

SPECIAL SUSPENSION ISSUE

PSO

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**SUPER DUTY
SUSPENSION UPGRADES**

**THE BIG LIFT: KEEP TALL TIRES
ON THE STRAIGHT AND NARROW**

**DYNATRAC BALL-JOINT
REPLACEMENT**

SUSPENSION SUPER DUTY UPGRADES

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They're called Super Duties for a reason. Yes we overload them, and with one piece frames, full floating axles, and three bearing differentials, they hold up well. Ford stretched the rear leaf springs three inches in the 1999 model, when they switched from Heavy Duty to Super Duty. This made for a smoother ride, then for 2008, another eight inches were added to the rear leaves. So now our 3/4 tons ride like one tons but they can also sag with maximum payloads and tongue weights. Ford should be commended for



at least having a rear anti-sway bar with the Camper Package that's becoming rare in class 3 and 4 trucks, but for heavy loads it's not big enough.

Important to remember, adding accessories to your truck's suspension does not increase your factory GVWR, axle weight rating or payload. The goal is enhancing what you have for maximum load stability. Another advantage of the suspension products I'm reviewing are that most can be used together or separate. SuperSprings or Sway Stops

Sulastic Rubber Springs, Easy Install

Like a torsion trailer axle or Hendricks suspension on a semi-truck, Sulastic Rubber Springs are a cast hinge embedded with rubber. I didn't find that they gave you much more support with a loaded truck, but it does settle the empty ride down considerably. I have a clothes

rod attached to the hanger hooks in my SuperCab which usually bounces up and down without clothes on it when my F-250 is empty. After adding Sulastic, the clothes rod stays put and the F-250 vibrates less. Sulastic puts tension on your leaf spring, taking some of the impact out of the spring action.

Very simple installation: the hardest part was getting the old bolts out of the hanger. You need to save your old bolts and nuts as they aren't supplied with the kit. Jack the truck up by the frame, remove the rear leaf spring shackle from the hanger and leaf spring. Insert the rubber bushings and separation tube

into the Sulastic casting and bolt to the truck frame hanger. The Sulastic straps bolt to the factory leaf springs. The casting has a stop in built for empty position. Warranty one year. ■

For more info on air bags:
<http://www.airliftcompany.com/>

For more info on overloads:
<http://supersprings.com/>

For more info on foam pads:
<http://supersprings.com/ssstops.asp>

For more info on torsion shackle:
<https://www.sulastic.com>



Factory shackle and Sulastic torsion shackle.