

Installation Instructions

Product Line:
SuperSprings

Part Number:
SSA3

Primary Application(s):
Chevrolet Colorado 2WD (2004-2012); Chevrolet Colorado 4WD (2004-2012);
GMC Canyon 2WD (2004-2012); GMC Canyon 4WD (2004-2012)



Tools Required:

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

Optional SuperSprings Installation Tool:

ITL-1 | The SuperClamp is a modified 12" BESSEY® F-Clamp featuring a 35° MorPad swivel head, custom Acme threaded screw with nut for using pneumatic impact tools, and unique U-shaped jaw designed specifically for light and medium duty SuperSprings.

Parts:

(2) SuperSprings blades
(4) Shackle Assembly 1/2in - Round
(2) Neoprene pads

SuperSprings®
International, Inc.

SuperSprings International, Inc.
505 Maple Avenue
Carpinteria, CA 93013

Technical Support

+1 (866) 898-0720
tech@supersprings.com

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 Weight Rating (GVWR) located on your vehicle's 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.**



For more than 20 years, SuperSprings has designed, developed, patented, and introduced numerous innovative suspension solutions. Increase your ride comfort, level sag, reduce sway, protect your cargo, and save money with maintenance-free and American-made SuperSprings and SumoSprings.



SuperSprings® are a unique and patented self-adjusting suspension stabilizing system for vehicles with rear leaf springs, designed to level loads and reduce body roll. SuperSprings® provide users extra load support and reduce body roll without compromising ride quality. They are manufactured using a variety of different sized springs to support multiple applications. All SuperSprings® are manufactured in the U.S.A. from SAE5160H high grade, shot peened steel.



SumoSprings® are a patented suspension product designed to enhance load carrying ability, stabilize sway, and improve overall driver control and ride comfort. They are maintenance-free, do not leak air, and do not require airlines or compressors. SumoSprings® are manufactured in a variety of heights, diameters and densities to support multiple front and rear applications. They are manufactured from proprietary closed micro-cellular urethane providing a smooth and progressive spring rate.

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Step 1: Raise the vehicle so rear wheel(s) is slightly off the ground. Support the vehicle with jack stands securely placed under the frame. Ensure the axle is at full vertical extension. You may remove the wheel for easier installation access but this is not required.

Step 2: Where factory springs are below the axle:

Position SuperSprings on top of the axle directly over the factory springs. Go to Step 3.

Position the SuperSprings so there is sufficient horizontal and vertical clearance from any frame contact.

Step 3: Refer to included application pages for suggested bolt hole position. Attach bolt on front shackle using both polypropylene (black) rollers and steel sleeve. Tighten the roller bolts and nuts hand tight so hardware is snug. No heavy torque is required. Do not tighten top bolts.

Step 4: Use a C-Clamp to pull down rear shackle. Use ITL-1 SuperClamp (sold separately) in place of C-Clamp, for quick and easy installation. Attach bolt on back shackle (as in #3 above) and tighten the roller bolts and nuts hand tight so hardware is snug. No heavy torque is required. Do not tighten top bolts.

Step 5: Check final alignments. Note the SuperSprings do not have to be centered on the mounting bracket or over the axle. Position the spring shackles to provide the rear rollers with $\frac{3}{4}$ " to 1" forward clearance from any obstacles. Front rollers only require $\frac{1}{4}$ " clearance in either direction.

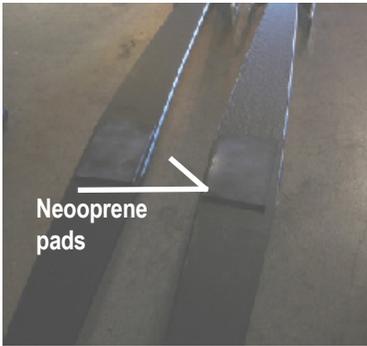
Step 6: Repeat the same process on the other side of vehicle.

Step 7: Lower the vehicle and remove the jack and blocks.

Step 8: Securely retighten all hardware. After 200-500 miles, check and retighten as necessary.

Application:

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Position the neoprene pads with the adhesive side down to the bottom of the SuperSprings blades.
Position the neoprene pads to make contact with the axle.

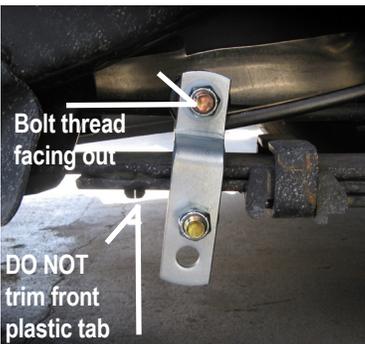
Standard factory suspension.



Z71 factory suspension.



Ensure bolt heads attached to the SuperSprings are facing towards the center of the vehicle and bolt threads are facing out. outwards



Front

Use upper bolt hole position on the front shackle to ensure frame clearance.



Rear

Use a chisel to trim off rear plastic tab. Ensure the plastic tab is flush with the bottom of the factory spring.

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