

Do as follows:

- 1) remove the spring from the car;
- 2) clamp the spring together with a large c-clamp and remove the nut from the center bolt. Then, unscrew the c-clamp allowing the spring leaves to separate (you don't really need to use the c-clamp since there is not much compressive force released when the center bolt is removed, but some folks find it convenient to do it this way). Remove the spring liners. You will find that the liners will be worn through at the point where the arched leaf ends contact them. This is the source of the "squeaking";
- 3) clean the leaves thoroughly. Bead blasting or light sand blasting is the quickest way. If any of the leaves suffer from serious, deep-pitting corrosion, the leaf or leaves will have to be replaced. No SERVICE replacements are available; a good used leaf will have to be salvaged from another spring;
- 4) paint the spring leaves with the Ikonoklad paint available from Quanta Products;
- 5) Install new liners. These are available from Quanta as part of a kit (most economical) or individually from GM under GM #3794113 (less economical). These liners are made from a GRAPHITE-impregnated, linear polypropylene material.
- 6) compress the spring leaves with the c-clamp, install a NEW center bolt and lock nut, and you're done. Except, of course, for re-installing it in the car. For that, follow the procedure shown in the Corvette Service Manual and don't neglect to de-arch the spring prior to installing the retaining bolts.

One other tip: before you install the spring center bolt, grind the round head of the bolt so that the head thickness is reduced to about 1/4" (or, as thick as the head of the old bolt which you removed) and then generously chamfer the top edge of the head. Most center bolts sold today, including those available from GM, have too thick of a head. This will not fit in the recess provided for it in the differential cover. By reducing the thickness, you ensure a proper fit and full seating of the top spring leaf on the differential cover surface. The generous chamfer I suggested will greatly ease installation of the spring so that the center bolt head will index with the hole in the cover.