
Congratulations on your purchase of modern shocks for the Model A Ford.

This set of shocks will provide a better ride than the original shocks and if replacement becomes necessary, they are easily available at most auto parts houses. All hardware is inserted in parts the way they get installed. Short shocks go on front and long shocks go on rear.

Installation is a simple operation that does not require any cutting or welding. The front rubber mount bushings may need to be trimmed to fit the bracket hole depending how they come from the manufacture. This can easily be done on a grinder. You may also want to paint the shocks black. All of the hardware is assembled the way it gets installed on the car.

The rears will require the most time. The rear wheels and drums will need to be removed to gain access to the backing plate bolts. The bracket is mounted using the two rear backing plate bolts. You will need to remove the emergency brake carrier to remove the two original bolts. Replace these two bolts with the ones provided in the kit. Insert the bolts from the inside, through the backing plate and then through the new bracket. The nuts will be on the outside on the back side of the backing plate. To install the top bracket, remove two existing bolts from bumper brackets at rear cross member. Install shock bracket on top of bumper bracket using supplied bolts. These bolts get mounted from the bottom up.

The fronts will be much quicker. Use the original upper shock mounting holes for the top bracket. For the lower bracket you will position the cross bar of the lower bracket into the hollow of the front axle. Position this so that the upper shock stud has sufficient clearance. Drill one hole for each mount and bolt in place. Drill the hole with just enough clearance to allow the bolt to go in. Drilling the proper size hole and installing a bolt is like not having a hole at all.

Check the top of all shocks for sufficient clearance. Sometimes it is necessary to place a shim behind the bracket and frame to provide the proper clearance.

Tighten all shock studs until rubber begins to bulge.

After about 100 miles of driving, recheck all nuts and bolts for tightness. We recommend Loctite on all bolts.

Enjoy your ride.

