



Specialty Products **FAQ**

1702, 1703, 1704, 1705, 1706, 1714, 1716, 1718, 1724, 1726, 1728 Coil Spring Spacers

Q1: These spacers will fit my application, but my vehicle comes with spring clips/retainers that will no longer fit with the spacer in place, what do I do?

A1: These spacers are categorized as 'generic applications' – meaning they are not designed to be a 'complete solution' on a specific vehicle,...so on those that came from the factory with a spring retainer(s), you have two primary options: 1) fabricate or find a new retainer that will work with the spacer in place, or 2) don't use a retainer. The only time you should choose #2 is if you are sure that the spring will never be able to 'get loose' (i.e. experience zero load) during normal suspension travel. In short, if the spring still has pressure on it that keeps it – and the spacer – firmly seated between the frame/body and the axle/control arm when the suspension is hanging at full down travel as limited by the shock or a limit strap, then no retainer should be necessary.

Q2: I have a late model coil-sprung solid-axle Jeep (TJ, XJ, ZJ, MJ) that I'm lifting a bit higher with these spacers. It came with spring 'clips' on the axle seats that won't fit with the spacers, what should I do?

A2: You may not need the clips - later-year TJ's actually did omit the clips from the factory. However, if you are running longer shocks, you will need to confirm that they do not allow the spring to become fully unloaded. If they do, then you will need to have a lower spring retention of some kind, so that the spring stays in place while the upper end drops away from the frame/body (but is still 'located' by the jounce tower inside the coil). A better option in this case may be to use a frame-side spacer instead so that the factory clip can be re-used on the axle.

