



ARF11700 front airspring, bracket, shock kit 49-51 Merc with OEM suspension

2	F6781	airsprings
2	A217	upper airspring mounts (4" tall)
2	A218	lower airspring mounts (2" tall angled)
2	A035a-1	lower shock brackets
2	A008F	upper shock brackets tall 3 sided
2	MON33033	shock absorbers (with 2 sleeves)

Fastener kit:

4	<i>1/2 x 2 1/2 uss bolts</i>	<i>shock bolts</i>
4	<i>1/2 uss nyloc nuts</i>	<i>shock bolts</i>
2	<i>7/16-14 x 8" stud</i>	<i>upper airspring mount</i>
6	<i>7/16 sae flat washers</i>	<i>upper airspring mount, lower shock mount</i>
6	<i>7/16 nyloc nuts</i>	<i>upper airspring mounting stud, lower shock mount</i>
4	<i>7/16 x 11/4 uss bolts</i>	<i>lower shock mounts</i>
4	<i>3/8 uss nyloc nuts</i>	<i>upper airspring</i>
6	<i>3/8 sae flat washers</i>	<i>airspring mounting</i>
2	<i>3/8 x 3/4 uss bolts</i>	<i>lower airspring mounting</i>
2	<i>3/8 lockwashers</i>	<i>lower airspring mounting</i>

INSTRUCTIONS

ARF11700 49-51 Merc w/ oem front suspension

This system is compatible with either stock or dropped spindles

1. *Raise and support vehicle at a safe comfortable working level.*
2. *Remove coil spring. Refer to service manual for proper and safe procedure.*
3. *Assemble airspring onto its mounts. The tall cup is the top. The short angled cup goes into the lower control arm with the tall part of the angle toward the spindle. This will properly align the airspring when the vehicle is a ride height. The airline fitting, airline, and the attachment stud will also be installed at this time.*



4. *Insert assembly into coil spring pocket. Route airline through an available existing opening in the frame. Insert attachment stud through the oem shock hole.*

NOTE: Coil spring pocket may need to be trimmed for clearance.

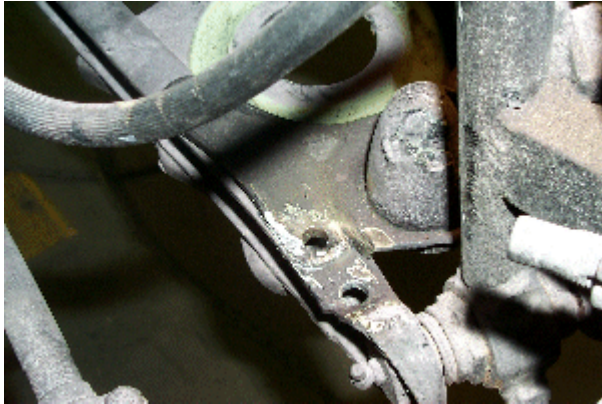
NOTE: IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO ENSURE THAT THE AIRSPRING DOES NOT RUB ON ANYTHING AT ANYTIME!



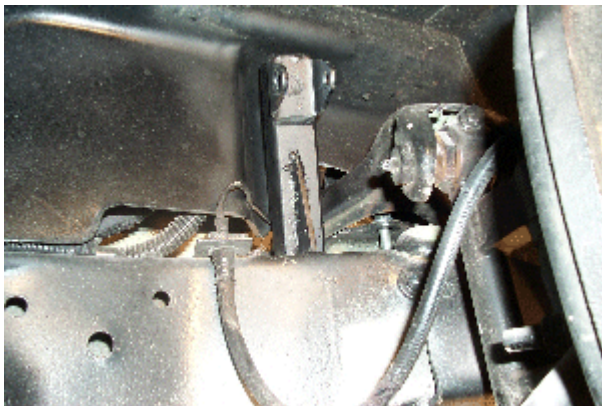
This is the airspring/bracket assembly at ride height

5. *Install the lower shock bracket to the rear leg of the lower control arm. One hole of the shock bracket will locate on the front rivet that attaches the coil spring plate to the control*

arm. The second attachment hole will need to be drilled. You will need to grind off the lip of the coilspring plate to get the shock bracket to sit flat on the control arm.

