

PART NUMBER
SSA22



BEFORE YOU BEGIN

TOOLS REQUIRED

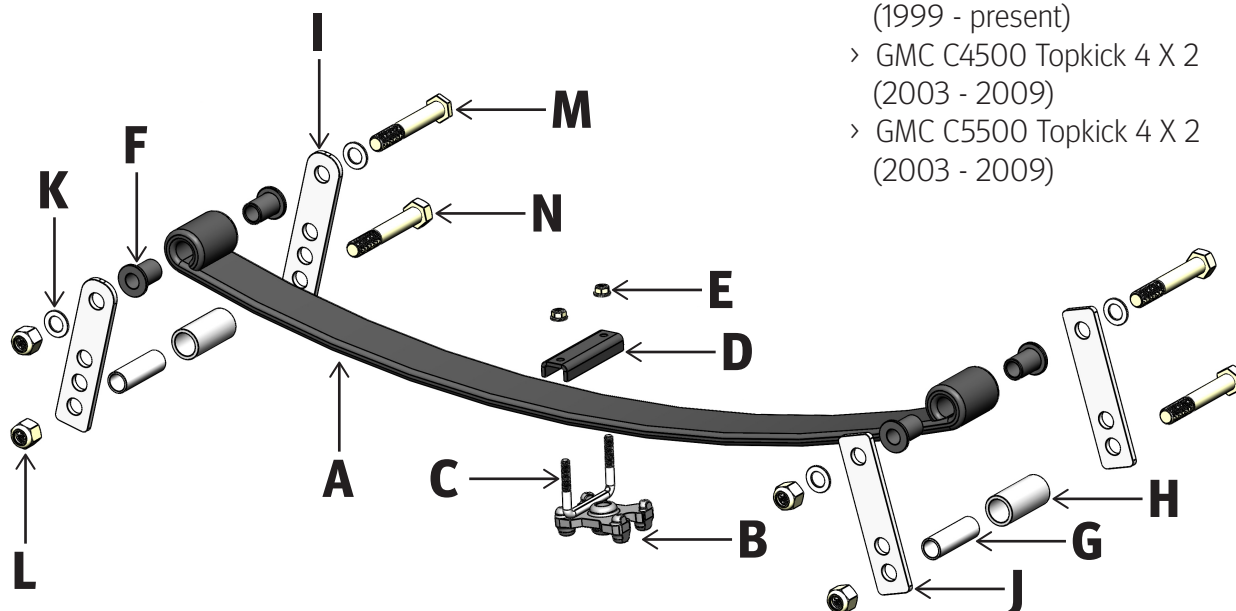
- > Floor Jack
- > Safety Jack Stands
- > Wheel Chocks
- > 1-1/16" Wrench/Socket
- > 1-1/8" Wrench/Socket
- > 9/16" Wrench/Socket
- > Heavy Duty Clamps or SuperSprings Installation Tool

PARTS LIST - STANDARD INSTALLATION

Item	Part #	Description	QTY
A	102022	SSA22 Leaf Spring	2
B	PSP-7	Polyurethane Spring Pad	2
C	112183	Lock Down U-Bolt	2
D	112185	Lock Down Clamp	2
E	512302	3/8 Locking Flange Nut	4
F	112160	Polyurethane Bushing	8
G	112142	Steel Sleeve	4
H	112159	Steel Roller	4
I	122416	Shackle Leg 4 Holes	4
J	122406	Shackle Leg 3 Holes	4
K	112146	3/4" Nylon Flat Washer	8
L	112145	3/4-10 Nylok Nut Grade 8	8
M	112143	3/4-10 x 5" Hex Bolt Grade 8	6
N	112150	3/4-10 x 5" Hex Bolt Grade 8 with Head Cut to 1/4" Tall	2

PRIMARY APPLICATIONS

- > Chevrolet C4500 Kodiak 4 X 2 (2003 - 2009)
- > Chevrolet C5500 Kodiak 4 X 2 (2003 - 2009)
- > Dodge RAM 2500 4 X 2 & 4 X 4 (1994 - 2002)
- > Dodge RAM 3500 4 X 2 & 4 X 4 (1994 - 2002)
- > Ford F-250 Super Duty 4 X 2 & 4 X 4 (2011 - present)
- > Ford F-350 Super Duty 4 X 2 & 4 X 4 (1999 - 2016)
- > Ford F-450 Super Duty 4 X 2 & 4 X 4 (1999 - present)
- > Ford F-550 Super Duty 4 X 2 & 4 X 4 (1999 - present)
- > GMC C4500 Topkick 4 X 2 (2003 - 2009)
- > GMC C5500 Topkick 4 X 2 (2003 - 2009)



Part Number: SSA22

Product Line: SUPERSPRINGS

Page 1

SuperSprings
International, Inc.
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SAFETY NOTICE: We recommend installation be done by a professional or persons with sound mechanical knowledge.

WARNING: These instructions are a general guide for installation. SuperSprings International, Inc. assumes no liability for the actual installation process. Consumers and installers should apply common automotive safety practices when raising and working on any vehicle. **Do not put yourself in a position where, if the vehicle were to move unexpectedly, you may be injured.** SuperSprings' products are designed to improve vehicle ride quality. Do not load any vehicle beyond the manufacturer's specifications.

