

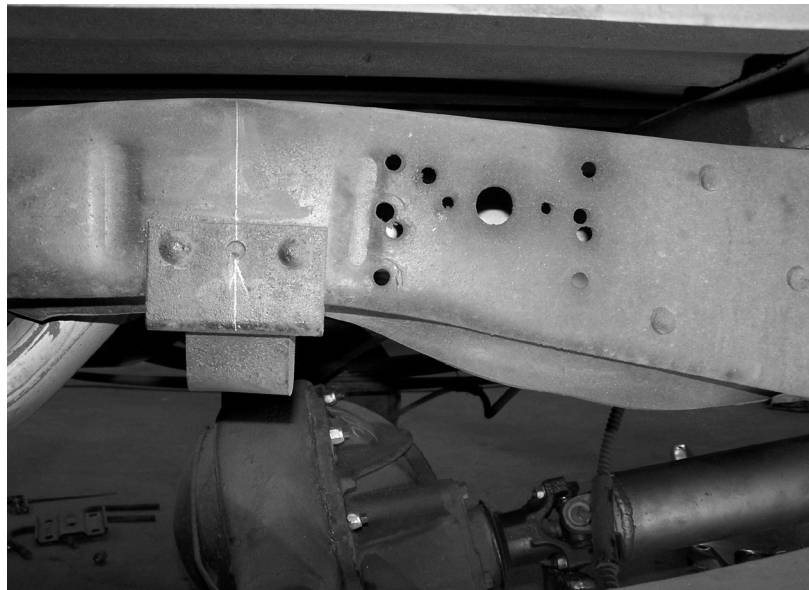
**INSTRUCTIONS FOR '65-'79 F-100 FLIP KIT REAR SUSPENSION**      VERSION 2:1

1) Please read these instruction thru before beginning the actual installation. Certain details may become clearer as you understand the entire job, and lead to less anxiety. Save all parts including nuts, bolts, and washers as some will be reused later. Raise the truck on sturdy jackstands to protect you from danger.

2) Unbolt the shocks, rearend u-bolts, and leaf springs. The axle should be supported with another pair of jack stands to make this easier.



3) Locate the “lip” on the bottom of the frame behind the axle bumpstop. This “lip” needs to be heated and folded up for the c-notch reinforcement plate to fit.



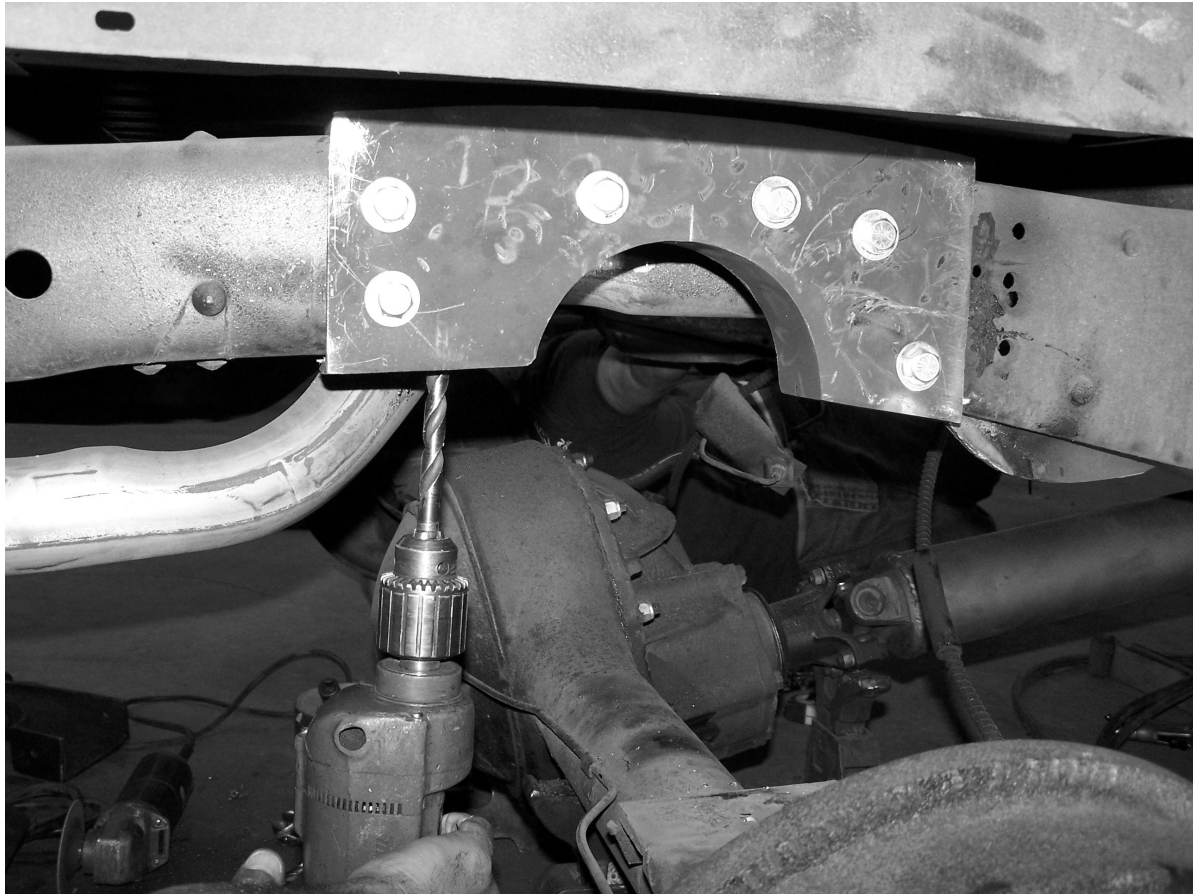
'65-'72 shown. The '73-'79 Version uses all the same parts, other than a different “C” notch plate, due to a different frame rail shape.

