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Zero Rate Add-A-Leaf Instructions

<u>Quantity in kit</u>	<input checked="" type="checkbox"/>	<u>Part</u>
2		Zero rate add-a-leaves
2		3/8"-16 x 3-1/2" bolts
2		3/8"-16 locking nut
2		Center pins with nuts

Our Zero Rate Add-A-Leaves can be used in the front or rear suspension safely because it bolts in to the spring pack as a leaf as compared to just being pegged under the spring pack as a block. It can also be used to move the axle forward or backward 1" or 1.5" if you like.

The center pin ALWAYS goes through the center of the add-a-leaf. ALWAYS. Also, the rounded corner of the leaf always goes up. This is to prevent stress concentrations in your leaf spring and this rounded surface must go against the leaf pack. Check the new center pin for fit in the spring pad on your axle housing; it's much easier to modify it now than when it's all installed.

Drop the axle away from the spring pack. Be safe, if you don't know how to do this look it up in a maintenance manual or call for help. Clamp the spring pack about 4" from the center with a "C" clamp and remove the stock leaf center pin.

If you want the axle in the stock location:

Run the supplied new center pin through the hole in the middle of the leaf, through the leaf pack and tighten the nut on top of the spring pack. Our zero rate add-a-leaves are supplied with a 3/8" center pin, GM did use some spring packs that were drilled for a 5/16" center pin but they are rare. If your spring pack is drilled for a 5/16" center pin (uncommon, but we've seen it), don't try to drill the springs (you won't be able to anyway because they're very hard), get a 5/16" allen head bolt or a grade 8 bolt with the head ground down into a round shape.

If you want to move the axle forward or backwards:

1. Shorten the center pin so that there is 7/8" of thread remaining, illustration of unmodified pin on top and cut down pin on the bottom:



2. Run the center pin through the hole in the center of the new U8003 leaf and tighten the nut in the cutout in the top of the leaf. The center pin end must be below the top surface of the zero rate.



3. Install the supplied 3/8" x 3 1/2" bolt with the head on the bottom of the new leaf through one of the offset holes. To move the axle forward, the leaf must be offset toward the front of the truck. Pick the hole in the leaf that moves the axle the amount you want, one hole is 1", the other is 1.5" offset. Make sure you use the same hole on both sides of the vehicle! Run the 3/8" bolt through the hole in the

leaf pack and tighten the nut to clamp the new leaf to the pack.

YOU MAY NEED TO BUY A BOLT TO FIT YOUR SPRING AT THIS STEP! ORD supplies a bolt that should work with most spring packs but will not work for all spring packs. If you have to buy a bolt, grade 5 is fine (there isn't supposed to be any stress on this bolt) but a higher grade won't hurt anything either. Our zero rate add-a-leaves are supplied with a 3/8" center pin, GM did use some spring packs that were drilled for a 5/16" center pin but they are rare. If your spring pack is drilled for a 5/16" center pin, don't try to drill the springs (you won't be able to anyway because they're very hard), get a 5/16" allen head bolt or a grade 8 bolt with the head ground down into a round shape.



4. You will need to drill a clearance hole in your upper ubolt plate for the nut on top of the spring. Measure 1" or 1.5" off center of the ubolt plate and drill the hole. It needs to be about 3/4" in diameter. Now you're ready to re-install the axle.
5. Make sure you check and if necessary, adjust, the steering linkage, brake lines, driveshafts, shocks, etc for proper clearance and function with the newly moved axle. There are generally few problems with relocating the axles but it's wise to check it all out.