

My 1999 F250 is starting to show its age. With over 210 thousand miles the leaf springs in the back have lost some of their bounce. Also the trailer I am towing today has a higher tongue weight than when I started. Last summer I noticed that handling was getting soggy and I had to be careful not to get the trailer swaying. I briefly considered replacing it with a newer F350, but as the truck is otherwise in good condition, I chose instead to upgrade the load capacity to around what a new F350 would have.



I started with some internet searching and found a number of articles on upgrading trucks and SUV's. One name that kept appearing is Hellwig products, so I looked them up.

Hellwig offers a variety of helper springs for truck, SUV, and van including some of the pro series and load pro series suspension helper spring kits.

Hellwig springs are available in a variety of load boosting models. Constant rate springs like the EZ Series or Sport series will give you additional load capacity all of the time, loaded or not. Progressive rate springs such as the

pro series, will adjust to the load in your vehicle, making for a hassle free, enjoyable ride.

Pro series helper springs are designed to adjust progressively to the load of your vehicle the same solution as the Load Pro (LP-25, LP-35) series will provide. They are available in a silent ride option that has polyurethane blocks in the spring setup to prevent any sound from the springs engaging.

The load pro series is what originally set Hellwig apart from other suspension helper spring manufacturers. LP-25 and LP-35 are very popular for Chevy, Dodge, and Ford full size pickups. Made with quality steel and construction, these springs are durable and sure to give you the load support your vehicle needs.

<http://www.hellwigproducts.com/> or <http://www.sdtrucksprings.com/>



Installation instructions [http://www.sdtrucksprings.com/images/load-pro-25\[1\].pdf](http://www.sdtrucksprings.com/images/load-pro-25[1].pdf)

I order a kit that increased my load rating by 2500 pounds which should be more than enough for what I am currently hauling. I have three trailers, two horse trailers, a bumper pull and a gooseneck, and a flat bed that I use for hay.





Installation took about 90 minutes per wheel and raised my hitch about one inch. The big difference is when I attach one of my trailers now the hitch doesn't sink about 6 inches like it did before. I don't know what effect it will have on the truck's ride, I expect it will be a bit stiffer, when not towing, but should handle much better when I am.