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ARF12500 '57 Buick Front Cool Ride

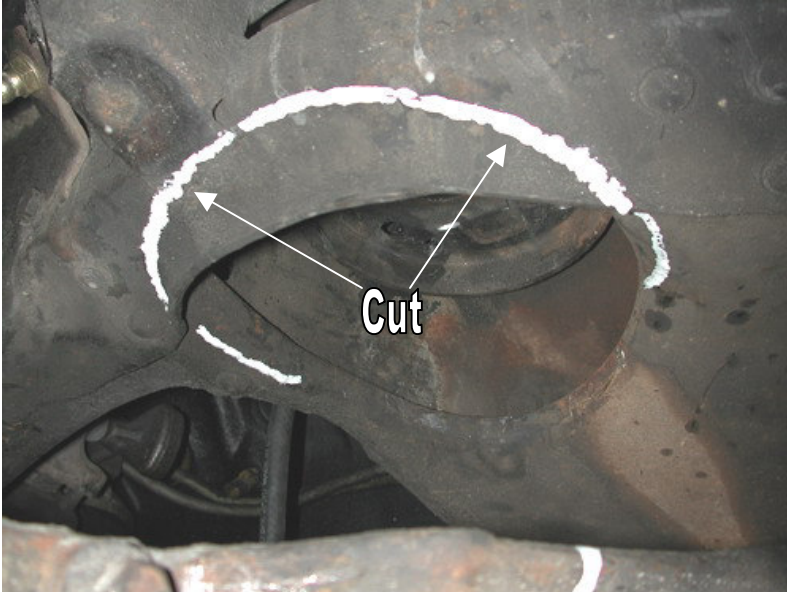
2	F6781	267c air spring
2	A717	Lower air spring plate
2	A716-1	Upper air spring bracket
2	A718	Upper stud "L" bracket
2	MON33033	Shock absorbers w/ 1/2" sleeves
2	A035	Lower shock mount
2	A008f	Upper shock mount

Hardware:

8	7/16" x 2 1/2" USS bolt	Lower air spring plate
4	7/16" x 2 1/2" USS carriage bolt	Lower air spring plate
18	7/16" SAE flat washer	Lower air spring plate
12	7/16" USS Nyloc nut	Lower air spring plate
2	7/16" x 6 1/2" stud	Upper air spring mount
4	7/16" x 1" USS bolt	Upper stud "L" bracket
4	1/2" x 2 1/2" USS bolt	Shock absorber
4	1/2" USS Nyloc nut	Shock absorber
2	3/8" x 6 1/2" USS bolt	Sway bar end link
6	3/8" Nyloc nut	Sway bar end link & upper air spring mount
6	3/8" SAE flat washer	Air spring
2	3/8" lock washer	Lower air spring mount
2	3/8" x 3/4" USS bolt	Lower air spring mount

ARF12500 '57 Buick Installation Instructions

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



3. A portion of the frame must be trimmed to clearance for the air spring. Mostly to the outside of the pocket but some must be done to the inside as well.

4. Apply thread sealant to a straight air fitting and screw it into the top of the air spring.

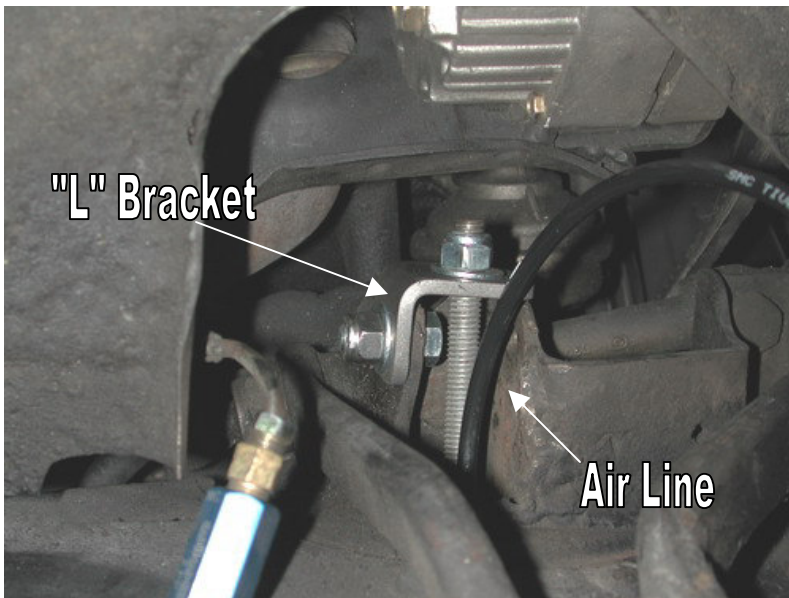
5. Place the upper air spring bracket on top of the air spring and fasten with two 3/8" Nyloc nuts and flat washers.



6. Thread the 6 1/2" stud into the nut in the bottom of the bracket.

Note: Mark the location of the air fitting on the outside of the bracket.

7. Bolt the upper "L" bracket to the upper shock mount as shown in the picture using a 7/16" x 1" bolt, Nyloc nut and two flat washers. (Shown on next page.)



8. Place the air spring assembly into the coil spring pocket with the stud sticking through the "L" bracket. The assembly should be clocked so the air fitting faces the spindle. Secure with a 7/16" Nyloc nut and flat washer.

Note: The airline must be routed at this time.

9. Double-check the air spring clearance. Allowing the bellow to rub will damage the air spring and is not a warrantable situation.



10. The coil spring pocket on the lower control arm must be removed. To accomplish this the rivets must be ground smooth and hammered out with a punch.

11. Place the lower air spring plate on the control arm and fasten with the 7/16" x 2 1/2" bolts, Nyloc nuts and flat washers supplied. The carriage bolt will drop in the two holes closest to the spindle.

12. The air spring is fastened to the lower arm with a 3/8" x 3/4" bolt, lock washer and flat washer.



13. The upper shock mount must be welded to the top of the frame. You may need to trim this bracket to prevent the shock from bottoming out. When the suspension is bottomed out at least 1/2" of compression should be left in the shock.

14. To optimize the sway bar effectiveness the end link must be shortened by 1 1/4".

15. Ride height on this air spring is 4 3/4" tall. This should occur around 110psi but will vary to driver preference.