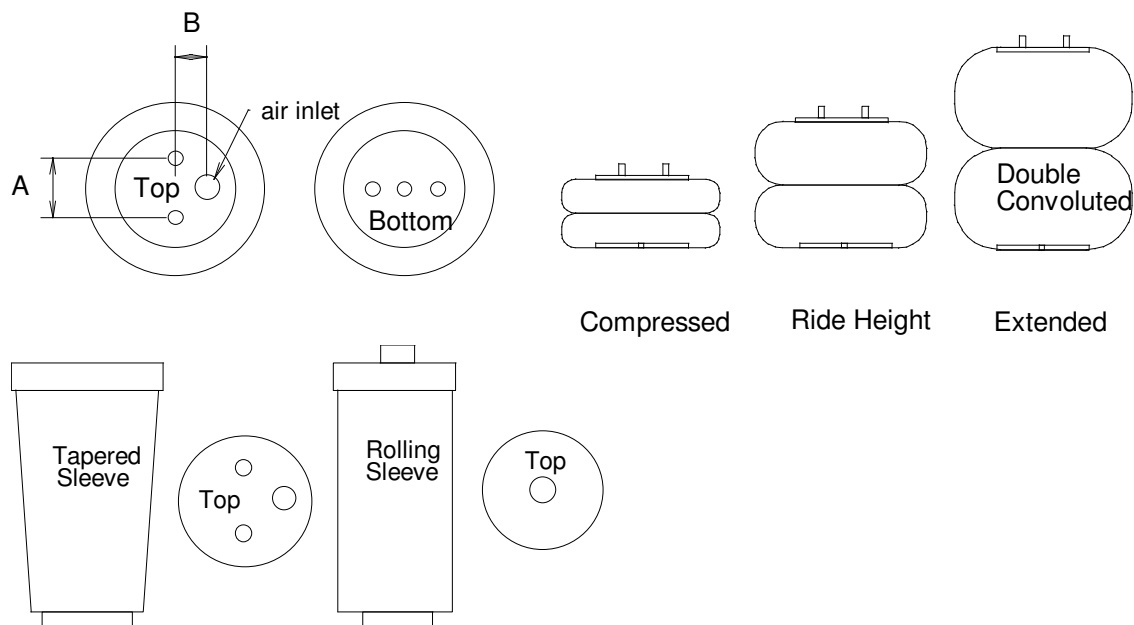


6. After the lower shock bracket is attached to the lower control arm, install the shock absorber and install the upper mount onto the shock. Swing this assembly into position to determine the exact location of the upper bracket.[NOTE: The suspension and the shock should be fully compressed to properly locate the upper shock bracket.] This upper bracket may require final trimming for best fit. Tack the upper bracket in place and run the suspension through its entire travel to ensure there is no interference with other suspension components. The bracket can then be fully welded into place.



CAUTION!!! EXCEEDING THE DIMENSIONS IN THE CHART BELOW MAY RESULT IN SUDDEN AIRSPRING FAILURE! PROPER CLEARANCES MUST BE MAINTAINED AT ALL

RIDE HEIGHTS AND STEERING ANGLES. BUMPSTOPS MUST BE USED TO LIMIT SUSPENSION TRAVEL BEFORE THESE DIMENSIONS ARE EXCEEDED.



AIRSPRING DIMENSION CHART

PART#	TYPE	Capacity @100psi	Compress Height	Ride Height	Max. Height	Max Diameter	Bolt Pattern
255C [F6957]	Double Convoluted	2040#	3" [built in bumpstop]	5"-6"	7"	6.5"	A=1.75 B=.875
224C [F0335]	Double Convoluted	3150#	3"	5"-6"	8"	8.0"	A=2.75 B=1.312
26C [F7325]	Double Convoluted	3400#	3"	5"-6"	10"	8.5"	A=2.75 B=1.312
20 [F6908]	Double Convoluted	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