

BRINGING UP THE REAR



Down below, Jack undoes the shock lower end and removes it from the hole in the spring plate. The shock comes away from the car. While he's down there, he removes the nuts from the U-bolts that hold the axle to the spring.



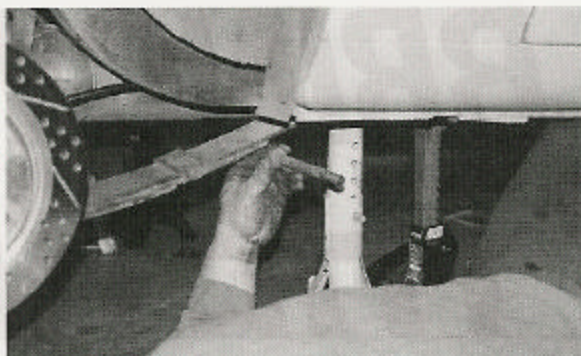
The spring plate can now be removed. We're going to take those U-bolts and clean up the threads with a wire wheel.



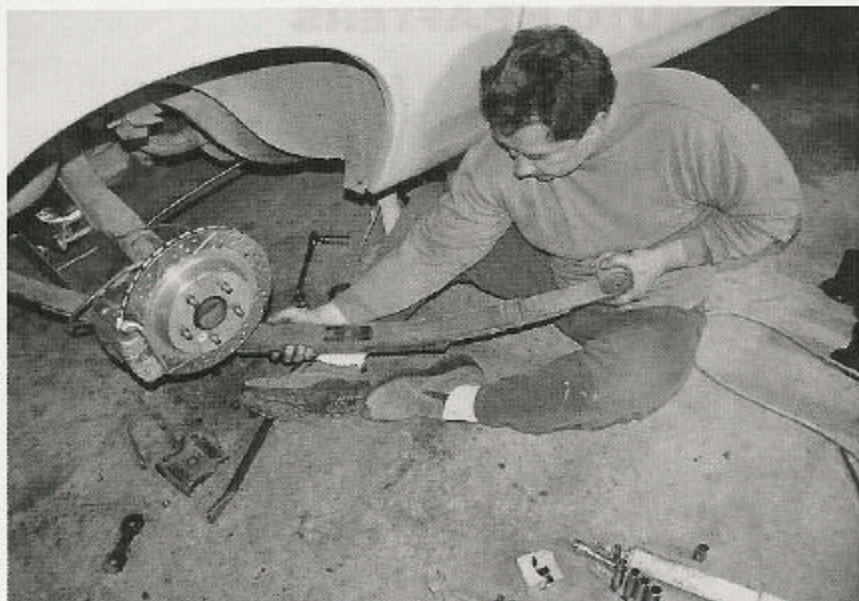
The rear axle is heavy. We support the axle with a floor jack driven in from the opposite side of the car. People tell us every day that our Baer brakes look heavy-duty. We agree.



After some difficulty caused by interference with a tailpipe, the rear shackles were undone and brought down from the rear framerail.



Even on a very clean street-driven car like Jack's, a little WD-40 helps here. You'll need a ratchet with a wrench behind it for this job. Once the nut is off, the large spring bolt can be removed.



The spring itself is also heavy, and it has a tendency to tip sideways and bite you once it's loose from the car.

This comparison shot shows that some of the strength has gone out of the old spring. The bushings at the small end of the spring were mush.



This was one of those cases where the new parts went in more easily than the old ones came out. The new spring is set into position and the whole procedure reversed.



This shot of our wheelhouse shows that Jack has his act together out back. Everything looks tight and squared away, and his correct ride height has been restored.

SOURCE

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