

## ***Another Add-A-Leaf Installation***

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I just installed Warn Black Diamond 2" add-a-leafs on my '78 Wag. Bought them from Summit Racing, total cost was around \$112. Overall the installation was very easy. The biggest aid was a bottle jack for raising/lowering the axles.

Rear steps:

- remove shocks.
- jack up and place on jack stands (watch for brake line overstretch).
- remove wheels.
- loosen u-bolt nuts on both sides.
- place bottle jack under axle on side that you are working on first.
- remove u-bolt nuts, u-bolt and spring plate.
- lower axle away from spring pack (watch for brake line overstretch).
- c-clamp the spring pack (may want to use more than one if your springs do not have existing retainers).
- remove center pin from spring pack.
- remove c-clamp and any springs that come off.
- place add-a-leaf in the proper location (right above the overload spring in my case).
- c-clamp together and install new center pin.
- raise axle up to spring pack.

- install u-bolt, u-bolt plate and nuts (my existing u-bolts were long enough),  
do not tighten all the way.
- repeat for other side.
- tighten all u-bolt nuts.
- hacksaw off excess center pin.
- put wheels on.
- lower back end.
- torque u-bolt nuts.
- put (new longer, in my case) shocks on.

#### Front steps:

- remove shocks.
- remove stabilizer bar links (if equipped).
- jack up and place on jack stands (watch for brake line overstretch).
- remove wheels.
- loosen u-bolt nuts on both sides.
- place bottle jack under axle on side that you are working on first.
- remove u-bolt nuts, u-bolt and spring plate.
- raise axle away from spring pack.
- move steering stabilizer bracket out of the way (on driver side) and remove stabilizer bar link plate.
- c-clamp the spring pack (may want to use more than one if your springs do not have existing retainers).
- remove center pin from spring pack.
- remove c-clamp and any springs that come off.
- place add-a-leaf in the proper location (very bottom in my case).

- c-clamp together and install new center pin.
- move steering stabilizer bracket back into place (on driver side).
- lower axle to spring pack.
- install stabilizer bar link plate, spring plate, u-bolt and u-bolt nuts (my existing u-bolts were long enough), do not tighten all the way.
- repeat for other side.
- tighten all u-bolt nuts.
- install the provided spring retainers (I bought other bolt-on retainers and installed them instead, two on each spring pack).
- replace stabilizer bar links (if equipped).
- put wheels on
- lower front end.
- torque u-bolt nuts.
- put (new longer, in my case) shocks on.

These steps basically come from my memory banks and may not be totally accurate, but the kits come with pretty decent instructions.

I got a good 2", if not more, out of the add-a-leafs and will see about putting on 31" meats in the near future (you may be able to go larger, but I don't want to deal with changing gear ratios at this time). I haven't tested out the ride yet since I am still working on other areas of the truck.

c-ya,  
Whit.

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