

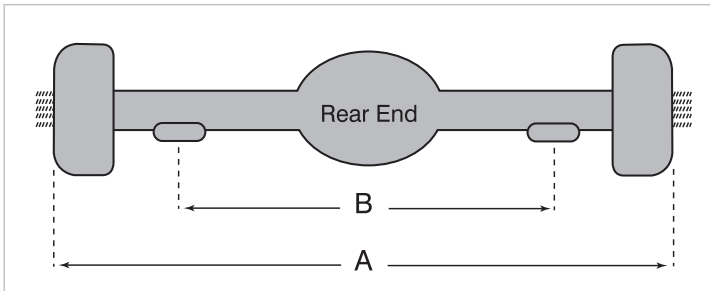
1955-57 9" FORD REAR END INSTALLATION



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 30 years. He is a wizard at creating, making and modifying custom parts for Chevys.

The weakest part of the driveline on a Tri-Five has got to be the rear end. However, it is usually the last thing to be changed - if it works don't fix it syndrome. A new engine you can show off to your friends, an overdrive transmission can save you gas money; but the rear end is under the car, out of sight out of mind. A 9" Ford is the way to go as far as durability, ease of finding parts and least expense in the long run. Finding a 9" with good bearings, the ratio you want, with a posi and the right width can be tough. The Ford rears Eckler's carries manufactured by The 9" Factory is a completely new rear end (housing and all internals are new, nothing used!) for the Tri-Fives with either drum or disc brakes that is a truly a bolt-in unit. The leaf spring perches will be set correctly, the width is exact to your specs, the axles have the Chevy bolt pattern and with the supplied U-joint the stock driveshaft can be used without any modifications. These rear ends are now available in semi-gloss black powder coat so you don't even have to take it apart and paint it if you choose one of the "PC" rears. With The 9" Factory rear end, the hardest job you'll have is unpacking it from the shipping pallet!



Tools Needed:

Floor Jack
Jack stands
3/4" Socket & Ratchet
3/8" Extension

1/2" Wrench
3/8" Line Wrench
Pliers

Time Frame:

4-5 Hours



Parts Needed:

- 21-238 9" Ford With 11" Drum Brakes
21-238PC Powder Coated 9" Ford With 11" Drum Brakes
21-242 9" Ford With 11" Drum Brakes & Stainless Brake Lines
21-242PC Powder Coated 9" Ford With 11" Drum Brakes & Stainless Brake Lines
21-239 9" Ford With 11-7/8" Disc Brakes
21-239PC Powder Coated 9" Ford With 11-7/8" Disc Brakes
21-243 9" Ford With 11-7/8 Disc Brakes & Stainless Brake Lines
21-243PC Powder Coated 9" Ford With 11-7/8 Disc Brakes & Stainless Brake Lines
20-223 55-57 9" Ford Drum Brake Rear Emergency Brake Cable
34-110 55-57 Brake Hose Clip Set (4)
34-114 55-57 Emergency Brake Cable Clips
To order parts call 1-800-456-1957 or visit ClassicChevy.com



Photo #1: The rear end is held to the rear leaf springs with four 7/16"X 3" U-bolts. After removing the

rear wheels, remove the four U-bolts, driveshaft U-joint nuts, the rear emergency cable, the brake hose and shocks. The rear end is ready to be removed from the car. With simple hand tools, a floor jack and about fifteen minutes you can have the complete rear end out of your car.

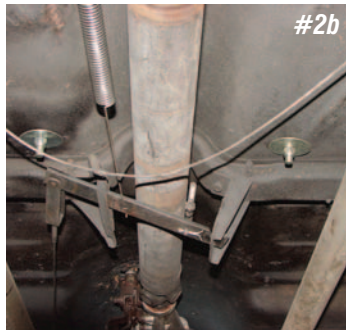
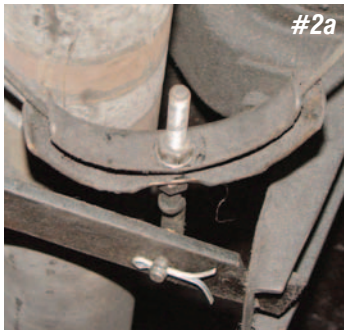


Photo #2a & 2b: Disconnect the rear emergency cable. Remove the 1/2" adjusting nut from the rear adjusting yoke and the cable can be disconnected from the emergency brake lever.

