



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 – Industrial strength steel clamp/press or SuperSprings Installation tool.

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 in good condition 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
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Support: 866-898-0720
Support Email: gerry@supersprings.com
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PLEASE NOTE:

Remember to ensure emergency brake cables are not touching the SuperSprings blade(s). Secure them out of the way with zip ties or re-routing. Also, avoid all air conditioning lines, fuel filler hoses and brake lines / cables.

Installation Instructions
SuperSprings Model # SSA23 (PSP-7) ~SSA24 (PSP-1, PSP2) with Poly Spring Pad
Ford F250/F350 Pickup, Dodge 3500/4500 /5500HD Chassis Cab

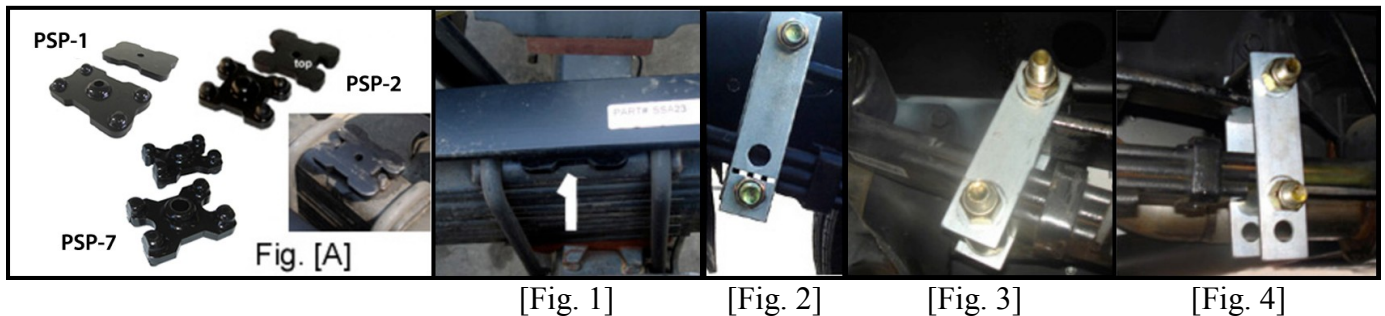
Step 1: Elevate vehicle at rear from the chassis/frame until the back wheels are slightly off the ground. The factory spring pack must be at its most “relaxed / unloaded” position.

Step 2: Remove the SuperSprings roller bolts, steel rollers & sleeves from shackles. Spring eye bolt torque is pre-set at factory. No adjustment is needed. To ease installation swing the shackles parallel to the spring blade[s]. The SuperSprings will mount on top of factory top overload blades.

Step 3: SSA23 Applications: Place the included Poly Spring Pad, lengthwise on the spring plate. When installing an SSA23 use the PSP-7, place the side that has the large knobs facing downward on the Dodge and the side with the small knobs facing downward on the Ford.

SSA24 Applications: Install the Poly Spring Pad, PSP1/PSP2, with the flat side facing up. (Refer to above SSA23 Poly Spring Pad position on top of Ford and Dodge spring pack.) Installation on a Ford will use the PSP-1, for Dodge installation the PSP-2 will be used. [Fig. A & 1]

Install Poly Spring Pad: For Dodge installations, place Poly Spring Pad between u-bolts on top of the factory overload springs and seat it between factory spring pack center bolts. For Ford installations, center Poly Spring Pad into the folded factory spring plate over factory spring pack center bolt.



Step 4: While there is no designated front or rear side / left or right side, its best to insert spring with the eye bolts threads facing outward. Position the SuperSprings directly on top of the Poly Spring Pad. [Fig. 1]

Step 5: Rear Side: Adjust the spring position until the eyes are approximately located as imaged in [Fig.3 & 4]. Optimum spring action is obtained when there is a small gap remaining between the roller & the nearest axle-ward obstacle (end of the next leaf in this case) Note: Removal of plastic tab protruding from below factory spring leaf is suggested if it conflicts with roller placement. Swing shackles down into place as shown. Using a heavy duty clamp or a SuperSprings installation tool; compress down the rear side of the SuperSpring, then re-assemble the steel roller, sleeve and bolt under the factory leaf pack and secure with nut. [Fig. 3 –Complete rear view]] See “Shackle hole selection” below. Note: * Rear upper hole use requires trimming of SuperSprings shackle to ensure clearance to factory spring hanger as seen [Fig. 2 & 3].

Step 6: Front Side: Install as in Step 5 above, swing shackle into position, compress SuperSpring, select desired shackle hole, re-assemble and secure the shackle. (Fig. 4 – Complete front view)

Step 7: To install opposite side, repeat above installation method. Ensure spring eye bolts threads are facing outward. Lower, test drive and/or test load vehicle, check for SuperSpring clearance to frame, spring hangers, brake or other cables/lines. Ensure installed nuts are tightened. If needed, make any desired adjustments to vehicle level via shackle hole re-selection at this time.

