

ridetech



Air Ride Technologies

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ARF11400 Front airspring, bracket, and shock kit for 91 to 97 GM B body Impala

- 2 F6781 front airsprings
- 2 A028 upper front bracket w/ nut
- 2 A040 lower front bracket
- 2 KYB KG4524 shocks with 4 sleeves
- 2 A008F upper shock brackets
- 2 A035 lower shock brackets

- Fastener package =
- 2 7/16 x 6 studs
 - 2 7/16 sae flat washers
 - 2 7/16 uss nylocs
 - 4 3/8 uss nylocs
 - 2 3/8 x 3/4 uss bolts
 - 2 3/8 lockwashers
 - 6 3/8 sae washers
 - 4 1/2" x 2 1/2" uss bolts
 - 4 1/2" nyloc nuts

INSTRUCTIONS

FRONT

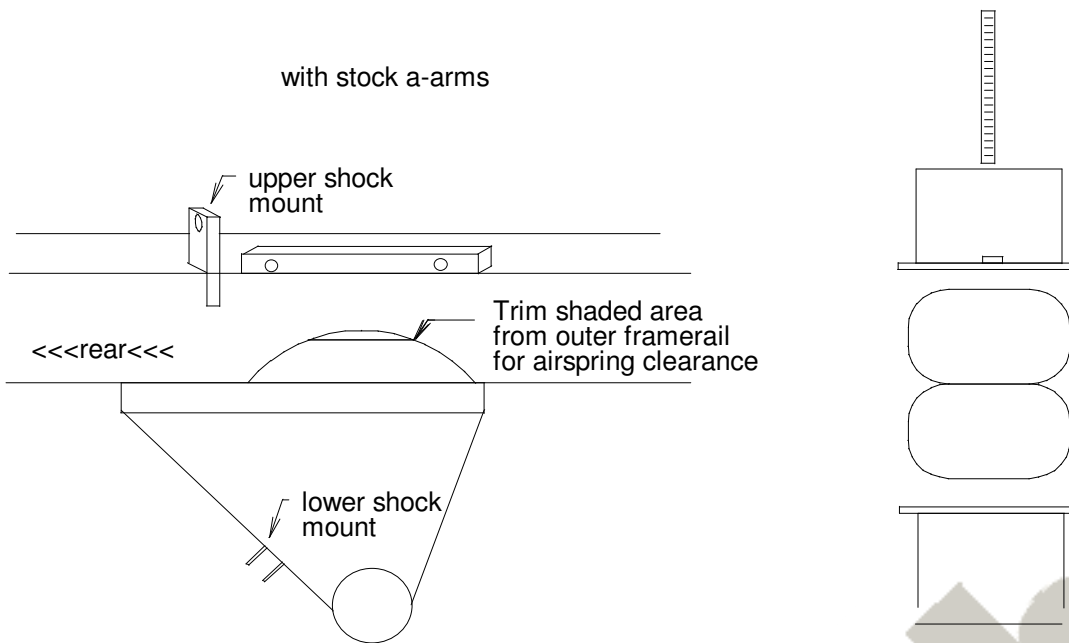
1. Raise vehicle to a safe, comfortable working height.
2. Disassemble front suspension and remove coilsprings. (Refer to service manual for proper and safe procedure.)
3. The frame around the coilspring pocket will need to be trimmed for airspring clearance. An arc that is approx. 1" tall and 5" long will be taken from the area directly below the rubber snubber that is on the frame. This trimming can be accomplished with a die grinder and a cutoff wheel, a sawzall, or a torch. [We prefer the cutoff wheel.]
4. Assemble the airspring onto its mounts. The upper cup is 2.5" tall and is drilled for 2 studs and the air fitting to stick through. The lower mount is 2.5" tall and is drilled for 1 center attachment bolt.
5. Route the airline through an available frame opening and into the airline fitting. Insert the airspring assembly into place. The upper airspring mount is attached by threading the 7/16 bolt provided through the old shock mount hole and into the upper mount. [The frame hole may need to be enlarged slightly.] The lower airspring cup will set into the old coilspring pocket in the lower a-arm and will need no further attachment. You may want to inflate slightly to keep them in place.
6. Inspect the area around the airspring for ANY interference. Check this at all steering angles and throughout the suspension travel.

IT IS THE FINAL RESPONSIBILITY OF THE CUSTOMER TO ENSURE THAT THE AIRSPRING DOES NOT RUB ON ANYTHING AT ANYTIME!!

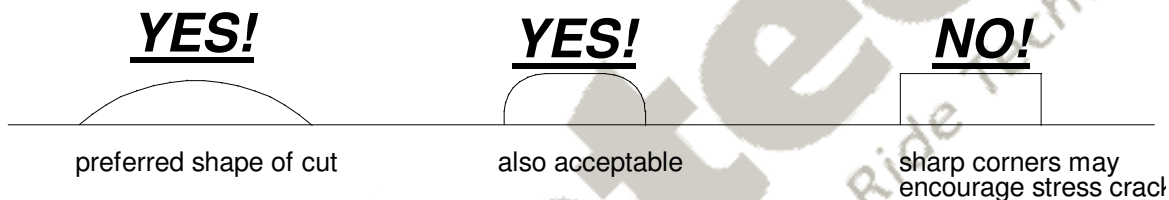
7. The shock absorber will be mounted between the backside of the lower a-arm and the frame. The lower mount can be bolted or welded to the a-arm immediately behind the steering stop bracket. The upper mount will be welded to the frame directly behind the upper a-arm. Be sure to allow for a-arm clearance. Make sure that the shock does not interfere with any of the other suspension components. Also make sure that the shock does not bottom out before the airsprings are fully deflated.



