



NP16509

WELD-ON SPRING MOUNT & BUMP STOP KIT D21/WD21 HARDBODY/PATHFINDER

KIT INCLUDES

- 1 - Driver Spring Perch (Short)
- 1 - Driver Upper Strike Plate
- 2 - Universal Bump Stop Mount Plate
- 3 - Narrow U-Bolts w/Hardware
- 1 - Passenger Spring Perch (Tall)
- 1 - Passenger Upper Strike Plate
- 2 - Upper Bump Stop
- 1 - Wide U-Bolt w/Hardware

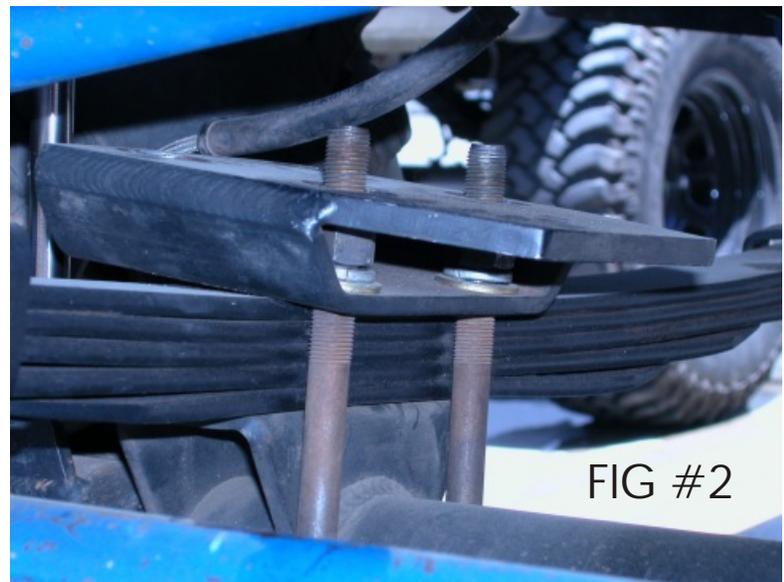
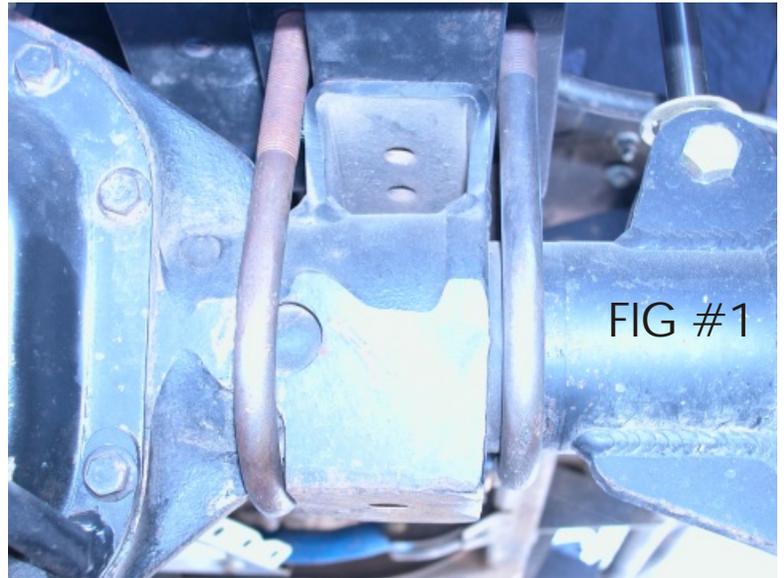
NOTE: It is recommended that this part be installed by a certified welder. Proper installation of this kit will require a torch to heat the cast portion of the differential to allow for strong adhesion of the weld for the driver's side spring perch. The differential will not need to be glowing orange/red, but it will need to be heated. **FAILURE TO HEAT THIS PART CORRECTLY PRIOR TO WELDING WILL RESULT IN WELD FAILURE!** Improper alignment of the spring perch will affect the entire front suspension geometry as well as drive-line angles. Due to the nature of this custom part, each installation will be different depending on the springs used.

ALL PARTS SHOULD BE TACKED IN PLACE FIRST TO CHECK FOR PROPER CLEARANCES AND NECESSARY ANGLES OF THE SUSPENSION AND DRIVELINE. THE SUSPENSION SHOULD BE CYCLED AS WELL BEFORE FINAL WELDING

At this point, the factory IFS suspension should be removed to allow for front springs and a solid front axle to be installed. For installation of this kit, it will be assumed that you are running our front hanger and bell shackle conversion system. If you are not, installation will not require much modification, if any at all. These instructions will cover the fitment and welding of the perch and upper bump stop plate as well as final spring installation.

1. Locate the two spring perch mounts. The tall unit installs on the passenger side and the short mount will be welded to the driver's side. Exact placement of the perch will vary on each application. It is recommended to hang the spring from the installed spring hanger system and check all angles before tacking the mounts in place. REFERENCE COVER PAGE WARNING BEFORE WELDING THE DRIVER MOUNT IN PLACE. Figure #1 and #2 illustrates our installation.

The driver side mount utilizes the 1 wider U-bolt sent with the kit. It will be installed on the side closest to the differential itself. This side will also use the upper strike plate that features the wider u-bolt pattern as well.



2. With the spring perch tacked in position, place leaf springs in corresponding center-bolt holes and affix the correct bump stop strike plate in position. Tighten u-bolts snugly to keep the spring in position. Once this is completed, locate the weld-on bump stop mount plate. The plates are universal and can be trimmed to fit in custom locations. Cycle the suspension to bring the strike plate up towards the frame. This step allows you to correctly position and tack into place the upper mount.

The supplied bump stop can also be trimmed to allow for more up travel. It is highly recommended to check and recheck all articulation clearances before trimming this part as the polyurethane cannot be fixed once cut.



3. Once the perch and bump stop plate have been tacked into place and the suspension has been cycled with all parts snugly installed, the spring and strike plate can be removed to allow for complete welding of the parts to the axle and frame. Take caution to watch for warpage or movement of the parts when welding.

All parts can then be re-installed to complete the spring conversion.

Additional picture below showing the finished installation.



QUESTIONS, PLEASE CALL THE TECH DEPARTMENT
661-398-9550

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