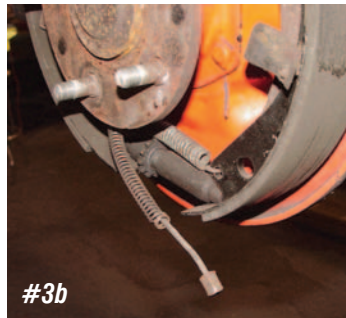


Photo #3a & 3b: The end of the emergency cable has a barrel connector on each side that is hooked to a lever that is connected to the rear brake shoe on each side of the car. With the cable loose, disconnect the cable end from the lever.



Photo #4a & 4b: The rear emergency cable clips into the backing plate. Depress the three fingers on the inside of the backing plate and the cable can be removed from the backing plate.

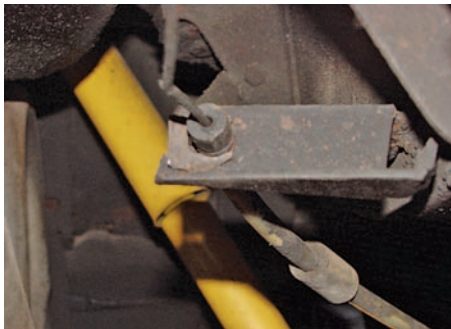


Photo #5: The rear emergency cable attaches to a bracket on the frame and is held to the bracket with a C-clip **P/N 34-114**. Remove the C-clip and the complete emergency brake cable can be removed from the car. A new rear cable **P/N 20-223** will be installed to work properly with the 9" Ford drum brakes.

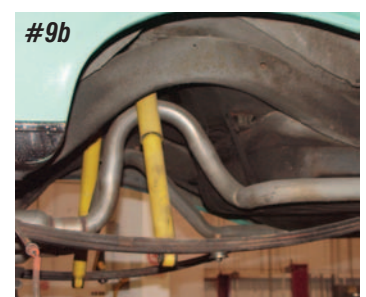
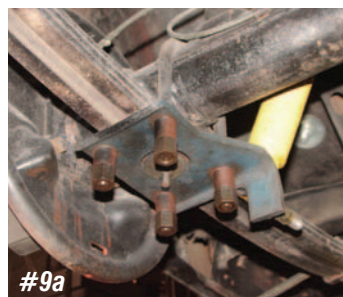


Photo #6a & 6b: The rear driveshaft universal joint is held to the differential yoke with two U-bolts, nuts and lock washers. Remove the U-bolts, nuts and lock washers and the driveshaft can be slid forward to clear the rear end as it gets removed from the car. By leaving the front yoke in the tail end of the transmission, you will not lose any fluid from the transmission.



Photo #7a & 7b & 7c: The rear brake hose that connects from the frame to the rear end attaches to a bracket on the frame and is held to the bracket with a C-clip **P/N 34-110**. Disconnect the 3/16" brake line from the brake hose, remove the C-clip and the hose will be free from the frame.

Photo #8: The shocks are attached to the lower shock plates with a 3/4" nut and flat washer.



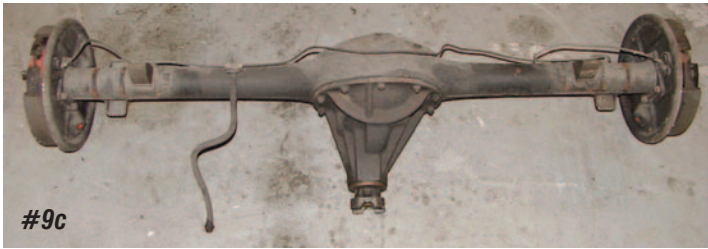


Photo #9a & 9b & 9c: Be sure the car is supported by the frame and not by the rear end and remove the four U-bolts and lower shock plates. Now the rear end can be removed from the car. A floor jack and a friend with a strong back will come in handy here.

