

YOU CAN DO IT EASY UPGRADES

by Randy Irwin

1955-57 REAR SHOCK RELOCATION KIT FOR STOCK HEIGHT OR LOWERED CARS



#21-228

One of the most popular upgrades on a classic 1955-57 is the rear shock relocation kit. This kit attaches to the frame and relocates the upper shock mounts to the frame instead of the original location in the trunk floor. By relocating the shocks, you eliminate wear and tear on the trunk floor. With the newer gas charged and higher pressure shocks, the damage to the trunk floor can be even worse. The crossmember included in the previous design kits passes directly over top of the rear end housing. When installed in a lowered car, this crossmember comes very close to hitting the rear end housing. Add a trunk full of luggage and some family members in the rear seat, and the crossmember will definitely hit the rear end!

Our newest design crossmember is made from heavy 1-5/8" tubing for strength and is powder coated gloss black for maximum durability. It has new end plates to positively locate the crossmember in the frame (no guesswork) with shock mounting tabs made of 1/4" steel. This new kit can be used on standard height cars as well as lowered cars and is available in two lengths: 35-1/4" for 2-piece frames and 36" for 1-piece frames. The relocation kit comes complete with all mounting hardware, ready to install.

Parts Needed:

| | Catalog price | Member price |
|--|---------------|--------------|
| 21-228 Rear Shock Relocation Kit For Standard Height Or Lowered Cars 2-Piece Frame | \$119.99 | \$113.99 kit |
| 21-229 Rear Shock Relocation Kit For Standard Height Or Lowered Cars 1-Piece Frame | 119.99 | 113.99 kit |

Tools Needed:

Electric Drill With 3/8" Bit
 9/16" Wrench
 Ratchet With A 9/16" Socket
 Tape Measure

Time Frame:

2 Hours

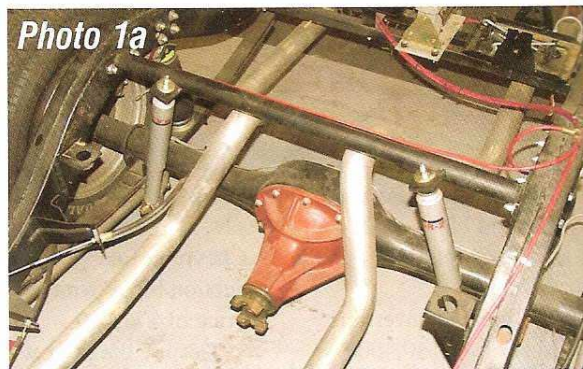


Photo #1a & 1b: The shock crossmember bolts to the rear frame rails on each side with two 3/8" x 3-3/4" bolts, washers and lock nuts on each side. The original design was a straight bar that passed right over the top of the rear end housing.

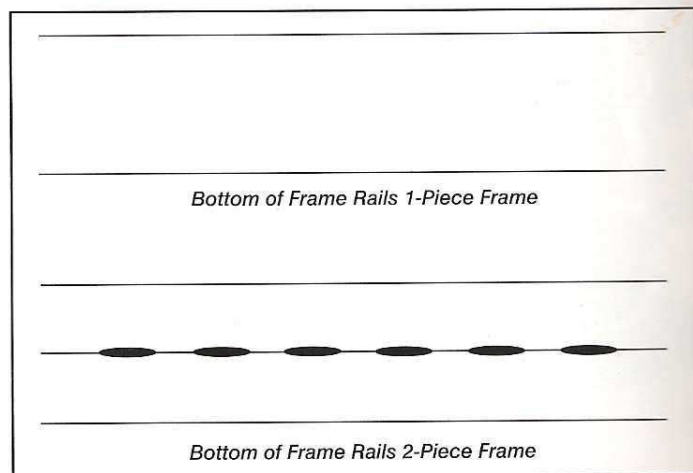


Photo 2

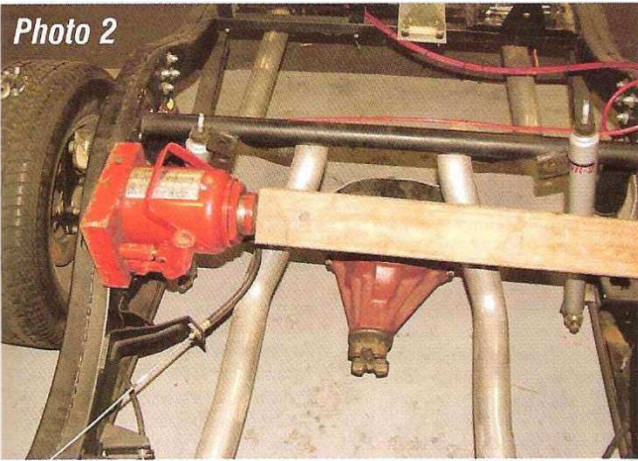


Photo #2: To remove an existing crossmember or to install a new unit, the frame may need to be spread slightly since every frame measures differently. The 1-piece frames will measure right at 36" plus or minus and the 2-piece frame will measure right at 35-1/4" plus or minus between the rails at the rear.

Photo 3a

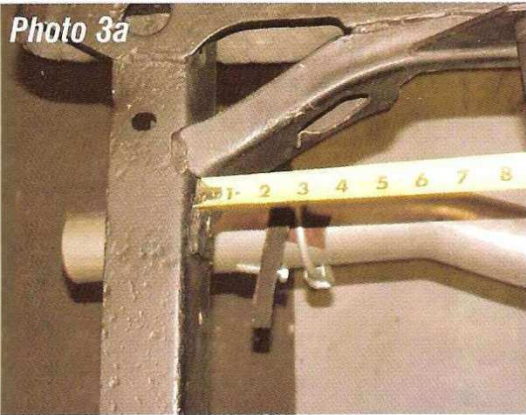


Photo 3b

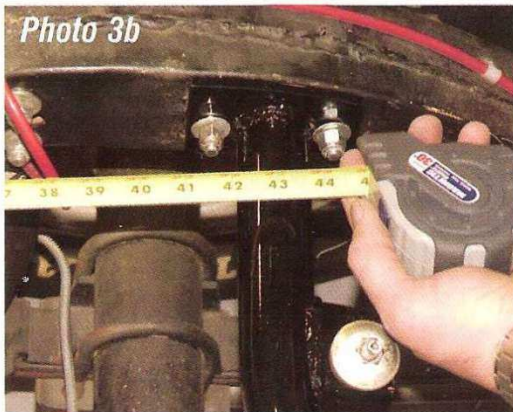


Photo #3a & 3b: If the body is on the frame, line up the new upper shock mounting holes in the crossmember with the holes in the trunk floor where the original shocks mounted. If the body is off the frame, simply measure from the back side of the shock bar to the front side of the rear most frame crossmember. This measurement should be 42".



Photo #4: Align the end plates on the

crossmember to match the crown of the top of the frame. With the proper front-to-rear measurement, this will insure the proper location of the crossmember in the frame. Mark and drill the 3/8" holes as needed.

Photo 5a



Photo 5b



Photo #5a & 5b: With the new shock relocation kit in place, the shocks will be mounted at the same angle as if they were mounted to the trunk floor. With the new upper shock location, the tops of the shocks will be 3" lower than the original mount. With a stock length shock, there is no chance of the shock bottoming out. You can see that the shock crossmember curves forward around the rear end housing to give plenty of room for travel even on lowered cars. This new kit will clear exhaust tailpipes included in our Turbo and Flowmaster exhaust systems. Good luck! 