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ARF11300 Front CoolRide kit for 65-70 Impala

- 2 F6781 front air spring
- 2 A058 front upper air spring bracket (4.5" tall)
- 1 A435D lower plate with shock mount
- 1 A435P lower plate with shock mount
- 2 KYBKG4524 shocks with two 1/2" sleeves
- 2 A008F upper shock brackets
- 2 S0001 shock studs

Hardware:

- | | | |
|----|-------------------------|--|
| 2 | 7/16 x 8" stud | upper cup to frame |
| 2 | 7/16 uss nyloc nut | |
| 2 | 7/16 flat washer | |
| 8 | 3/8 uss nyloc nut | air spring to cup & lower plate to control arm |
| 4 | 3/8 x 1 1/4" uss bolts | lower air spring plate to control arm |
| 2 | 3/8 x 3/4 " uss bolts | air spring to lower plate |
| 14 | 3/8 sae flat washer | |
| 2 | 3/8 lock washer | air spring to lower plate |
| 2 | 1/2" x 2 1/2" uss bolts | shock mount |
| 2 | 1/2" uss nylocs | |

ARF11300 65-70 Installation Instructions

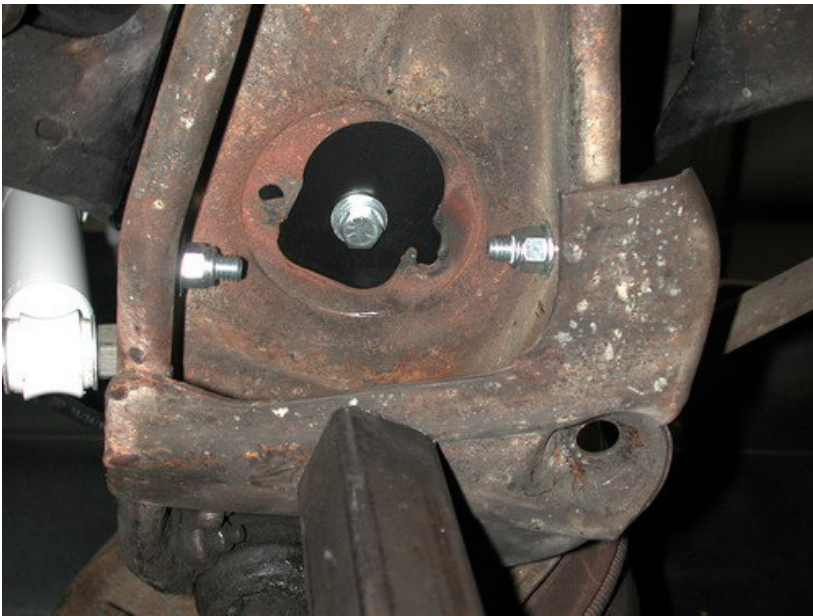
1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove oem coil spring, shock absorber, and bumpstop. Refer to factory service manual for proper disassembly procedure.



3. Place the lower air spring plate onto the lower control arm as shown in the picture. This is the Drivers side with the shock mount to the rear of the control arm. The plate will index off the rear strut arm bolt. The other two holes must be drilled for 3/8" x 1 1/4" bolts. Install flat washers and nylocs.



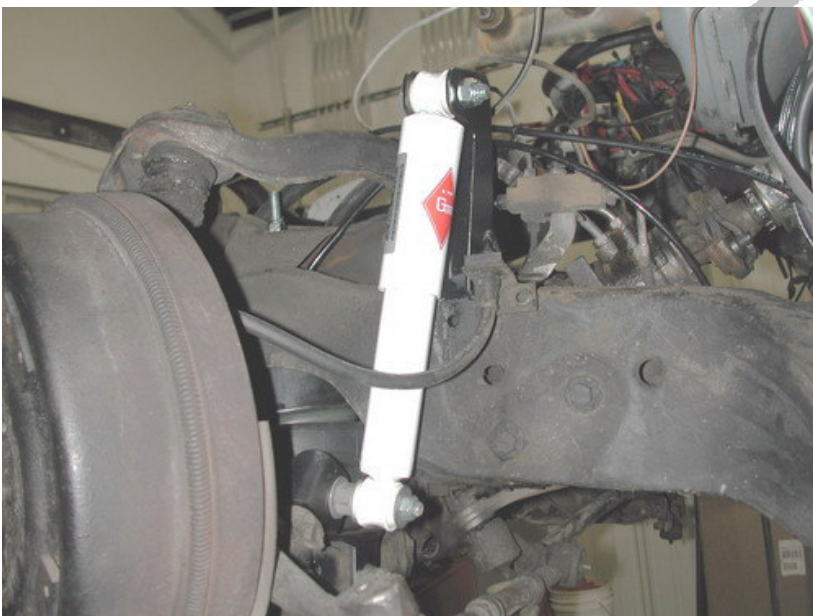
4. The coil spring pocket will need to be trimmed for air spring clearance as shown in the picture.
5. Apply thread sealant onto the air fitting and screw into the air spring.
6. Place one of the cup brackets onto the top of the air spring and secure with two 3/8" nyloc with flat washers.
7. Thread a piece of the 7/16" all thread into the nut inside the cup.



8. Install the air spring assembly into the coil spring pocket with the all thread protruding through the factory shock hole. The fitting access hole will be clocked towards the outer tie rod end. Fasten with 7/16" nyloc and flat washer. The airline must be routed at this time.

9. Secure the air spring to the lower plate use a 3/8" x 3/4" bolt, lock washer, and flat washer.

10. Place a jack under the control arm and fully compress the air spring to double check air spring clearance.



11. The upper shock mount must be welded to the frame. It may need to be cut down to match the stroke of the air spring and suspension. Make sure that when the suspension is fully compressed the shock is about 1/4" from being fully compressed. Just tack weld the mount for now and install the lower shock stud and shock. The upper mount will use a 2 1/2" x 1/2" bolt and nyloc. Check to make sure the shock does not bottom out when the suspension is fully compressed. If the shock bottoms out it could damage the shock or shock mounts.

12. Reattach the tie rod, spindle, and sway bar. Refer to a factory service manual for proper assemble procedure.

13. The sway bar end link may be shortened to achieve proper clearance. This can be done by shortening the end link and bolt.

14. Double check the air spring clearance through full suspension travel. This air spring should be approximately 5" tall at ride height. This should be around 100psi.

IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO MAKE SURE THE AIR SPRING DOES NOT RUB ON ANYTHING AT ANYTIME!!!