ARF5009 Dakota front airspring, bracket, shock kit

2	F6873	airsprings new style
2	A186	upper airspring bracket
1	A187P	passenger side lower bracket
1	A187D	drivers side lower bracket
2	A008F	upper shock mounts
2	A035	lower shock mounts
2	KYB4524	shock absorbers ***with 1 pair of studs & 1 pair sleeves***

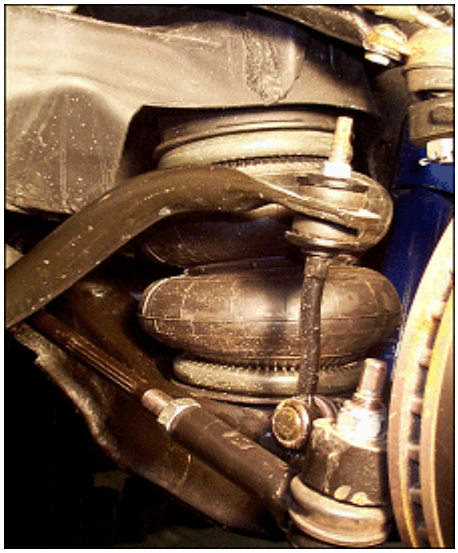
Fasteners:

4	*3/8 uss nyloc nuts*	*upper airspring*
2	*3/8 x 3/4 " uss bolts*	*lower airspring*
6	*3/8" sae flatwashers*	*upper & lower airspring*
2	*3/8" lock washers*	*lower airspring*
2	*½" x 2 ½" uss bolts*	*shock mounts*
2	*½" uss nyloc nuts*	*shock mounts*
2	*7/16 x 6" uss studs*	*upper bracket to frame (cut off after mounting)*
2	*7/16 flat washers*	*upper bracket to frame*
2	*7/16 sae nyloc nuts*	*upper bracket to frame*

INSTRUCTIONS

ARF5009 97-02 Dakota front airspring/bracket/shock kit
Installation instructions

1. *Raise and support front end of truck at a safe, comfortable working level.*
2. *Remove OEM coilsprings. Refer to factory repair manual for proper procedure.*
3. *Assemble airspring mounts onto airsprings. The upper mounts are identical from side to side. The lower mounts are different from passenger to drivers side and are marked "D" [drivers side] and "P" [passenger side].*



4. The coilspring pocket must be trimmed for airspring clearance. To determine the exact area to trim, place the airspring assembly into the coilspring pocket. This will indicate the exact area to be trimmed for clearance. Only the outer pocket must be trimmed. Allow at least 1" of clearance between the rubber bellows and any metal part. The coilspring pocket may be trimmed using a cutoff wheel, a sawzall, or a plasma cutter.

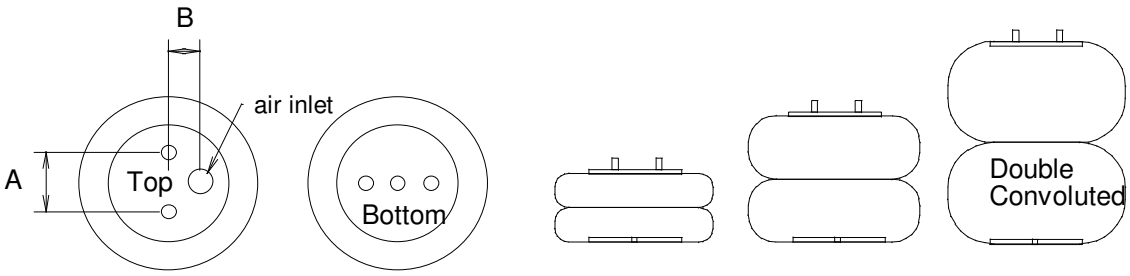
5. In stall the airspring/bracket assembly into the coilspring pocket. The upper mount is fastened with a threaded stud through the original shock mount. The lower mount simply sets in the lower control arms just like the coilspring did. Rotate the lower mounts to properly align the airspring at ride height. The mount faces should be approx. parallel at ride height.

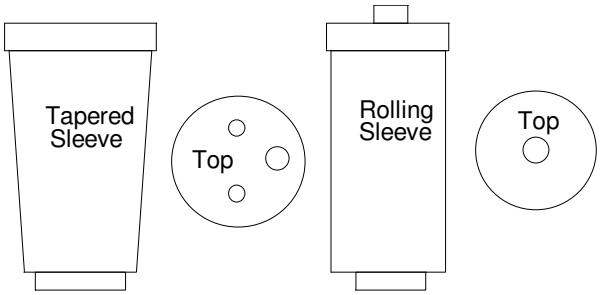
6. The shock installation is next. The bottom of the shock will mount with a shock stud onto the rear of the control arm. Tire clearance will determine the exact location, but approx. halfway between the balljoint and pivot bushing is a good place to start. The shock stud can be bolted to the control arm or welded if there is no access for a nut. The upper shock mount is welded to the top of the framerail. It is best to locate the lower mount first, then attach the shock and upper mount assembly. With the suspension AND the shock fully compressed, swing the shock/mount assembly into position to determine the final location for welding. Keep in mind that this upper mount can be trimmed for height AND angle if necessary. The inner fender may need MINOR trimming for clearance.

This is the portion of the outer coilspring pocket that is trimmed for clearance.

7. *After the installation is complete, be sure to examine for clearance around the airspring. Let the vehicle down and inflate it to ride height. Check airspring clearance at several air pressures and sterring angles.*

IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO ENSURE THAT THE AIRSPRING DOES NOT RUB ON ANYTHING AT ANYTIME. CERTAIN AND IMMEDIATE FAILURE WILL RESULT!





AIRSPRING DIMENSION CHART

PART#	*TYPE*	*Capacity @100psi*	*Compress Height*	*Ride Height*	*Max. Height*	*Max Diameter*	*Bolt Pattern*
255C [F6957]	Double Convoluted	2040#	3”	5”-6”	7”	6.5”	A=1.75 B=.875
224C (F0335 &F6873)	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	9”-9.5”	13”	5”	A=2.75 B=1.312
F9002	Tapered Sleeve	1500#	4.5	8”-8.5”	12”	5”	A=2.75 B=1.312
F9003	Tapered Sleeve	1500#	4.5	7”-7.5”	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