4) Locate the center hole on the axle bumpstop bracket (note the arrow pointing to it in previous picture). This will be the center of c-notch to be cut out. Use the c-notch template to mark the area to be cut out. Note that the top forward hole on the template matches a factory hole in the frame, as noted on the template. Trim the area and clean up with grinder.



5) Now you are ready to install the c-notch reinforcement bracket. Use a punch to line up the upper front hole on the c-notch reinforcement bracket to an existing hole on the frame. Mark and drill the remaining 9 bracket holes into the frame. Bolt the c-notch reinforcement bracket tight with the supplied bolts. Add the short bumpstop to the "C" section hole drilled the axle center.

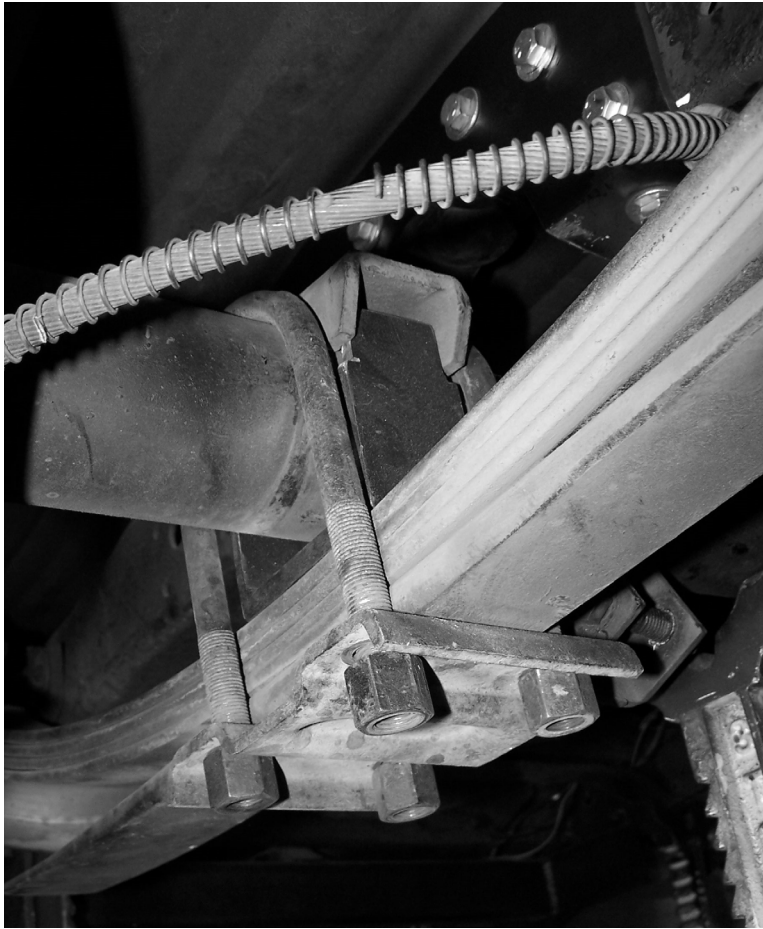




6) Re-install leaf springs using original hardware with springs under the rearend housing. Install the flip block on the bottom of the rearend with the **TALL** side to the rear.

Make sure notches seat up completely. The leaf spring centering bolt needs to be trimmed flush with nut. Set the rearend down onto the spring, reuse the original u bolts and axle plate to finish assembly.

