



Installation Instructions

For easy installation, you will need to:

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

Tools required:

- 3/4" wrenches/sockets
- 1/2" wrenches/sockets
- 1 - C-clamp

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

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.

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

The SSA10 springs do NOT have a specific left/right or front/rear. They will work in either direction.

Step 1: Vehicle must be on a solid, level 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: Raise vehicle so that rear wheel(s) is slightly off the ground. Support vehicle with jack stands securely under the frame. You may remove the wheel for easier installation access but it is not required.

Step 3: Where factory springs are located below the axle:

Slip SuperSpring over the wheel or slide in from behind, and position it on top of the axle directly over the factory springs. Go to Step 6.

Step 4: When factory springs above the axle and a mounting kit (MTKT* or MXKT*) is called for:

Place mounting kit bracket on top of factory springs directly above axle. Attach mounting bracket to factory springs with U-bolts, cross plates, and nuts. Securely tighten hardware. After 300-500 miles check and retighten hardware as necessary. Slip SuperSpring through wheel well or slide in from behind vehicle, positioning it on top of mounting bracket. Go to step 6.

Step 5: Where factory springs are above the axle and PSP (poly spring pad) is used:

Refer to application specific pages to determine which PSP to use for your vehicle. Place PSP on top of factory spring plate so that it locates on center bolt and spring pad as shown.

Position the SuperSprings so there is sufficient clearance from any frame contact both horizontally and vertically.

Step 6: Ensure all A/C lines and brake cables that might be damaged by SuperSpring blades are clear of interference. Where additional lift or more vertical clearance is required, use the shackle upper bolt hole position. In other cases use the lower bolt hole. Attach bolt on front shackle using both polypropylene (black) rollers and steel sleeve. Tighten roller bolts and nuts hand tight so hardware is snug. No heavy torque required.

Step 7: Using C-Clamp, pull down rear shackle. Some installations will not require use of clamp. On 2001-2010 GM 2500 & 3500 trucks, the rear steel roller must be replaced with the shorter one included (see attached flyer). Attach bolt on back shackle (as in #6 above) and tighten. Don't over-tighten nuts. NEVER TIGHTEN TOP BOLTS ON ANY OF THE SHACKLES.

Step 8: Install Hold-down Clamp (Only use on spring above axle assembly with MTKT or MXKT).

Clamp does not have to be centered on spring. Bolt one side of the clamp together. Slide crossplates over SuperSpring and under mounting bracket. Attach bolt, washer and nut to the opposite side and secure tightly with wrench.

Step 9: Check final alignments. Springs do not have to be centered on mounting bracket over axle.

Position springs shackles to provide rear rollers with 3/4" to 1" forward clearance from any obstacles.

Front rollers only require 1/4" clearance in either direction. Recheck that no A/C lines or brake cables will be interfered with by the vertical travel of the SuperSprings.

Step 10: Repeat the same process on the other side of vehicle.

Step 11: Lower the vehicle and remove jack and blocks. Where MTKT/MXKT are used, ensure u-bolt nuts are tight.

Step 12: **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 13: **NOW SECURELY RETIGHTEN ALL U-BOLT NUTS. AFTER 200-500 MILES RETIGHTEN U-BOLTS AGAIN.**

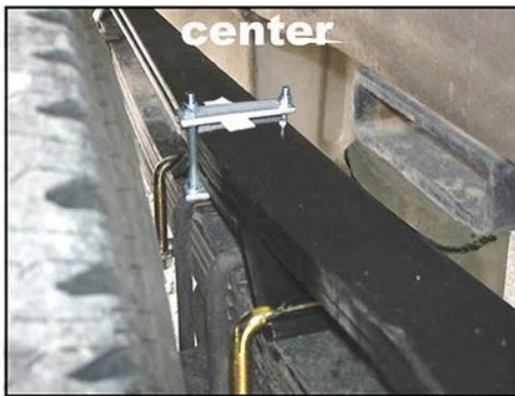
SuperSprings®

Suspension Enhancement

GM 2500~3500HD Pickup [2001 ~ 2010]

No factory top overload

SuperSprings Part# SSA10 ~ SSA15 with MXKT



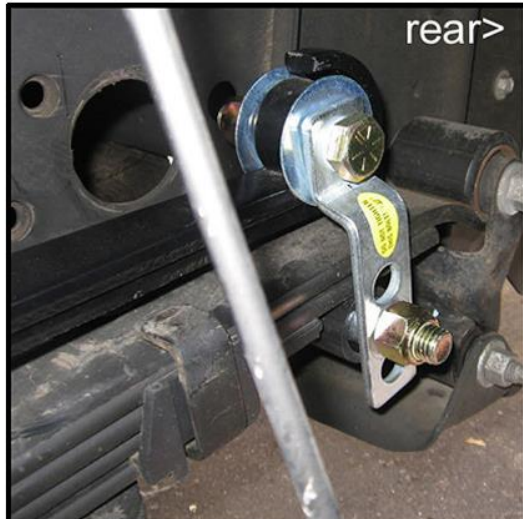
SuperSprings Mounting Kit # MXKT
Installed



Replacement rear shackle roller for
GM 2500/3500 HD installation (inside SSA15 box)



front ~ spring eye bolt threads out



front & rear ~ adjustable preload

SuperSprings®

Suspension Enhancement
Dodge Ram 2500 ~ 3500 Pickup [2003 ~ present]
without factory top overload
SuperSprings SSA10 ~ SSA15 with MTKT



**SuperSprings Mounting Kit # MTKT
Installed** →



Adjustable pre-load and ride height [fomt/rear]

SuperSprings®

Suspension Enhancement

**Ford F-250 F-350 Super Duty [2008 ~ 2010]
without factory top overload
SuperSprings Part# SSA10 ~ SSA15 with PSP-7**



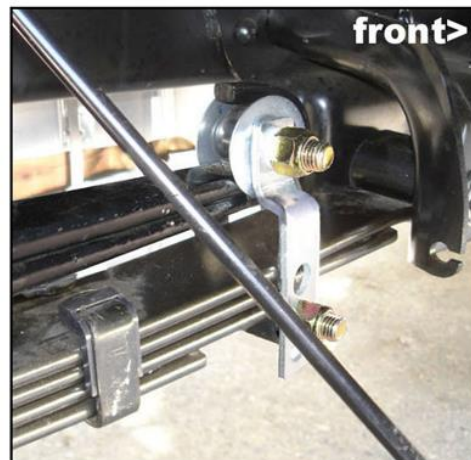
Poly Spring Pad PSP-7



Polyurethane Mounting Base



PSP7 mounted on factory spring plate



front & rear ~ adjustable preload