



Installation Instructions

For easy installation, you will need to:

- READ ALL the instructions completely before beginning.
- Have the necessary tools available

Tools required:

- 1 – 1 1/16” wrench / socket
- 1 – 1 1/8” wrench / socket
- 1 – Sturdy Clamp

SAFETY NOTICE: WE RECOMMEND THAT THIS INSTALLATION BE DONE BY A PROFESSIONAL OR PERSONS WITH SOUND MECHANICAL KNOWLEDGE.

SUPERSPRINGS are designed to work in conjunction with original equipment (factory) springs only. Please consult SuperSprings factory (866-898-0720) if original springs have been replaced with an aftermarket product.

WARNING: These instructions are meant to be a general guide for installing SuperSprings. SuperSprings International assumes no liability for the actual installation process. Consumers should apply common automotive safety practices when raising and working on any vehicles. Do NOT put yourself in a position where if the vehicle should move unexpectedly, you may be seriously hurt. SuperSprings are designed to improve vehicle carrying capacity and road handling. Do NOT load any vehicle beyond the manufacturer’s specifications.

LIMITED WARRANTY

See separate warranty information page.

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Prior to installation ensure the following steps have been taken:

Vehicle must be on level solid surface.

Parking brake ON - Ignition OFF.

Place blocks in front and rear of the front tires to prevent the vehicle moving.

During and / or after installation

Ensure emergency brake cables are not touching the SuperSprings blade(s). Secure them out of the way with zip ties or by re-routing. Avoid all air conditioning lines, all fuel filler hoses and all brake lines or cables. Position the SuperSprings so there is sufficient clearance from any frame contact both horizontally and vertically. Also, where applicable, the ends (eye) of the SuperSprings must avoid contact with any factory overload spring perch or bracket.

Installation Instructions
SuperSprings Model # SSA10

Front / Rear

The SSA10 springs do NOT have a specific left or right or front and rear. The SuperSprings website includes detail color installation images at:

http://www.supersprings.com/supersprings_installation.asp .

Step 1: Positioning the vehicle:

Vehicle must be on level solid surface. Ensure emergency brake is ON and Ignition is OFF.

Place blocks in front and rear of the front tires to prevent the vehicle moving.

Step 2: Jacking up vehicle:

Place the jack on chassis/frame member - not the axle, differential or spring pack.

Raise one or both sides of vehicle so that rear wheel(s) is slightly off the ground. Support vehicle with jack stands.

You may remove the wheel for easier installation access but it is not required.

Step 3: Chevy/GMC/Dodge without factory top overloads require a mounting kit for installation. Chevy/GMC 2500/3500 will need MXKT mounting kit with extended u-bolts. Dodge applications use MTKT. F-250/350 do not require a mounting kit:

Fig. 1



Place mounting bracket (from separate white box) on top of the factory springs directly above axle.

Attach mounting bracket to factory springs; securely tighten U-bolts with hardware supplied.

Slip SuperSpring through wheel well or slide in from behind vehicle, positioning it above mounting kit. (Fig. 1)

Position the SuperSprings so there is sufficient clearance from any frame contact both horizontally and vertically. Also, where applicable, the ends (eye) of the SuperSprings must avoid contact with any factory overload spring perch or bracket.

Step 4: Where factory springs are above axle and Poly Spring Pad (PSP-7) is used:

Place PSP-7 centered on U-bolt retainer plate. (Fig. 2)
Factory U-bolts facing up or down has no effect on this installation.



Fig. 2 Ford example

Slip SuperSpring through wheel well or slide in from behind vehicle, positioning above PSP.

Note: Springs do not have to be centered over axle.

Position springs shackles to provide rear rollers with $\frac{3}{4}$ " to 1" forward clearance from any obstacles. Front rollers only require $\frac{1}{4}$ " clearance in either direction.

Step 5: Attach front shackle:

Ensure all A/C lines and brake cables that might be damaged by SuperSpring blades are clear. Where additional lift or clearance is required, use shackle upper bolt hole. All other cases use lower bolt hole. Attach bolt on front shackle using both polypropylene (black) rollers and steel rollers.

Step 6: Attach rear shackle:

Use C-Clamp and pull down rear shackle. Some installations will not require use of clamp. Attach bolt on back shackle (as in #5 above) and tighten. Chevy 2500HD/3500HD installation notes: To ensure clearance of the rear shackle roller bolt, replace the steel roller with the shorter roller found inside the plastic bag attached to the inside of the spring box. Orient the nut outward toward the tire side. This only applies to the rear shackle. NEVER TIGHTEN TOP BOLTS ON ANY OF THE SHACKLES.

Step 7: Install Hold-down Clamp (Only use on spring above axle assembly with MTKT/MXKT). Lower the vehicle to the ground to compress the springs onto the mounting bracket.

Clamp does not have to be centered on spring.

Bolt one side of the clamp together. (Use the shorter bolt found in the hardware package in the MTKT/MXKT mounting kit box).

Slide crossplates over SuperSpring and under mounting bracket.

Attach bolt, washer and nut to the opposite side and secure tightly with wrench.



Hold-down clamp assembly

Step 8: Repeat the same process on the other wheel.

Step 9: Lower the vehicle and remove jack and blocks.

Step 10: Recheck installation to ensure that all a/c lines, brake cables and truck frame will not interfere with the vertical travel of the SuperSprings.

Step 11: NOW SECURELY RETIGHTEN ALL U-BOLT NUTS. AFTER 200-500 MILES RETIGHTEN U-BOLTS AGAIN.