Shackle hole selection: Use of top/upper shackle bolt holes will induce maximum preload tension and result in the greatest “lift” to the rear of the vehicle. Use of bottom/lower shackles bolt holes will induce minimum preload tension and least “lift” possible. Use of different combinations of upper/ lower shackle bolt holes, either back to front or side to side allows for leveling adjustments to be made to the rear of vehicle to accommodate varying fixed load configurations.

Installation Instructions
SuperSprings Model[s] # SSA23 (PSP-7)~SSA24 (PSP-2) with Poly Spring Pad
For Chevrolet/GMC 3500HD Chassis Cab

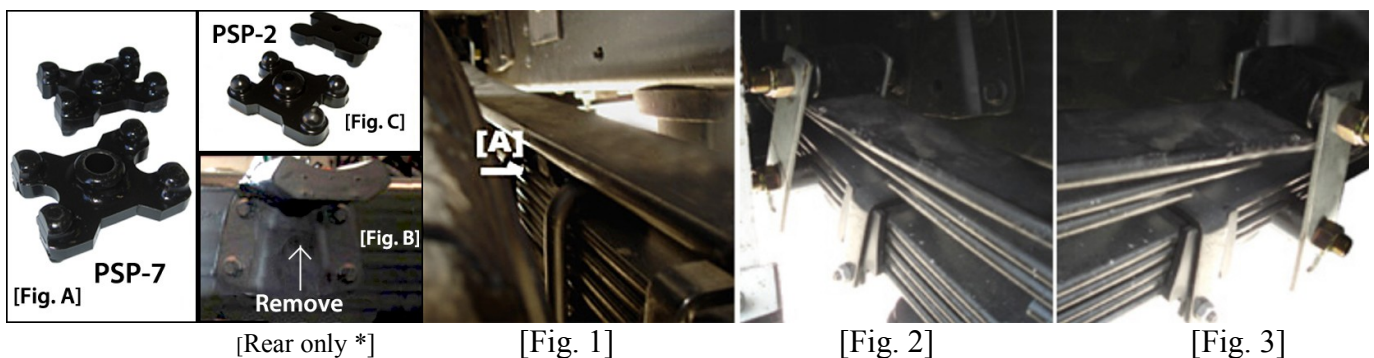
Step 1: Elevate vehicle at rear from the chassis/frame until the back wheels are slightly off the ground. The factory spring pack must be at its most “relaxed / unloaded” position.

Step 2: Remove the SuperSprings roller bolts, steel rollers & sleeves from shackles. Spring eye bolt torque is pre-set at factory. No adjustment is needed. To ease installation swing the shackles parallel to the spring blade[s]. The SuperSprings will mount on top of factory top overload blades.

Step 3: SSA23 Applications: Place the included Poly Spring Pad, lengthwise on the spring plate. When installing an SSA23 use the PSP-7 [Fig. A], place the side that has the large knobs facing.

SSA24 Applications: Install the Poly Spring Pad PSP-2 [Fig. C], with the flat side facing up.

Install Poly Spring Pad: Place the Poly Spring Pad between u-bolts on top of the factory overload springs and seat it between factory spring pack center bolts. [Fig.1]



Step 4: While there is no designated front or rear side / left or right side, its best to insert spring with the eye bolts threads facing outward. Initially roughly center it directly on top of the PSP. [Fig. 1]

Step 5: Rear Side: Adjust the spring position until the eyes are approximately located as imaged. [Fig.2 & 3] Optimum spring action is obtained when there is a small gap remaining between the roller & the nearest axle-ward obstacle (end of the next leaf in this case) Note: Removal of plastic tab protruding from below factory spring leaf is suggested to allow optimum roller placement. Swing shackles down into place as shown. Using a heavy duty clamp or a SuperSprings installation tool; compress down the rear side of the SuperSprings, then re-assemble the steel roller, sleeve and bolt under the factory leaf pack and secure with nut. [Fig. 2 –Complete rear view)] See “Shackle hole selection” below. Note:* On rear shackle, if using lower bolt hole, remove factory overload frame contact perch [Fig. B].

Step 6: Front Side: Install as in Step 5, swing shackle into position, compress SuperSprings, select desired shackle hole, re-assemble and secure the shackle. (Fig. 3 – Complete front view)

Step 7: To install opposite side, repeat above installation method. Ensure spring eye bolts threads are facing outward. Lower, test drive and/or test load vehicle, check for SuperSpring clearance to frame, spring hangers, brake or other cables/lines. Ensure installed nuts are tightened. If needed, make any desired adjustments to vehicle level via shackle hole re-selection at this time.

Shackle hole selection: Use of top/upper shackle bolt holes will induce maximum preload tension and result in the greatest “lift” to the rear of the vehicle. Use of bottom/lower shackles bolt holes will induce minimum preload tension and least “lift” possible. Use of different combinations of upper/lower shackle bolt holes, either back to front or side to side allows for leveling adjustments to be made to the rear of vehicle to accommodate varying fixed load configurations.