



J.C. WHITNEY SHACKLES

Shackles – Standard

Shackle Kits are designed to work with either factory bushings or polyurethane bushings. Be sure to inspect bushings before beginning installation. This may be a good time to consider replacing your existing bushings.

Install the shackle to one corner of your vehicle at a time. Before removing the old shackle, be sure the vehicle is supported by the frame, so you can raise or lower the differential with a jack to help when installing the new shackle.

You may need to clean out the holes with a drill bit because of buildup that can occur in the powder coating or zinc plating process. This will allow the bolts to pass through smoothly. **CHECK FIRST.**

Installing shackles over factory rubber bushings can be difficult. **DO NOT SPREAD THE SHACKLE TO MAKE IT FIT.** Shave the bushing slightly if necessary, or use a putty knife with silicone spray lubricant to work the shackle over the bushings. Do not use a metal hammer for persuasion, use a plastic one instead. Sometimes this process can be frustrating but the shackle is designed to work best with out any modifications to the shackle. Polyurethane replacement bushings allow for an easier installation.

Do not over tighten the bolts. Twenty five (25) to thirty five (35) foot pounds of torque will be more than sufficient on shackles with sleeves. On shackles without sleeves take care not to crush the shackle sides by over tightening. The locking nuts provided will not come loose or back off. The shackle sides should remain parallel and not have that “pinched in” look.

After you have completed installing your new shackles, recheck all bolts for tightness. Then check again after you have completed a test drive. Remember not to over tighten the bolts.

