



## HS 3 Leaf Progressive AAL Installation Instructions

**PLEASE READ ALL INSTRUCTIONS THOROUGHLY BEFORE INSTALLATION. IMPROPER INSTALLATION CAN LEAD TO INJURY OR DAMAGE TO VEHICLE. IT IS RECOMMENDED INSTALLATION BE PERFORMED BY A QUALIFIED LICENSED MECHANIC.**

**AS A RESULT OF A TSB (technical service board) ON THE FACTORY PACKS, MINOR TROUBLE SHOOTING MAY BE REQUIRED.**

### **INSTRUCTIONS :**

*Process is the same for both sides*

1. Jack up the rear of the vehicle allowing the rear end to droop out. Use jack stands to support the rear weight of the vehicle (remove wheels at this point in time).

**NOTE:** Lift method and rear support might differ slightly depending on shop and available equipment (i.e. vehicle lifts).

2. Position a floor jack under the rear end to support the rear axle.

3. Remove the lower shock bolts (the rear axle may need to be lifted a bit in order to remove tension on shock bolts) and then loosen and remove the U-bolts.

4. Slowly lower the rear axle away from the springs and then remove the factory centering pin and the factory over-load spring.

**NOTE:** You will need to C-clamp the factory springs together when removing the center pin.

5. Prepare 3 leaf AAL for installation by removing the center pin bolt (discard sleeve) and pack retainer bolts and sleeves. At this point we recommend applying heavy duty automotive grease between each leaf as well as the top leaf before proceeding to Step 6.

6. Add 3 leaf AAL to the bottom of the factory pack by sliding the new center pin provided through the holes in the leaves. If reusing the Over Load leaves it will be added to the bottom of the 3 leaf AAL; the overload leaves should always be the bottom leaf. Be sure to install the 3 leaf AAL so that the longer side (distance from center hole out) goes towards the rear

**NOTE:** Depending on the year of the vehicle, the longest leaf in the 3 leaf AAL may overlap or come into contact with the factory spring pack retainer. If this is the case you will need to remove the factory spring pack retainer. This can be done by grinding the rivet head off from the factory packs and prying the retainer off. We recommended you measure and examine both the factory pack and 3 leaf AAL to ensure this is not an issue before installation as removing the pack retainer will add to the installation time.

7. With the 3 leaf AAL in position and all leafs clamped together, add and tighten the provided center pin nut.

**NOTE:** You may need to cut the center pin down should the pin extend up further than 1/2" beyond the center pin nut. If pin extends up too far it can interfere with the reinstallation of the bumps stops.

8. Jack up the axle and guide the spring center pin head into the hole on the axle perch. Once in position install new u-bolts provided and tighten (torque to spec [75-80 ft-lbs] once truck is back on the ground). When installing the ubolts it may be necessary to squeeze the prongs together in order for the prongs to line up with the holes in the lower factory plates.

9. Re-install the 3 leaf AAL leaf retainer bolts/sleeves and tighten.

10. Re-install shock bolts into lower factory mounts and tighten. Shock may need to be compressed in order to line up holes and slide bolt through. At this point wheels can be re-installed and vehicle lowered.

**ATTENTION: RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.**

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