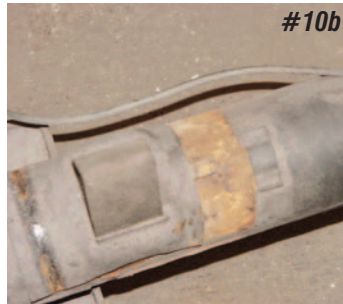
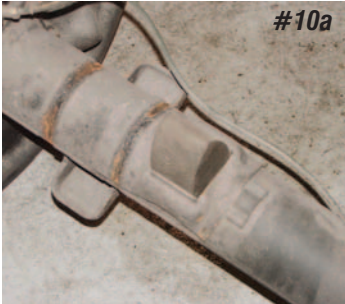


Photo #10a & 10b: The 1955, 56 and 57 rear ends have a bracket on each side of the rear end that holds the lower axle rubber bumper in place. These brackets are the only items we will re-use off the stock rear end. To remove the brackets, simply tap the bracket to the outside of the rear end. This will pull the locating tab out from under the retaining clip on the rear end.

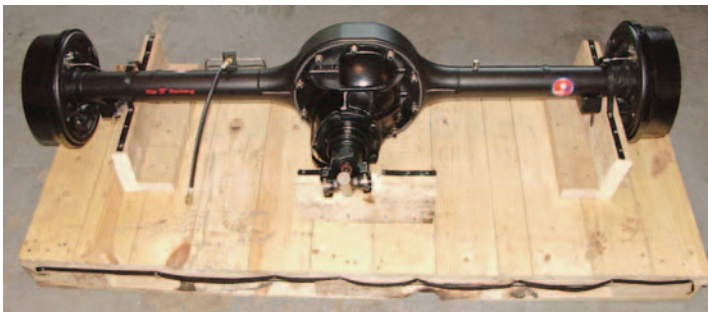


Photo #11: The 9" rear end is sent from the factory on a wooden pallet completely assembled and ready to go. All you need to do is fill it with gear lube, bleed the brakes and you're ready to go. If you order one of the non-powder coated units, you'll need to paint the bare steel housing before installation.

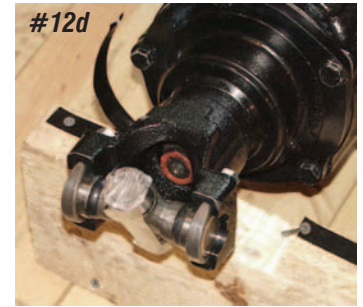


Photo #12a & 12b & 12c & 12d: The 9" Factory uses all new parts and builds the rear end to fit your car. The rear brake hose bracket on the rear end is located in the correct position, a Tri-Five rear vent is used, and the tabs for the lower rear end bumper are in the correct position. Also supplied is a new driveshaft U-joint that will match your 1955, 56 and 57 driveshaft. The 9" Factory uses the proper differential yoke to locate the rear U-joint in the factory location, so the driveshaft currently in your car can be used without having to modify it.



Photo #13: For our project car, we ordered the powder coated rear end with drum brakes and stainless lines **P/N 21-242PC**. All new backing plates, shoes, wheel cylinders, hardware and drums are supplied - no used or rebuilt parts!

Photo #14: Stainless steel brake lines are included along with the brass junction block and the brake hose on all rears ordered with the stainless line option.

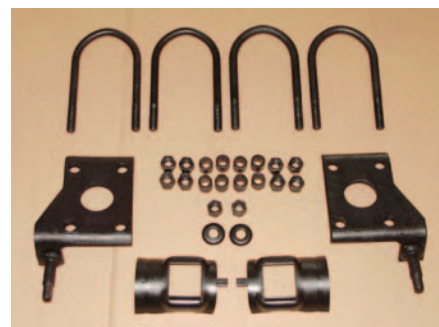
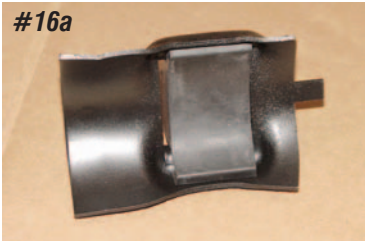


Photo #15: We have sent our U-bolts, nuts, washers, lower shock plates and rear end bumper brackets out to be black powder coated to match the coating on the rear end.



#16a



#16b



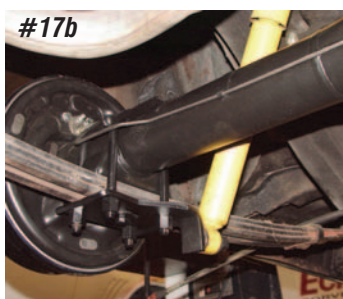
#16c

Photo #16a & 16b & 16c:

The rear end rubber bumper bracket has a tab that keys into the bracket that is welded to the new rear end just like the original. Install the lower bumper **P/N 21-44** into the bracket and attached to the rear end.



