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## INSTALLATION INSTRUCTIONS:

## Part # 58001 U-BOLT KIT

⇒ *Please read all instructions from start to finish before you begin the installation.*

### FRONT SPRINGS REMOVAL

- 1) Raise the front of vehicle and support the frame in front of axle.
- 2) Remove front shock absorbers.
- 3) Remove U-bolts, nuts, washers, and spring plates.
- 4) Remove spring pivot bolts and nuts.
- 5) Remove front springs.

### FRONT SPRINGS INSTALLATION

- 1) If necessary, enlarge spring plate holes from 7/16" to 1/2" to accommodate larger U-bolts.
- 2) Mount springs in vehicle and install pivot bolts and nuts. Hand tighten only at this time.
- 3) Install new U-bolts, washers and nylock nuts. Torque U-bolts to 55-65 ft./lbs.
- 4) Install shocks.
- 5) Remove supports and lower vehicle.
- 6) Torque pivot bolts to 25-35 ft./lbs.

**NOTE: DO NOT USE ANY DEGREE SHIMS ON FRONT AXLE.**

### REAR SPRINGS REMOVAL

- 1) Raise the rear of vehicle and support frame ahead of axle.
- 2) Remove rear shock absorbers.
- 3) Remove U-bolts, nuts, washers and spring plates.
- 4) Remove spring pivot bolts and nuts.
- 5) Remove rear springs.

### REAR SPRINGS INSTALLATION

- 1) If necessary, enlarge spring plate holes from 7/16" to 1/2" to accommodate larger U-bolts.

2) Mount springs in vehicle and install pivot bolts and nuts. Hand tighten only at this time.

**NOTE: On kits 50020 and 50030, it will be necessary to install the caster degree shims between the spring pad and the new rear spring. On kit 50020, your spring width will determine which two shims you should use.**

3) Install new U-bolts, washers and nylock nuts. Torque U-bolts to 55-65 ft./lbs.

4) Install shocks.

5) Remove supports and lower vehicle.

6) Torque pivot bolts to 25-35 ft./lbs.

**NOTE: Raise your vehicle so the suspension hangs free. A bumper Jack or jack stands will required for this operation; do this on both the front and rear. Rotate the drive shaft by hand and check for any possible universal joint to yoke binding. At this time inspect brake lines for any binds, kinks, etc. Brake lines must not be tight with suspension fully extended.**

## **INSTALLATION INSTRUCTIONS**

### **CJ SPRINGS 50010, 50020**

The **51412** CJ spring from Pro Comp achieves maximum available lift while utilizing stock chassis mounts and shackles. Due to moderate rate incorporated into the spring, which affords the best possible ride, the free camber (arch) also is at the design maximum for the leaf length. The combination of moderate rate at maximum free camber when installed will have the front shackle angled slightly to the rear of the vehicle. When installation is complete and weight of the Jeep is on the spring, the spring will lengthen under compression and the shackle will swing forward during suspension cycling. When the leaf spring is **50%** compressed the shackle should be very close to perpendicular to the chassis.

The **51412** Pro Comp spring is designed on a mounting dimension of **43.25"** (see illustration). If your vehicle varies from this dimension in either direction, a longer shackle will be required to prevent the spring from going over center. To calculate the amount of shackle length required, take the difference between **43.25"** and your dimension and multiply by **3**. This will determine how much longer the shackle will need to be from stock length.

**NOTE: Lubricate polyurethane bushings very well prior to installing spring assembly on vehicle. Re-torque axle bolt when Jeep is on the ground. This will flatten the spring in the area of the axle mount and effectively lengthen the spring.**

**VERY IMPORTANT: Before installing any leaf spring, be sure the spring center pin head will install into the axle pad. Failure to check this will result in improper u-bolt torque and improper axle spring pad to leaf spring contact.**