



## 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 after-market 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.

SuperSprings International Corporation  
5055 Sixth Street, Carpinteria, CA 93013  
[www.supersprings.com](http://www.supersprings.com)

**Technical Support: 866-898-0720**  
**7-days-a-week (7am – 5pm PST)**  
Email: [germy@supersprings.com](mailto:germy@supersprings.com)

***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 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.*

Installation Instructions  
SuperSprings Model # SSA13 with Poly Springs Pad (PSP-7)  
Ford F-250/F-350 (1980~2007) and (2011~present)

**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 from moving.

**Step 2: Jacking up vehicle:**

Place 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: Undo the lower nuts on the SuperSprings shackles and remove all polyurethane (black) rollers, and steel rollers from the shackles. The SSA13 has a front and back side, a three-hole square shackle and the three-hole regular shackle. For the 1980~2007 Ford the square shackle will be oriented to the front, on the 2011~present place it to the rear. (Check our website for detail images [http://www.supersprings.com/supersprings\\_installation.asp](http://www.supersprings.com/supersprings_installation.asp).)**

**Ford F-250/350 (1980~2007):** Start at the front (square 3-hole shackle) and reattach both the steel roller and the outer black roller to the shackle, under the factory spring pack, using the lower bolt hole position. Capture the end of the factory overload spring within the square shackle.

**Ford F-250/F-350 (2011~present):** Start at the front (regular 3-hole shackle) making sure the top shackle nut is facing toward the frame to avoid the brake line. Place this shackle to the front side of the factory spring clip.

**Note: On all F-250/350 (2011~present)** bend emergency brake cable bracket marginally outward to allow room for the SuperSprings to avoid contact with the cable. (Fig. 1)

Fig. 1

**Step 4: F-250/350 (2011~present) without factory top overloads requires a mounting kit (MTKT) for installation. All other F-250/350 do not require a mounting kit:**  
Place mounting bracket (from separate white box) on top of factory springs directly above axle. Attach mounting bracket to factory springs; securely tighten U-bolts with hardware supplied. The SuperSprings can now be installed on top of the MTKT, mounting kit. (Fig. 1)



**Step 5: Use Poly Spring Pad PSP-7 on trucks with top Factory Overload Springs:**

A mounting kit is not required in this installation.

Place PSP-7 centered on U-bolt retainer plate. (Fig. 2)

Factory U-bolts facing up or down has no effect on this installation.

Slip SuperSpring through wheel well or slide in from behind vehicle.

**Note:** Springs do not have to be centered over axle or the mounting kit.

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.

Fig. 2

(1980~2007)

(2011~present)



**Step 6: Start at the front (regular 3-hole shackle) and reattach both the steel roller and the outer black roller to the shackle, under the factory spring pack, using the lower bolt hole position.**

**Step 7: Using a clamp, if necessary, pull down the opposite side of the SuperSpring and attach as in step 6. Where applicable, the factory overload spring is now “sandwiched” between the SuperSpring on top and the original factory spring pack below.**

**Step 8: Install Hold-down Clamp (Only use on spring above axle assembly with MTKT). Lower the vehicle to the ground to compress the springs onto the mounting bracket. Clamp does not have to be centered on spring. Slide clamp over SuperSpring and under mounting bracket. Tight fitting, may need to be tapped on with a hammer. Install with the bolts holes away from tire. Attach bolt, washer and nut and secure tightly with wrench. **When the vehicle is on the ground retighten the nuts on the U-bolts. After 200-500 mile retighten U-bolts.****

**Step 9: Repeat these steps on the opposite side, then lower vehicle back to the ground.**

**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.**

Installation Instructions  
SuperSprings Model # SSA13 with Poly Springs Pad (PSP-7)  
GM 2500/3500 (1988-2000) and (2011~present)

**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 from moving.

**Step 2: Jacking up vehicle:**

Place 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: Remove all polyurethane (black) rollers, and steel rollers from the shackles. The SSA13 has a front and back side. Position the three-hole REGULAR SHACKLE to the FRONT and the three-hole SQUARE SHACKLE to the REAR.**

**Step 4: Chevy/GMC 2500/3500 without factory top overloads require a mounting kit (MXKT) for installation:**

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 MXKT (Fig. 1)

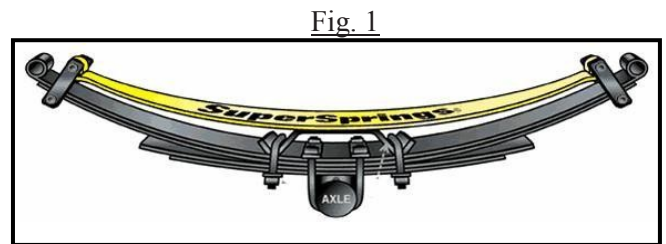


Fig. 1

**Step 5: For trucks with top Factory Overload Springs – Poly Spring Pad (PSP-7) is used:**

A mounting kit is not required in this installation

Place PSP-7 centered on U-bolt retainer plate. (Fig. 2)

Factory U-bolts facing up or down has no effect on this installation.

Slip SuperSpring through wheel well or slide in from behind vehicle.

Fig. 2



**Note:** Springs do not have to be centered over axle or the mounting kit.  
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 6: Start at the front (regular 3-hole shackle) and reattach both the steel roller and the outer black roller to the shackle, under the factory spring pack, using the lower bolt hole position.**

**Step 7: Using a clamp, if necessary, pull down the opposite side of the SuperSpring and attach as in step 6. Where applicable, the factory overload spring is now “sandwiched” between the SuperSpring on top and the original factory spring pack below.**

**Step 8: Install Hold-down Clamp (Only use on spring above axle assembly with MXKT). Lower the vehicle to the ground to compress the springs onto the mounting bracket. Clamp does not have to be centered on spring. Slide clamp over SuperSpring and under mounting bracket. Tight fitting, may need to be tapped on with a hammer. Install with the bolts holes away from tire. Attach bolt, washer and nut and secure tightly with wrench.**

**Step 9: Repeat these steps on the opposite side, then lower vehicle back to the ground.**

**Step 10: Lower the vehicle and remove jack and blocks.**

**Step 11: 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 12: NOW SECURELY RETIGHTEN ALL U-BOLTS NUTS ON MXKT. Retighten again after driving 500 miles.**