

Leaf springs have several important functions on a vehicle. They carry the weight of the vehicle's body plus the load, and they also absorb the shocks caused by uneven roads

- To ensure the correct part is chosen - always check the build, form and notes within our catalogue against your old spring before selection. Other designs may exist that are not covered within our range
- We strongly recommend that **leaf springs should always be replaced in axle pairs**
- Check and clean all fitting points, and repair or replace as necessary
- If the spring is supplied with a loose plate secured to the spring with adhesive tape, the tape must be removed before the spring is fitted.
- Changing a spring can be a dangerous job – we recommend a recognised repair manual is followed when changing a leaf spring

Leaf Springs also absorb the acceleration and braking forces of the vehicle, and this can put tremendous stress on the U-Bolts, which are used to secure the Leaf spring to the vehicle. U-Bolts should therefore always be replaced rather than re-used if any maintenance involving their removal takes place

U-Bolts

Our range of U-Bolts has been designed to cover the majority of applications. The range is of a universal style and suitable for standard or heavy duty leaf springs. Some are longer than necessary for certain applications, and should be cut to the correct length during installation. Our U-Bolts are always supplied complete with the required nuts

- In the majority of applications, two U-Bolts are required per leaf spring, i.e. four per axle set
- Dirty or damaged mounting points can allow U-Bolts to work loose, and should be replaced as necessary
- **U-Bolts should be tightened to the correct torque;** then re-checked a short while after fitting (i.e. 2 weeks or 500km). Lesjöfors recommend that a recognised repair manual is followed to apply the correct torque
- Correctly tightened U-Bolts should allow no movement of the Leaf spring between the fitting points. Loose U-Bolts will allow movement and can lead to spring breaking around the centre bolt area – **in such cases the spring would not be covered by our warranty**
- **Note:** Certain leaf springs do not require U-Bolts for their fitment – such as the Mercedes Sprinter and VW LT front leaf springs which are transverse mounted (across the chassis). The upper and lower spring seats on such vehicles must be checked for damage, wear, or hardening when the spring is replaced, and replaced as necessary, otherwise premature failure of the replacement spring may occur