



FRONT LEAF SPRING INSTRUCTIONS

Important notices:

These instructions are intended only as a general guide for installing All-Pro products. For some items, specialized mechanical skills, metal fabrication and/or welding skills may be needed for proper installation. If you have any doubts or questions about installing these or other parts please call us at the shop 406-961-0126 or contact a competent mechanic, fabricator, welder or other appropriate professional.

Aftermarket accessories are intended to modify and/or prepare a vehicle for uses that exceed conditions anticipated by the vehicle manufacturer. These uses may include high performance demands and negotiation of rough terrain. These conditions have extreme variance and cannot be controlled by the vehicle manufacturer or aftermarket accessory manufacturer. Therefore, the safe control of your vehicle is entirely your responsibility. Do not purchase parts from All-Pro Off Road unless you are willing to accept this responsibility. Do not install any All-Pro part that you do not feel competent at installing without causing present or future injury to yourself or others; consult a professional installer.

All parts sold by All-Pro Off Road are for off road racing use only and are not intended for use on the street. Modification of your vehicle to enhance performance with the parts sold by All-Pro Off Road can result in dangerous situations that may result in bodily harm. The buyer hereby assumes all risks associated with any such modifications. All-Pro Off Road will not accept responsibility for personal injury or property damage arising from the failure of any parts manufactured or sold by All-Pro Off Road.

In an effort to provide both durability and safety, All Pro Off Road recommends you carefully read the entire installation procedure before beginning, then rigidly follow these instructions during installation. Also, it is extremely important that you abide by proper safety procedures including the use of jack stands, setting the parking brake, wearing eye protection, etc.

Installation Notes:

All-Pro leaf springs are designed to be installed as part of an integrated suspension package. All-Pro has put great effort into designing and choosing compatible components for our lift kits. Items such as springs, steering, shocks, drive shafts, and third members all need to be carefully selected to create a suspension system that is safe, flexible and reliable. All-Pro springs can be used with other aftermarket components however it is the responsibility of installer/user to determine compatibility and suitability for a particular application. All-Pro cannot be responsible for compatibility issues arising from mixing lift components manufactured by different vendors.



Military Wrap Leaf springs should be installed with the military double wrapped end in the fixed spring location. Each leaf spring has a fixed end and a shackle end. Most Toyota pickup's and 4Runners place the fixed mount up front and the shackle in the rear. Thus the military wrap should be in front when mounting springs with the shackle in the rear.

Steering All-Pro Hy-Steer crossover steering is recommended for use with all of our front springs. The extreme articulation afforded by our springs is greater than the stock steering can safely handle. Attempting to use stock push pull steering will likely result in broken steering arms or drag link, resulting in complete steering failure and loss of vehicle control.

Spring Pins Leaf spring center pins are designed only to locate the spring on its perch. Center pins are not designed to hold the spring in place. It is imperative that the U-bolts be properly installed, and tightened to prevent failure of the center pin. U-bolts should be checked for proper tightness before and after each off road trip and at 5,000 mile intervals. Damaged U-bolts should be replaced immediately.

Bumpstops Bump stops are required to limit the compression travel of the spring and suspension. Front suspension bumpstops should have no more than 3" gap between it and the landing pad. More than 3" clearance will most likely result in the springs bending and losing lift. It is normal for leaf springs to settle until there is 2" to 3" of gap between the bumpstop and its associated landing pad. Rear bumpstops should be set at no more than 5" of gap between stop and landing pad. Bumpstops may need to further limit suspension travel to prevent interference between steering components, frame and engine or to limit shock travel.

Bushings Spring bushings should be lubricated inside and out with axle grease before installation. It is normal for the outside lip of the bushings to become cut or worn off with use. The loss of the outer lip will not adversely affect suspension performance. Spring bushings should be inspected and greased annually and replaced if the inner core is crushed, damaged, or missing.

Spring pad Factory front springs are different for the left and right sides of the vehicle. This is due to the higher spring mounting pad on the right side of the front axle. We provide a 3/8" spacer pad for the left side of the axle. This raises the pad to the same height as the right side and allows for the use of identical left and right front springs. The spring pad spacer should be welded to the drivers side of the front axle, directly under the leaf spring. The spring pad hole should line up with the factory spring pin hole. The front and rear of the pad should be welded to the housing in order to prevent the pad from moving. It is not necessary weld the sides of the pad.



Shocks Shocks and shock mounts should be selected that do not limit the travel of the suspension. If it is not possible to install shocks long enough to accomplish this, bumpstops and limit straps should be used to prevent damage to and failure of the shocks.