



ARF5008 94-02 Dodge 1 ton, [front airspring, bracket, shock kit.](#)

2	F6873	Air springs
1	A388D-1	Driver's side upper mount
1	A388P-1	Passenger's side upper mount
1	A389D-1	Driver's side lower mount
1	A389P-1	Passenger's side lower mount

(Use OEM shock absorbers)

Fasteners:

4	3/8 x 1 1/4 uss bolts	upper bracket to cross member
4	3/8 uss flat washers	upper bracket to cross member
4	3/8 lock washers	upper bracket to cross member
4	3/8 uss nyloc nuts	upper airspring mountings studs
2	3/8 x 3/4 uss bolts	lower airspring mounting
2	3/8 lock washers	lower air spring mounting
6	3/8 sae flat washers	air spring mounting

92-00 Dodge 1 ton front airspring kit installation

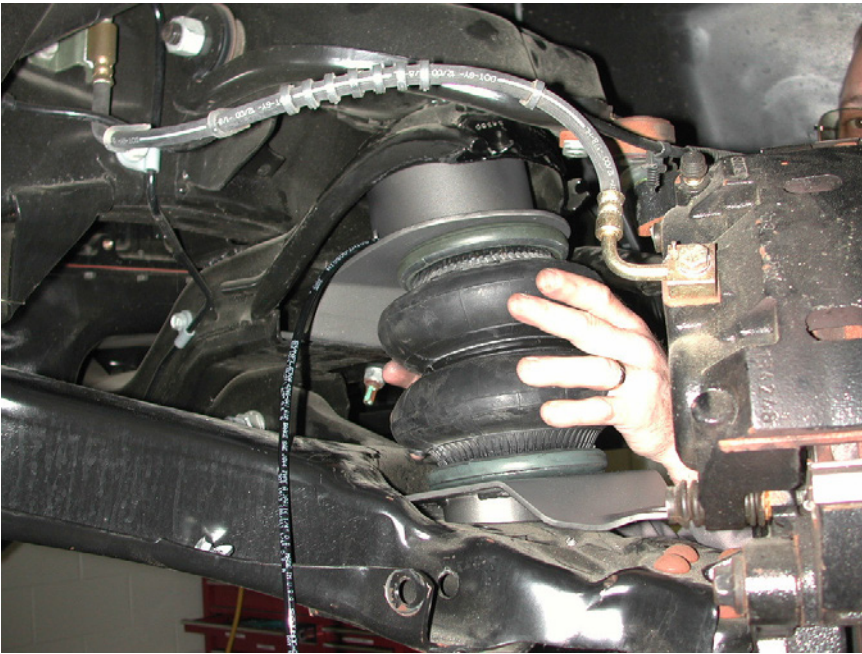
1. Raise and support vehicle at a safe and convenient working level. Use jackstands under frame.
2. Remove coilspring. Refer to factory service manual for proper procedure.



3. The 1 ton Dodge has a large protrusion that extends from the upper coil spring pocket that supports the compression bump stop. This protrusion will be trimmed off. This can be accomplished with a cutoff wheel, torch, or a sawzall.



4. Assemble the upper and lower brackets onto the airspring as shown to the left. This is the driver side assembly as viewed from the front. Be sure to install the airline fitting into the airspring and position it so the airline has a clear exit to the side of the upper cup.



5. Insert airline into fitting and install the airspring and bracket assembly into the front suspension as shown. Note that the upper bracket "tongue" will be inside the crossmember as shown below. The lower bracket will be positioned by the oem sway bar hole in the lower control arm.



6. This photo shows how the "tongue" of the upper bracket is inserted into the trucks crossmember and bolted down.



7. This photo shows how the lower bracket is positioned by the oem sway bar mount.

8. Reassemble the front suspension and reinstall the oem front shocks.

9. After airspring assembly, examine closely at all suspension levels and steering angles for any interference between airspring and ANYTHING. Pay particular attention to the steering linkage at full lock...you may have to reposition the tie rod adjustor for more clearance.

It is the final responsibility of the installer to ensure that airspring does not rub on anything at anytime!!