Typical GM front steer installation.
Note the area of the outer
framerrail that is trimmed for
airspring clearance.



How to trim the framerail



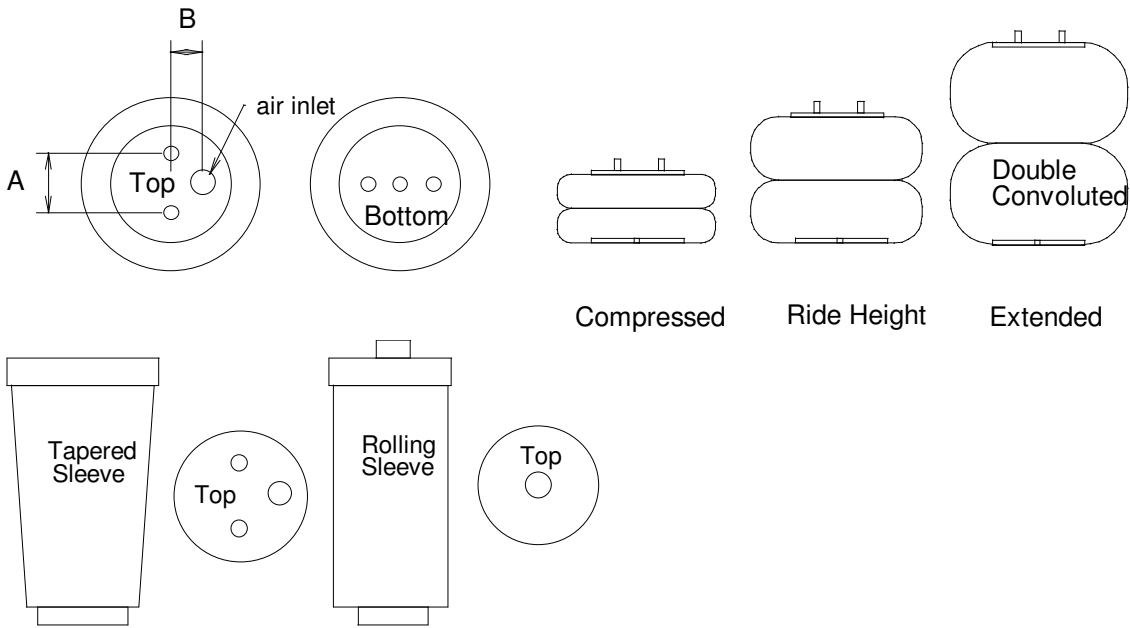
If you have any questions, please don't hesitate to give us a call. We want to make sure that your installation goes as smoothly and as safely as possible

REMEMBER:

THE AIRSPRING BELLOWS MUST NOT TOUCH ANY THING AT ANYTIME!

A MINIMUM OF 2" OF GROUND CLEARANCE MUST BE MAINTAINED WHEN THE AIRSPRING IS COMPLETELY DEFLATED.

If you have any questions concerning the air ride system, please don't hesitate to call us. We want to insure that your installation is done as safely as possible, and that it will be reliable for years to come.
AIR RIDE TECHNOLOGIES 812.482.2932



AIRSPRING DIMENSION CHART

PART#	TYPE	Capacity @100psi	Compress Height	Ride Height	Max. Height	Max Diameter	Bolt Pattern
255C [F6957]	Double Convolved	2040#	3" [built in bumpstop]	5"-6"	7"	6.5"	A=1.75 B=.875
224C [F0335]	Double Convolved	3150#	3"	5"-6"	8"	8.0"	A=2.75 B=1.312
26C [F7325]	Double Convolved	3400#	3"	5"-6"	10"	8.5"	A=2.75 B=1.312
20 [F6908]	Double Convolved	4790#	3"	7"-8"	11"	9.9"	A=3.50 B=1.75
F9000	Tapered Sleeve	1500#	4.5	8" - 9"	13"	5"	A=2.75 B=1.312
F9002	Tapered Sleeve	1500#	4.5	7" - 8"	12"	5"	A=2.75 B=1.312
F9003	Tapered Sleeve	1500#	4.5	6.5"-7"	11"	5"	A=2.75 B=1.312
F9010	Tapered Sleeve	2000#	6.5"	10.5"-11.5"	16"	6.5"	.750 SAE/.250npt
7012	Rolling Sleeve	1020#	4"	7" - 8"	13"	5"	.750SAE/.125npt
7076	Rolling Sleeve	800#	3.5"	5"-6"	9"	4"	.750SAE/.125npt