



ARF12100 CoolRide [Front airspring / bracket / shock system](#) for 53-57 Ford

- 2 F6873 (224 style) front airspring > offset airspring toward inside of car
- 2 A328 upper front airspring cup bracket
- 2 A329 lower front a-arm cup bracket
- 2 MON33033 shocks with 2 sleeves
- 2 A008F upper shock brackets
- 2 A035 lower shock brackets

Fastener package =

- 2 3/8 x 3/4 uss bolts
- 4 3/8 uss nyloc nuts
- 6 3/8 sae washer
- 2 3/8 lock washers
- 2 7/16 x 8 inch studs (customer will cut off to 7 1/2 inches)
- 2 7/16 uss washers
- 2 7/16 uss nyloc nuts
- 4 1/2" x 2 1/2" uss bolts
- 4 1/2" uss nylocs

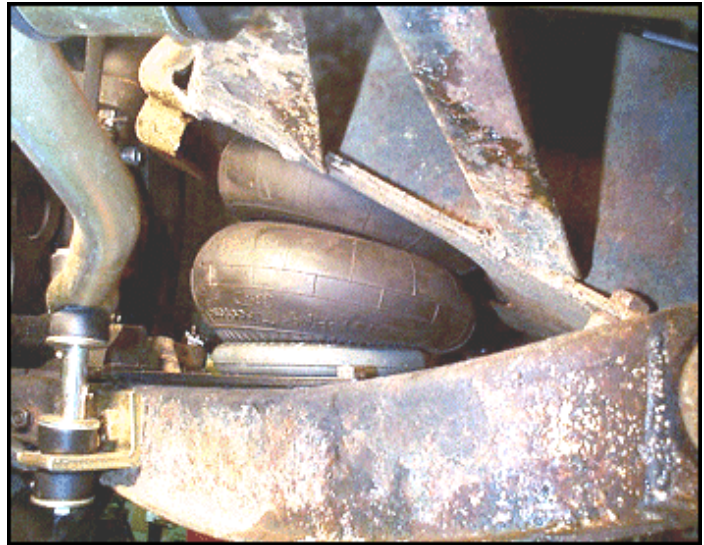
INSTRUCTIONS

TRIM LOWER CONTROL ARM SO IT DOES NOT RUB AIRSPRING.

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. The lower control arm will also need to be trimmed for air spring clearance. This trimming can be accomplished with a die grinder and a cutoff wheel, a sawzall, or a torch. [We prefer the cutoff wheel.] Assemble the airspring and upper bracket to trial fit for clearance.

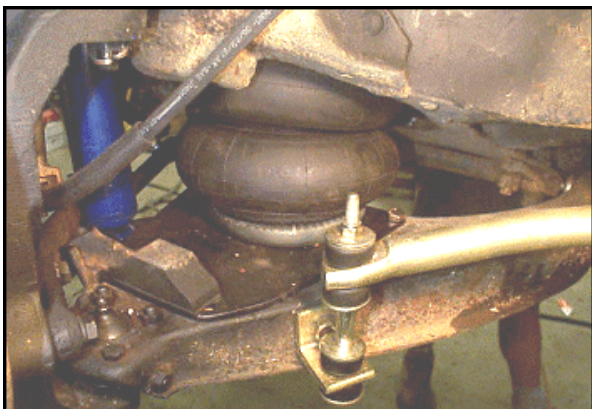


Trim the outer pocket where the bumpstop contact bracket would rub on the airspring



Trim the inner pocket for airspring clearance.

4. The lower airspring bracket is a flat plate that is bolted to the lower control arm. It uses the bumpstop holes to align the plate. You will then drill 2 more holes in the inner end of the control arm to complete the attachment.



5. Install the airline fitting into the airspring and assemble the airspring onto the upper mount. Drill a new hole in the frame near the old shock hole and route the airline through this NEW hole and into the airline fitting. Thread the 8" stud into the nut, welded in the upper mount and this is routed up through the old shock hole and secured with the 7/16" washer and nyloc.
6. Insert the airspring assembly into place. You may want to inflate slightly to keep them in place.
7. Inspect the area around the airspring for ANY interference. Check this at all steering angles and throughout the suspension travel.

