

For 1963 & 1964 Galaxie owners...

*ALL of them, including 406,427, Taxi's and Police.
This is how to remove and replace your offset shafts with
straight shafts without completely disassembling your front end.*

OFFSET SHAFT REPLACEMENT WITHOUT REMOVING THE A-ARM

To Remove:

Support the lower A-arm with a floor jack close to the front where the big bushing is located. Loosen the nut on the end of the shaft that passes through the A-arm but leave it on a few threads. Loosen the big 1 7/8" nut in front of the front crossmember but don't remove it completely. You now have enough space to cut through the offset shaft on each side of the oblong piece of the shaft. I recommend using a sawzall with Milwaukee Torch or Dewalt carbide blades. A pack of three blades, six inches long and eight teeth per inch should do it. It is a bit of a workout to get through them, be patient. Once both cuts are done you can remove everything.

To Install:

Discard all old spacers and washers. Place the long 3/4" bolt into the large 1 7/8" nut with the smaller washer on the long bolt head. Hand tighten the large nut into the front crossmember and be sure to leave space between the end of the shaft and the rubber bushing on the A-arm. You need this space so you can see what needs to be done to get the long bolt aligned with the bolt hole in the A-arm.

Loosen the nut on the back side of the A-arm that passes through the rear crossmember. Next, loosen the sway bar link nut so you have some play to work with. Using a heavy duty ratcheting strap for side to side alignment, hook one end of the strap to the A-arm just above where the long bolt passes through. The other end needs to be hooked to something solid on the side of your vehicle (another vehicle's trailer hitch, a tree, a lift post if you are using a lift., Basically anything that won't move).

Slowly raise the floor jack to get the correct height



alignment. Sliding the bolt in and out will show you where you need the height to be.

Next, tighten the ratchet strap slowly until the side to side alignment is correct. (If you still don't have enough play, unhook the bottom bolts on the shock absorber and push it up inside of the coil spring). Once things are lined up the long bolt will easily pass through the A-arm. Once inside of the A-arm it is okay to gently tap it in with a hammer until it is all of the way in. Put the big wash-

er on and start the locking nut by hand. Torque the 1 7/8" nut to 80 foot pounds Then tighten the 1 1/8" nut to 50 foot pounds Tighten up the rear A-arm nut to 50 foot pounds and tighten up the sway bar link until the nut stops. (If you unhooked the shock, hook it back up).

CONGRATULATIONS! You have completed the task without taking the whole front end apart! *To obtain a pair go to bornagainclassics.com or check out the classifieds for information.*

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