Never exceed the manufacturer's Gross Vehicle Rating (GVWR) located on your vehicles identification tag.

BEFORE INSTALLATION: Ensure the vehicle is on a level surface, the parking brake is ON, with the ignition OFF, and place blocks in front of and behind the front tires to prevent the vehicle from moving.

DURING AND/OR AFTER INSTALLATION: Ensure emergency brake cables are not touching the SuperSprings. Secure any cables out of the way with zip ties or by re-routing. Ensure all A/C lines, brake cables, and frame are clear of contact or interference.

REV. 2.0 | FEB 2022

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IMPORTANT NOTICE: Your part may have been loosely preassembled to show the final product as it will be once installed on your vehicle. Please disassemble the product before proceeding to the installation.

INSTALLATION

1. Positioning the vehicle – Vehicle must be on level solid surface. Ensure emergency brake is ON and Ignition is OFF. Chock both front and rear of the front tires to prevent the vehicle from moving.
2. Jack up vehicle – elevate and support the frame securing with jack stands so that the axle is hanging with tires slightly off the ground. Wheel removal is suggested ONLY were bodies are mounted.
3. The SSA22 has a dedicated front and rear. The 4 Hole Shackle Leg [ITEM I] should be toward the front of the truck, and the threaded ends of the spring eye bolts should be pointing outboard, away from the frame.
4. Remove Shackle Roller Assemblies – Using 1 1/16" and 1 1/8" tools, wrenches / sockets / ratchet, remove and set aside the bolts [ITEM N] and nuts [ITEM L] retaining the rollers [ITEM H] and sleeves [ITEM G] from the front and rear of the shackles. Rotate the shackles [items I and M] toward the center and parallel to the spring.
5. PSP Install - Place PSP-7 [ITEM B], on top of the factory spring-plate, centered between the u-bolts. The PSP-7 is double sided, so whichever side fits the spring plate better is the side that should face down.
6. Per the diagram, place the Lock Down U-Bolt [ITEM C] around the SuperSpring so the threads are facing up. Install the Lock Down Clamp [item D] onto the u-bolt with the open side down and center on spring blade as shown. Using 9/16" wrenches / sockets / ratchet, install the 3/8 Flange Nuts [ITEM E] onto the Lock Down U-Bolt [ITEM C]. Only partially tighten the nuts so that the clamp assembly can still be moved freely on the spring blade.
7. Place the SuperSpring on top of the PSP-7 [ITEM B] above the OE leaf pack. Position the lockdown assembly so that the base of the u-bolt is placed between the front and center bumps of the PSP-7 mounting pad. Ensure that the 4 Hole Shackle [ITEM I] is to the front and the threads of the bolts are facing outboard, away from the frame.
8. Shackle Attachment - Note: The top/spring eye shackle bolts are factory pre-torqued; no adjustment/further tightening is needed. If any are loosened by the installer then retorque to 30 ft. lbs.

Shackle Attachment Front - Rotate the front shackles legs down on both sides of the leaf spring. Using a SuperSprings Installation Tool or other high capacity clamp(s), compress the SuperSprings and factory leaf pack together. Place the Sleeve [ITEM G] and the Roller [ITEM H] between the Shackles and align with desired preload holes. Secure with 3/4-10 x 5" Hex Bolt [ITEM N] and 3/4-10 Lock Nut [ITEM L]. Torque to 35 ft. lbs. Ensure there is clearance on all sides of the shackle.

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Page 2

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INSTALLATION

Shackle Attachment Rear – Rotate the rear shackles legs down on both sides of the leaf spring. Using a SuperSprings Installation Tool or other high capacity clamp(s), compress the SuperSprings and factory leaf pack together. Place the Sleeve [item G] and the Roller [item H] between the Shackles and align with desired preload holes. Secure with ¾-10 x 5" Hex bolt [ITEM N] and ¾-10 Lock Nut [ITEM L]. Torque to 35 ft. lbs.

9. Adjust spring location front to back so that the Rollers have minimum ½" of clearance from spring clamps or the end of the next shorter leaf. Also confirm that there is adequate clearance around the SuperSpring from the frame, brake lines, harnesses, etc. In some cases, it may be necessary to bend routing brackets to adjust position of the brake lines or harnesses for clearance.

10. Secure Lock-down Hardware – Tighten flange nuts [ITEM E] evenly and securely. Do not over tighten or distort plate shape to excess.

11. Repeat steps 3 through 10 on the other side.

12. Lower the vehicle – elevate chassis, remove the jack stands, lower to the ground. Remove wheel chocks from front wheels.

13. Final Check – Check the position of the SuperSprings ensuring for correct hardware application and orientation. Observe all hardware ensuring for static and dynamic interference clearances. Recheck all hardware to ensure it is securely tightened.

NOTE: After 200-500 miles of driving, recheck all hardware again for tightness.

Part Number: SSA22		Product Line: SUPERSPRINGS	Page 3
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