

PREPARING THE VEHICLE FOR INSTALLATION:

On a flat, level surface (concrete or paved area recommended) Block the front tires (FIG 1.) to eliminate any possible movement during installation. It is important to not have the emergency break on.



Using a floor jack (FIG 2) rated to handle the vehicle weight, align under the rear end housing and raise the rear of the vehicle to a comfortable working height.



Support the vehicle with jack stands (FIG 3) on the frame rails in a secure location just forward of the front leaf spring hanger. *Caution: Do not use the bumper for support.* Check the vehicle stability. If unstable reposition jack stands and recheck stability.

Removal of rear wheels will make for an easier installation, but it is not necessary.



MAXLOADER INSTALLATION

- 1) **Raise the rear axle** using floor jacks to relieve the downward pressure of the axle. Be careful not to raise vehicle off of the jack stands.

NOTE: In most cases it may be necessary to remove shock on bottom end (FIG 4) to allow axle to lower far enough for installation do this one at a time and re-hook after installation of each side is complete.



- 2) With the floor jack still in place **remove the U-bolts** (FIG 5) on one side.

- 3) **Loosen U-bolt on the opposite side.**
This is done to allow you to move axle forward or backward to align center pin.



- 4) **Lower the axle** so that the axle separates from the leaf spring enough to slide the Maxloader spring between the main spring and the axle (FIG 6) Make sure the spring end with the OPEN CLIP goes towards the FRONT of the vehicle.



(Some kits come with a *Sleeve Kit
See special note below)

- 1) Slide the Maxloader spring in until center pins of Maxloader spring set in the axle seat.
- 2) Raise the axle until center pins of main spring fit into the center holes of the Maxloader spring.
- 3) Follow the same procedure for the opposite side.
- 8) Install new U-bolts and snug up (FIG 7 & FIG 8). Do not torque until procedure is complete.
- 9) Raise vehicle to remove jack stands.
- 10) Lower vehicle to ground.
- 11) Test drive to make sure suspension has been re-assembled properly and there are no complications from an improper installation.



***Special Note for Sleeve Kits:**

Some Maxloader kits come with a 3/4" hole in the top leaf and a 9/16" head on the bottom leaf. These kits are supplied with two sleeves for the top leaf to change the hole to 5/8" or 9/16" Install the appropriate sleeve if needed to insure a snug fit of the center bolt on your leaf spring. On the bottom leaf you are also supplied with two sleeves a 9/16" – 5/8" and a 9/16" – 3/4". The bottom leaf will be a tight fit, so use a hammer to tap the sleeve in place. This is to insure the sleeve will not fall off during installation. If your kit does not come with the sleeve kits they are not need continue with your installation.

AFTER INSTALLATION

Torque Specification

After the Maxloaders are installed - torque U-bolts to required specifications listed.	1/2" round top U-bolt:	67 – 84 ft pounds
	1/2" square top U-bolt:	53 – 66 ft pounds
	9/16" round top U-bolt:	93 – 116 ft pounds
	9/16" square top U-bolt:	74 – 93 ft pounds
	5/8" round top U-bolt:	157 – 197 ft pounds
	5/8" square top U-bolt:	129 – 161 ft pounds
	3/4" round top U-bolt:	264 – 330 ft pounds
	3/4" square top U-bolt:	250 – 300 ft pounds

VERY IMPORTANT!: After 200 - 500 miles of driving, re-torque U-Bolts.