

# VAN STEEL

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## 84-96 Front Monoleaf Spring Instructions

### Kit Contains:

Item	Qty	Description
1	1	Front Fiberglass Monoleaf Spring
2	2	Polyurethane End Pads (Already installed on the Spring)
3	2	Polyurethane Frame Mount Pads

- 1) Lift car and safely place on jack stands on a level surface. About 18" of ground clearance is needed.
- 2) Remove the front wheel leaving the caliper in place.
- 3) Place a floor jack under the lower control arm on the side you're working on close to the ball joint. Take caution that you do not hit the grease fitting. A block of wood between the floor jack and control will help.
- 4) Remove the shock front the lower a-arm. You can leave the upper attachment in place. 84-87's have a plate on top of the lower a-arm. Remove that plate as well.
- 5) Disconnect the sway bar end link. You can leave the sway bar in place.
- 6) Remove the cotter pin from the lower ball joint and unthread the nut. Do not remove the nut completely from the lower ball joint. Leave at least 3-4 full turns on.
- 7) Loosen the control arm pivot bolts at the frame. This will allow the arm to move freely.
- 8) You can raise the lower control arm about an inch or so to ensure the car does not come off the jack stands. Once you check this, lower the floor jack leaving about a ½" air gap between the arm and the floor jack or wood if you used it.
- 9) We prefer a brass hammer for this step is best. If you don't have a brass hammer you can use a ball joint removal tool. If you have a brass hammer hit the side of the knuckle/upright, where the ball joint stud goes through, a few times. The arm should pop loose and catch on the lower ball joint nut or the floor jack. Once it has popped free, slightly raise the control arm and remove the ball joint nut.
- 10) Take caution here. The springs are preloaded. Slowly lower the floor jack bringing the arm to full droop.
- 11) Repeat **Steps 3-10** on the other side of the car.
- 12) Once you have completed both sides, remove the nuts on the cradle bracket that holds the spring in place.
- 13) Slide the spring out of the car, either to the left or right and remove all the factory shims.
- 14) Install the new spring and align the spring ends to the lower a-arms using the ball joint as a reference. If needed, jack up the a-arm so the spring can sit in the pad of the arm.
- 15) Once aligned, place the center mount pads (facing down) with cradle, nuts and bolts in place and tighten nut securely drawing the plates evenly. Torque to 46 ft/lbs.
- 16) Now that the spring is in place you can jack up the lower control arm and install the lower ball joint stud to the knuckle using the flat washer & nut. Torque to 48 ft/lbs and install cotter pin. Watch the jack stands to make sure the car is not lifting off the jack.
- 17) Repeat **Step 16** on the opposite side of the car.

- 18) Re-install the shock. Torque to 22 ft/lbs.
- 19) Re-install the sway bar end links. Torque to 35 ft/lbs.
- 20) Lubricate your ball joints and tie rod ends while you're there.
- 21) Reinstall your wheels and Torque to required specs.
- 22) Remove the jack stands and lower the car to the ground.
- 23) With the weight of the car on the ground, tighten the pivot bolts for the lower a-arm bushings.  
Ramps are best to additional room.
- 24) Take a quick drive around the block and re-torque the center mount cradle nuts to 46 ft/lbs.  
Again, ramps are best to give you additional room.

**To ensure longevity of fiberglass springs:**

- Do not** strike spring with hammer or heavy tools.
- Do not** attach tow chains or trailer tie-down straps to spring.
- Do not** expose spring to excessive heat or a torch.
- Do not** place jack against spring.
- Do not** use acidic based wheel cleaners. Only soap and water on your wheels.