

If this guy wants to keep it original then using the leaf springs would be the way to go. He could take out all the little springs and then add the air ride system. I think he would use a kit that was intended to be used on the rear of a newer truck. He would end up making all of the hardware because I do not think anyone will have this type of a set-up. Most people would put the IFS and not worry about the leaf springs. But then using a IFS kit involves cutting and welding right to the truck frame and then having it aligned and all that stuff so you would want to think of that too.

By keeping the straight axle when he raises or lowers the ride height his front end geometry would stay the same so he would have no tire wear.

Lastly, and this is what I worry about. With these old trucks lifting them too high or "slamming" them down to the ground affects the steering pit-man arm and could cause the truck to lock in a straight ahead position or it could stay turned and cause him to turn into on coming traffic. He needs to check this at both extremes before he takes it out on the highway.

I hope this has helped

Dave

PS 20 is the number