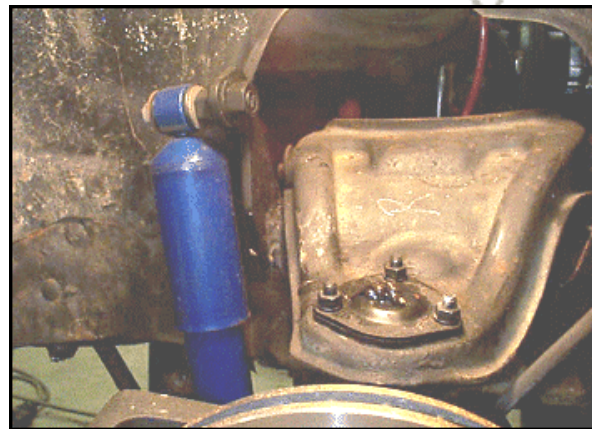
IT IS THE FINAL RESPONSIBILITY OF THE CUSTOMER TO ENSURE THAT THE AIRSPRING DOES NOT RUB ON ANYTHING AT ANYTIME!!

Shock Mounting

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.

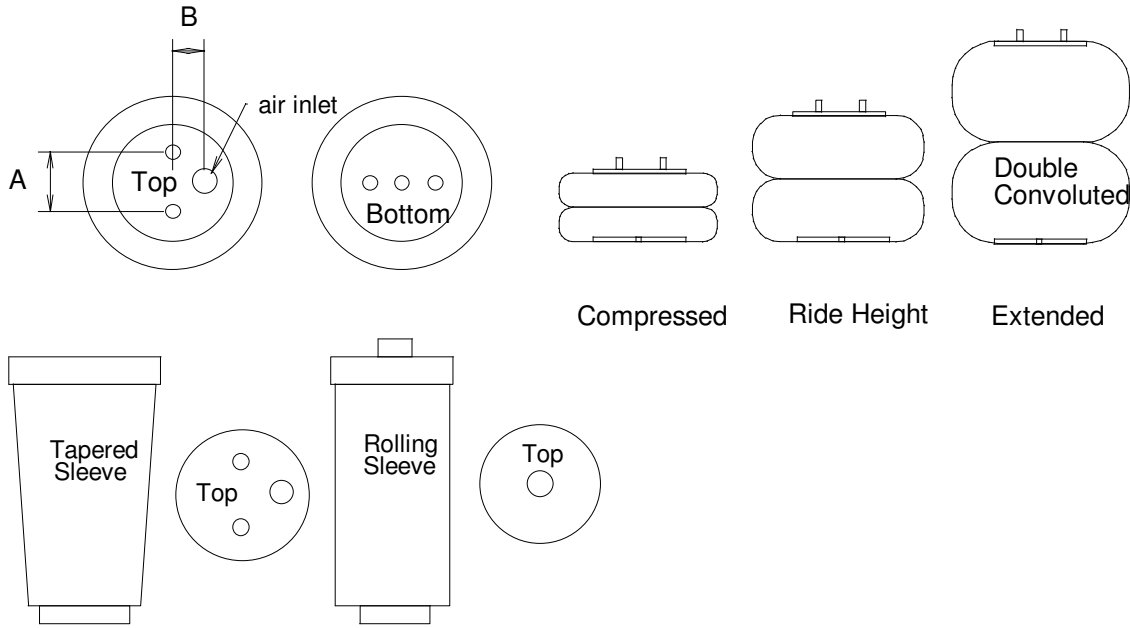


Shock mounted to rear of control arm



Upper shock mount behind upper control arm

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.



AIRSPRING DIMENSION CHART

PART#	TYPE	Capacity @100psi	Compressed Height	Ride Height	Max. Height	Max Diameter	Bolt Pattern
255C [F6957]	Double Convoluted	2040#	3"[built in bumpstop]	4.5"-5.5"	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"-9.5"	13"	5"	A=2.75 B=1.312
F9002	Tapered Sleeve	1500#	4.5	7"-8.5"	12"	5"	A=2.75 B=1.312
F9003	Tapered Sleeve	1500#	4.5	6"-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"	7.5"-8.5"	13"	5"	.750SAE/.125npt
7076	Rolling Sleeve	800#	2.25"	5"-6"	9"	4"	.750SAE/.125npt

CAUTION!!! EXCEEDING THESE DIMENSIONS 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.