

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

NOTE:

Check ride height on the rear (left and right sides) prior to installing these plates. Install the plate on the side of the vehicle which will help to equalize ride height. Installation of this kit will change ride height approximately 1/2 inch. If ride height is negligible, then installation should be done on the right side for leaf springs above the axle (left side for leaf springs below the axle) to account for road crown.

- For those vehicles where the leaf spring is below the differential housing assembly, refer to *Figure 1*.
- For those vehicles where the leaf spring is above the differential housing, refer to *Figure 2*.

INSTALLATION INSTRUCTIONS:

1. Before beginning any alignment, always check for loose and worn parts, tire pressure, and odd tire wear patterns. Take alignment readings.
2. Raise vehicle, remove U-bolt nuts, U-bolts, and the retainer plate from the side of the vehicle to be adjusted. **It may be necessary to lube the U-bolts with penetrating oil to aid in dis-assembly.**
3. Separate the differential housing from the leaf spring.
4. Chose the pin (*Table 1*) that provides a snug (but sliding) fit into the differential housing hole. Once the correct pin is determined, press the pin completely into the top plate.

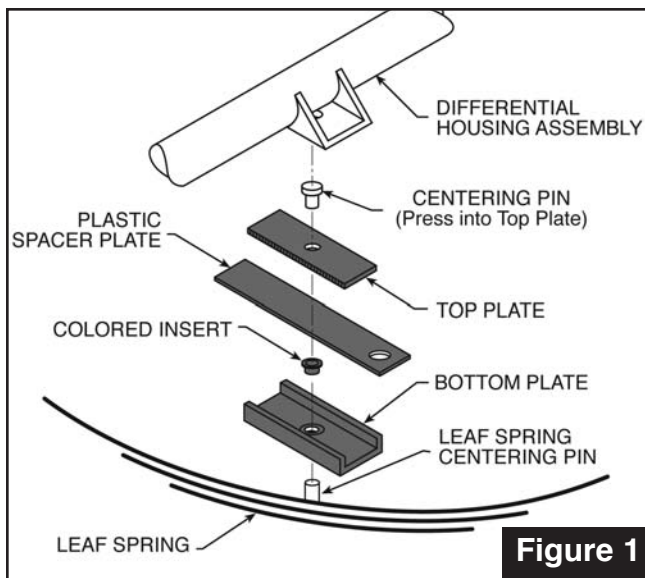


Figure 1

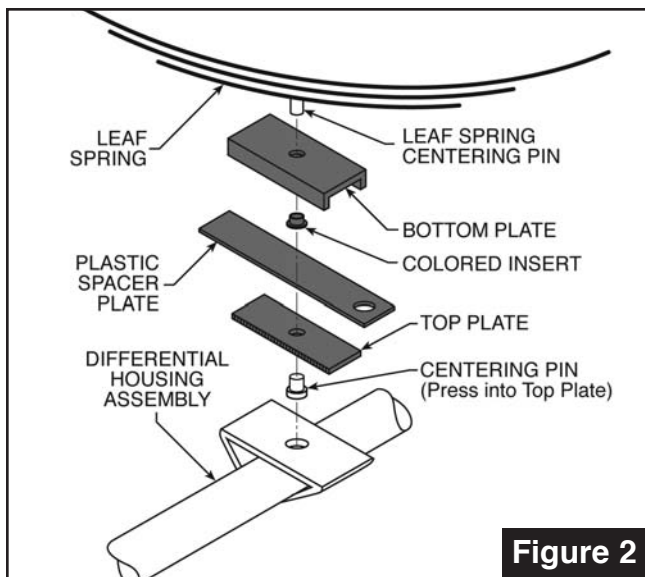


Figure 2

Table 1 – Pin Sizes

Color:	Diameter (In.)
Yellow	0.472
Green	0.530
Blue	0.595
Red	0.720
None	0.845

Table 2 – Insert Sizes

Color:	Diameter (In.)
Yellow	0.500
Green	0.530
Blue	0.590
Red	0.655
None	0.780

5. Choose the insert (*Table 2*) which best provides a snug (but sliding) fit over the leaf spring centering bolt and install it into the bottom plate.

6. Install the bottom plate over the leaf spring centering pin.

CAUTION: IT MAY BE NECESSARY TO GRIND THE TOP OF THE LEAF SPRING CENTERING PIN DOWN TO .25 INCHES (.20 INCHES MINIMUM). THE PIN SHOULD BE FLUSH OR SLIGHTLY BELOW THE INSIDE SURFACE (BETWEEN THE RAILS) OF THE BOTTOM PLATE.

7. Apply clean chassis lube liberally to both sides of the plastic spacer plate and place it between the rails of the bottom plate.
8. Place the flat surface of the top plate against the plastic spacer plate.
9. Lower the vehicle onto the plates carefully aligning the leaf spring centering pin in the insert of the bottom plate, and the top plate centering pin in the differential housing hole. Load the chassis for alignment.

10. Adjust the axle back and forth as needed to equalize the toe readings on both sides of the vehicle. **CAUTION: The edge of the top plate should not protrude past the edge of the bottom plate.**

11. Scribe a fine reference line on both the top and bottom plates to reference the required position of the plates. Pull the plastic spacer plate from between the top and bottom plates allowing the top plate to engage the bottom plate. Use caution to retain the alignment of the reference line.

CAUTION: The weight of the vehicle should be sufficient to press the top plate completely into the bottom plate. However, for lighter vehicles, you may need to bounce the vehicle some to ensure the top and bottom plates are completely engaged.

NOTE: On some vehicles it may be difficult to pull out the spacer plate when the vehicle is loaded. For these vehicles, scribe a fine line on both the top and bottom plates to reference the required position of the plates and unload the chassis just enough to remove the plastic spacer plate without separating the components. Reload the chassis. Use caution to retain the alignment of the reference line.

12. Re-install, tighten and torque the U-bolts to manufacturer's specification. Re-check the alignment and road test the vehicle.

