



Composite Spring Instructions

HCO12413, HCO31300, HCO31330,
HCO31360, HCO31400

PLEASE READ INSTRUCTIONS CAREFULLY

Thank you for purchasing a fiberglass replacement product from Van Steel Inc. Your new fiberglass monospring is the ultimate replacement for aging multi-leaf springs. They are designed better, react to road conditions faster and last longer than conventional multi-leaf springs. With proper installation, your new spring will provide you with many years of improved ride quality and handling. Please read all of the instructions carefully.

Removal of Factory Steel Spring

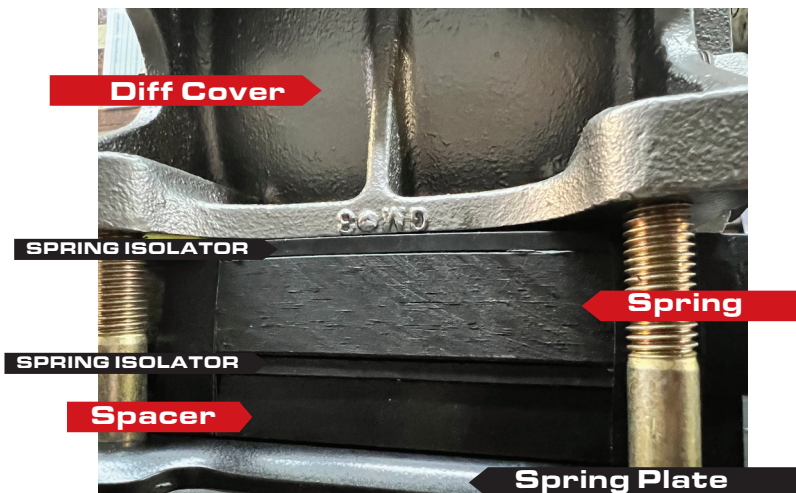
1. Lift car and place on jack stands.
2. Remove the cotter pins from spring bolt castle nuts
3. Clamp a pair of vice grips to the steel spring (about 6" from the end) to prevent the floor jack from sliding while under pressure.
4. Slowly raise one side of the spring with a floor jack to remove tension from the spring bolt.
5. Carefully remove the castle nut and slowly lower the jack.
6. Repeat Steps 1-5 for the opposite side.
7. Remove the center mounting plate from the differential.
8. Remove the spring.
9. Inspect differential for cracks and leaks.
10. Remove the factory spring bolts and cushions.



8" Spring Bolts Required

If you don't already have an 8" spring bolt kit, you'll want to purchase a kit before attempting to install your spring. You can reuse your center mount plate and bolts or purchase new ones based on your year model.

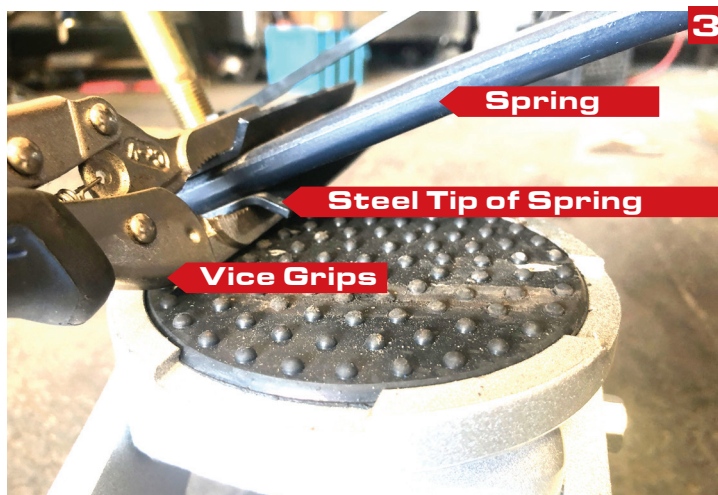




The delrin block should be under the spring for maximum height adjustment range.
If you need to raise your ride height beyond what the adjustment bolts allow, the block can be placed on top.

Installation of Fiberglass Spring

- 1 Attach the center mounting plate to the spring and bolt it to the differential cover only hand tight (do not fully torque down). Flat side of plate goes toward the spring.
- 2 Install the 8" spring bolt with a cushion and washer in t-arm if new bolts are used.
- 3** Place vice grips on the steel tip on the springs end. **NEVER JACK THE SPRING UP ON THE FIBERGLASS.**
- 4 Slowly jack the spring up and align the spring bolt with the spring bolt hole at the end of the fiberglass spring..
- 5 Carefully install the other cushion, washer and screw the nyloc nut on. Slowly let the floor jack down.
- 6 Repeat steps 4-7
- 7 Slowly lower the car. Once the car is on the ground you can then make your adjustments for the spring bolts. To raise the car, tighten the nuts up. To lower the car, back the nuts off until you reach your desired ride height.
8. Do not torque the spring down until on the ground with the full weight of the car. Your Corvette should be in near completed form.



Important Notes about Fiberglass Springs

- 1 Never expose the spring to heat in excess of 235 degrees. Minimum exhaust clearance is 3". **Heat shields** are recommended in all applications without side pipes or you can put header wrap around the exhaust near the spring. Damage from heat WILL VOID YOUR WARRANTY.
- 2 Never expose the spring to hammer blows or tow straps. Fiberglass Springs are not designed as a tow or lift point.
- 3 Periodically check the center mounting plate bolts to insure they are torqued correctly
- 4 For best results, use the correct shocks that are valved for the fiberglass springs.

TORQUE SPECS:

63-77 & 78-79 - 40-45 ft lbs.

80-82 - 35-40 ft lbs

Retorque after 50 miles

Acid Based Wheel & Chassis Cleaners

Corvette owners who take pride in the cleanliness of their wheels and undercarriage of their cars need to pay attention to the cleaners which contain phosphoric acid. Phosphoric acid will negatively react to the springs composition and will cause spring delamination in a very short time.