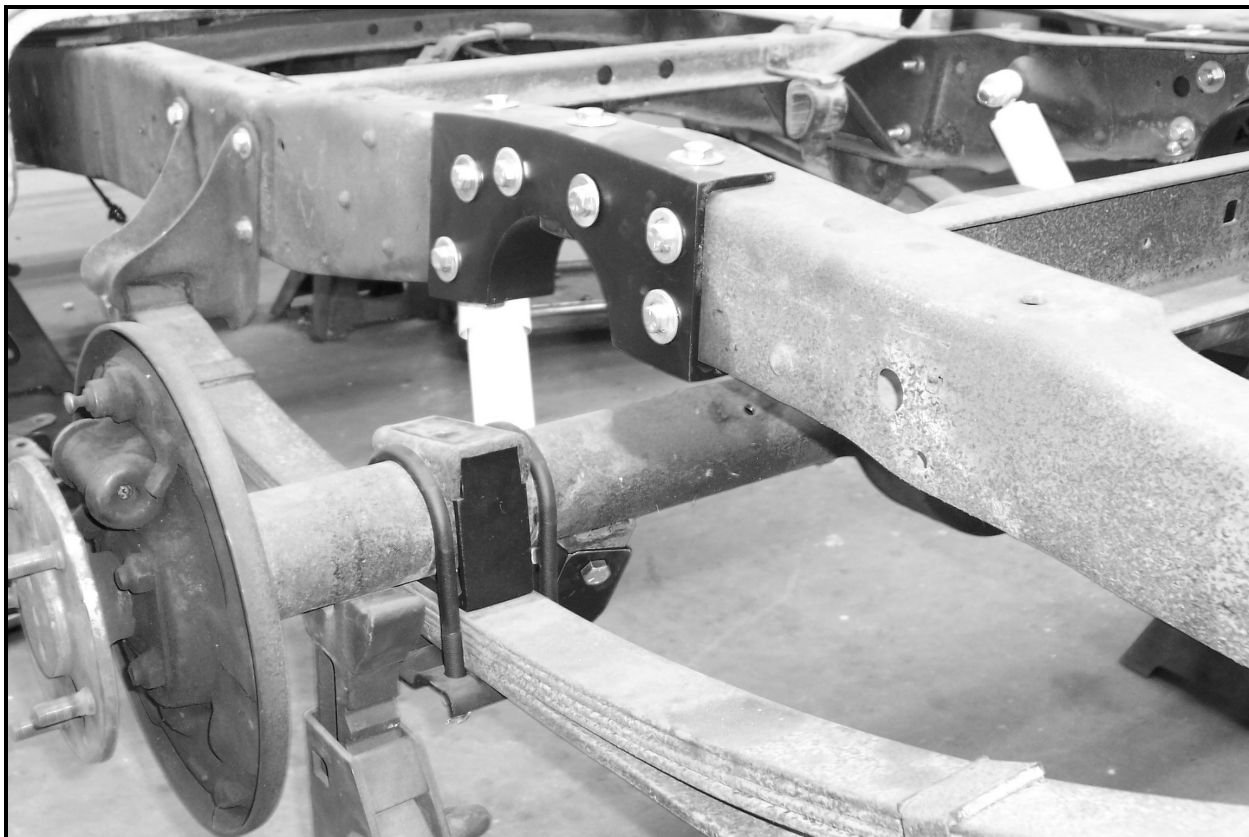




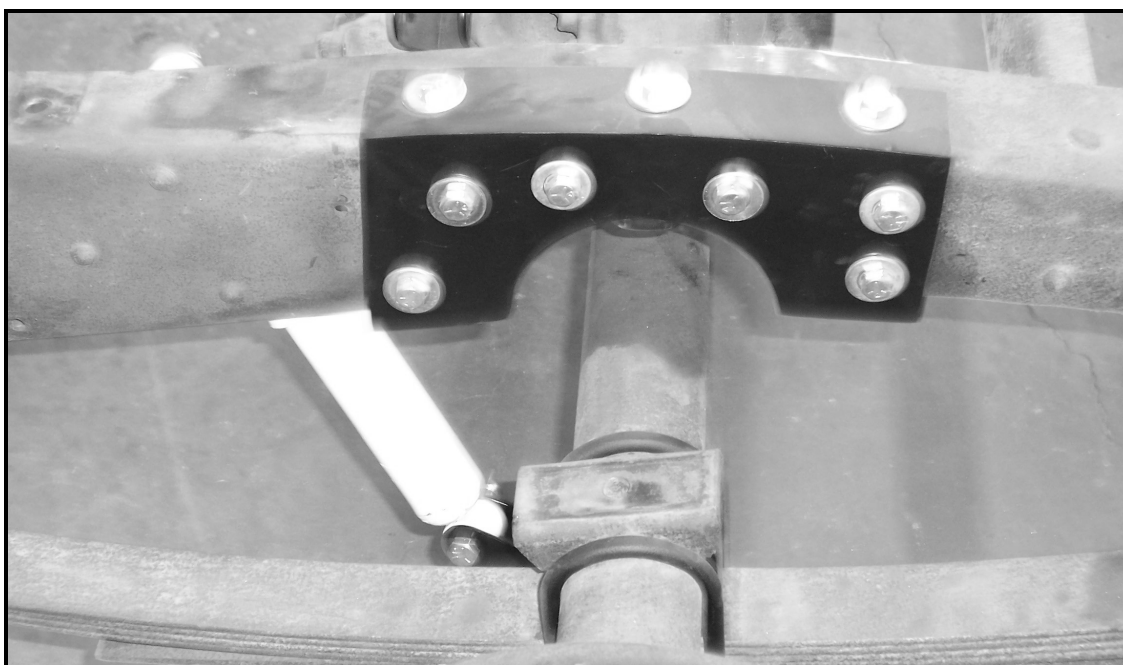
7) The shock extensions bolt onto the original rearend shock brackets using  $\frac{1}{2}$ "x1" bolts.







65-69 shock absorber shown, 70-79 has a stud type upper mount on the original frame



Flip kit parts:

- |   |  |
|---|--|
| (2) Axle flip blocks  | (1) frame cutout template                              |
| (2) Shock extensions  | (2) Monroe #34817 shocks (loop mount both ends)        |
| (6) ½"x1" NF with Nyloc half nuts                                       | (OEM 63-87 Chevy PU front)                             |
| (12) ½" flatwashers   | for 65-69 F-100 flip kits                              |
|   | <b><u>OR</u></b>                                       |
| (2) C-notch reinforcement plates (65-72 or 7379 version per order) with |  |
| (20) 7/16"x1 ¼" NF with Nyloc nuts                                      | (2) Monroe #34899 shocks (stud top mount, loop bottom) |
| (20) 7/16" flat washers   | (OEM 75-91 E-100 van)                                  |
| (2) short bumpstops   | for 70-79 F-100 flip kits                              |

this hole lines up with an  
existing hole in the frame

65-72 ONLY

FRONT

cutting template RH

AXLE  
CENTER  
LINE

