pad is now on bottom of the leaf spring, where lower pad was removed.

STEP 6. Next, Place the u-bolts around axle and down through the holes on the lift bar pad. Then install washers & nuts on U-bolts, just finger tighten the nuts up as far as they can go, and snug them down *just a little bit* with a small wrench. Make sure to do this equally on u-bolts.

STEP 7. Check to make sure the new lift bar installed has its spring pad in the Stock Location, and the front clamp bar is centered under the leaf spring. The Picture below is for lift bar location reference only. You should *NOT* have your shock installed at this point. Not Yet.



Now, At this point, complete all these steps above on other side of the vehicle installing both bars.

STEP 8. With both lifts bars now bolted to leaf springs & rear axle, secure nuts and torque to spec.

STEP 9. Now that both bars are bolted to leaf springs, place a floor jack under the center of the rear differential, and raise it in the air, until the *front lift bar clamps* are about $\frac{3}{4}$ " inch away from below the leaf spring. Next, install the supplied u-bolts (from hardware kit) to the front of each of these lift bars, over the leaf springs and down through the front lift bar clamp on both sides of the car, and install washers & nuts finger tight.

STEP 10. Now, install the supplied u-bolt *shims* to the front of the lift bars. Place them in the small $\frac{3}{4}$ " inch gap *UNDER* the leaf spring, inside u-bolt that are finger tight. You can use any amount of shims to fill the Gap. It may take only (1) shim, OR it might take (3) shims. There are 6 shims supplied, in case you need the maximum amount on your application.

STEP 11. There should be *No Shims*, on tops of the leaf springs, only the u-bolt touching the top of leaf spring with “No Space” under the u-bolts on both sides. *See Pic Below*



STEP 12. If you have a large space between lift bar & leaf springs, you might need to fill this gap with some a small shims, as added below in this application. *See Photo Below*



STEP 13. Once the u-bolts and shims are installed, continue to raise rear axle until you just about raise the car off the jack stands, And NOW TIGHTEN ALL U-BOLTS AND TORQUE DOWN TO SPEC. *At this point re-install shock bolts and re-install shocks back onto car.*

STEP 14. Remove jack stands and lower car back down to ground.

CONGRATULATIONS YOU ARE FINISHED !!

***** **ALL RACERS PLEASE NOTE** *****
WELDING IS ONLY OPTIONAL , AND NOT REQUIRED !
THESE LIFT BARS ARE LEGAL FOR USE IN ALL STOCK CLASSES,
IF NOT WELDED ! NHRA & IHRA STOCK DIVISIONS DO NOT ALLOW
ANY WELDING ! THEY REQUIRE CONTROL ARMS BE BOLT-ON ONLY !

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