



SP057 LEAF SPRING INSTALLATION

Also covering Part #RH015

1967-1969 CAMARO AND FIREBIRD

NOTE: This part number is designed to use the original mounting hardware from a factory multi-leaf rear end setup. If you have a factory mono-leaf rear end or wish to upgrade the hardware for your multi-leaf setup, you can purchase the BMR leaf spring installation kit (Part #RH015). This kit includes new front mounting hardware, polyurethane leaf spring pads, larger U-bolts, and a heavy duty rear shackle kit with polyurethane frame bushings.

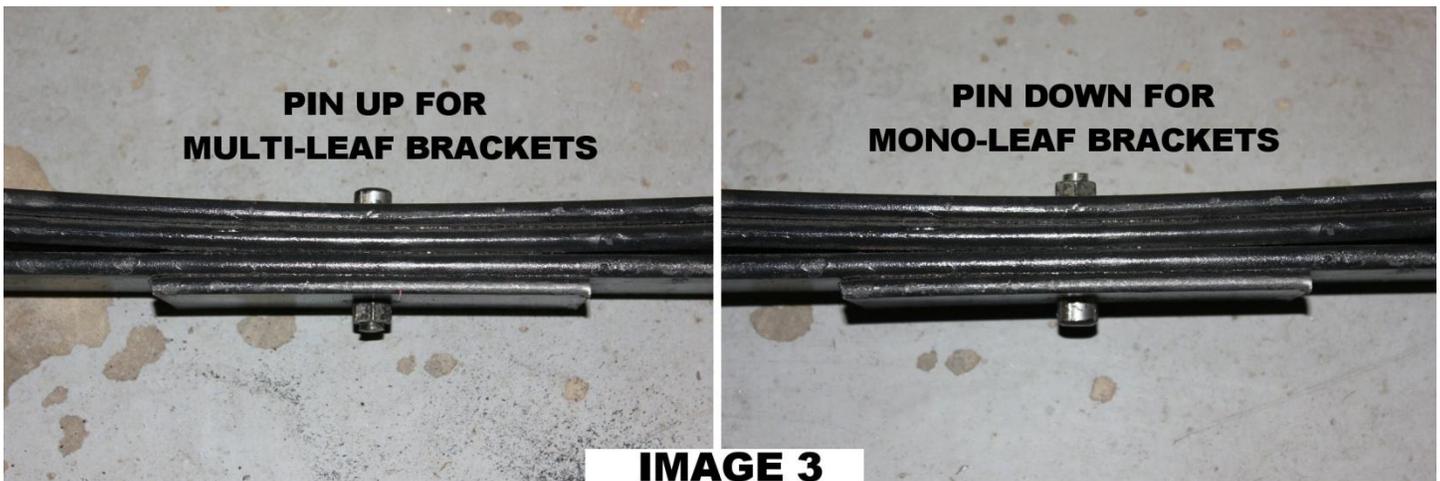
INSTALLATION:

1. Lift vehicle and support with jack stands under the frame rails.
2. Remove the lower shock bolts.
3. Loosen the (4) nuts on the shock mounting plates then remove the plates.
4. Place a hydraulic jack under the axle. Lift the axle off the springs.
5. Loosen the nut on the rear lower shackle plates but do not remove the bolt.
6. Loosen the (3) bolts on the front leaf spring pocket and also remove the rear leaf spring bolt then remove the leaf spring from the vehicle.
7. If the vehicle was originally equipped with mono-leaf springs, knock out the factory bolts from the leaf spring axle mount (4 per side). Using a $\frac{1}{2}$ " drill bit, drill out the 4 holes in the leaf spring axle mounts. Also drill out the holes in the shock mounts to allow the use of $\frac{1}{2}$ " U-bolts. **(IMAGE 1)**
8. If you also purchased the leaf spring installation kit (**RH015**), replace the nut clips in the frame at this time.
9. If you purchased the leaf spring installation kit, knock out the upper bushings in the frame and install the supplied polyurethane bushings and inner steel sleeves. Bolt the new shackles to the frame with the head of the bolt on the outside of the frame rail. Leave the nut loose for now.
10. Remove the front spring pockets from the old springs and install them onto your new springs using the factory bolt and nut. Use the $\frac{1}{2}$ " x 5" bolts, nuts, and washers if you purchased the **RH015** hardware kit.

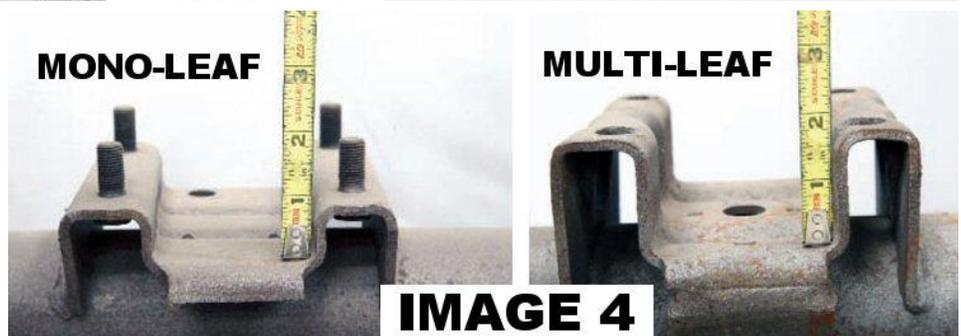


SP057 LEAF SPRING INSTALLATION (Continued)

11. If you have a factory multi-leaf setup, insert the factory or aftermarket leaf spring pads up into the spring pockets on the rear end. If your vehicle came equipped with mono-leaf springs and you are using the polyurethane spring pads from the BMR leaf spring installation kit, it will be necessary to trim the side lips off the upper pads for them to fit inside the mount. See **IMAGE 2** for illustration. Vehicles that were equipped with factory multi-leaf springs do not need to modify their leaf spring pads.
12. Before installing the springs take note of the locating dowel on the leaf springs. BMR assembles our springs for use with OE multi-leaf spring mounts. If your car came originally equipped with mono-leaf springs this dowel must be removed and flipped to the bottom side of the spring as shown in **IMAGE 3**. If you are unsure which springs your vehicle originally came with you can identify the axle brackets using **IMAGE 4** as a guide. To flip the dowel around simply grip the dowel with a set of vise grips, then remove the nut with a 9/16" socket. Remove the dowel bolt and re-insert it from the opposite side then re-tighten.



13. Lift the front of the BMR spring up into place and bolt the front spring pocket to the chassis using the OE hardware. If using the BMR installation kit (**RH015**), use the 3/8" x 1.25" bolts and washers.



14. Pivot the spring up into place and connect the rear spring eye to the shackles using the factory hardware or the new hardware from the **RH015** kit. Leave the nuts loose on the shackles.
15. Place the U-bolts over the axle and through the holes in the leaf spring brackets.
16. Mount the lower shock plate, sandwiching the spring pads between the shock plate and the leaf spring. Tighten all 8 nuts on the U-bolts until the spring pads begin to bulge.
17. Re-install the shocks.
18. Before tightening the rear spring shackle bolts, make sure you load the suspension. The weight of the vehicle must be on the springs while the shackle bolts are tightened. Failure to do so will alter the ride height and can also damage the spring bushings.