#17a



#17b

Photo #17a & 17b: There is a bolt that passes through the center of all the leaf springs to hold the springs together known as the spring center bolt **P/N 21-316**. The head of this bolt also serves as the locating pin for the rear end. The special head on the center bolt keys into the hole in the bottom of the rear end spring perches and keeps the rear end positively mounted in place. Install the rear end on to the leaf springs allowing the center pin on each side to key into the bottom of the leaf spring perch. Install the four U-bolts and torque the nuts to 65 ft/lbs.

Photo #18: Next attach the shock absorber to the lower shock plate, install the cup washer and nut and torque to 65 ft/lbs.

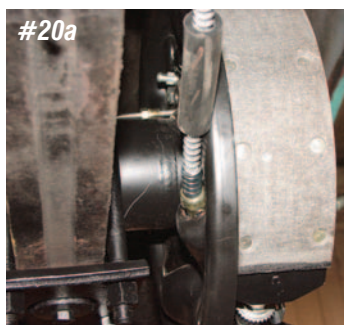


#19a

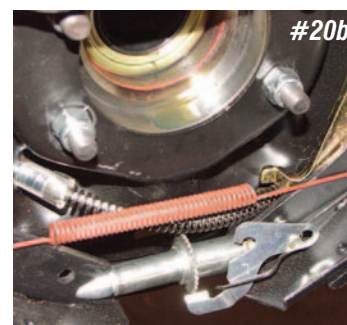


#19b

Photo #19a & 19b: The supplied brake hose connects to the original brake hose bracket on the frame with C-clip **P/N 34-110** and will connect to the stock brake line. Make sure the brake hose is clear of the exhaust system and any moving parts.



#20a



#20b

Photo #20a & 20b: The stock rear emergency brake cable is 4" too long to work with the 9" Ford rear end with drum brakes. The **P/N 20-223** emergency brake cable is designed to work properly with the 9" Ford rear end with drum brakes.



#21a



#21b

Photo #21a & 21b: The new cable will also connect to the original emergency brake cable brackets on the frame. The cable is held to the frame with C-clips **P/N 34-114** and has dust boots to keep trash out of the cable.



Photo #22: The front of the cable connects to the original front adjusting yoke just like the original did. The proper routing of the cable is under the tailpipes but the exhaust system on our project car will not allow this, so we routed the cables over the tailpipes.

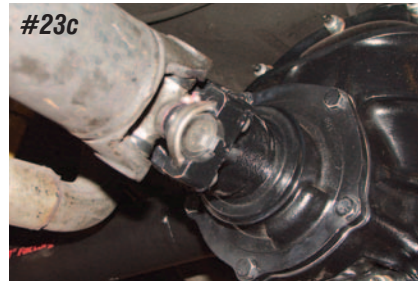
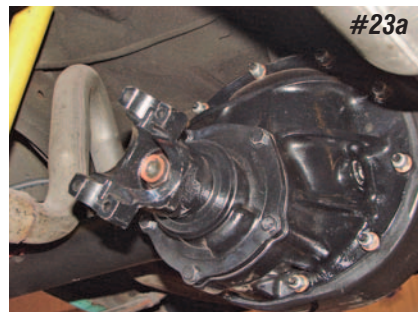


Photo #23a & 23b & 23c: The 9" Factory uses the correct length rear end yoke so that the stock length driveshaft can be used by changing the supplied rear U-joint.



Photo #24a & 24b: With everything installed, we are ready to fill the rear end with gear lube and bleed the brakes. There is a 1/2" pipe plug on the drivers side of the rear end, remove the plug with a 3/8" extension and ratchet. Fill the rear end with 85W90 gear lube until the gear lube runs out the filler hole. Posi additive is not needed. The rear end will hold just over two quarts of lube.



Photo #25: The brakes will now need to be bled. The bleeders for drum brakes are located at the top of the backing plate above the brake lines. The brakes can either be bled with a pressure bleeder or by pumping the pedal. With fluid full, the brakes bled and adjusted and rear wheels installed, the car is ready the test drive. Good Luck. ✓