

## SPINDLES, COILSPRINGS, SHOCK RELOCATER KIT, AND AIRARM INSTRUCTIONS



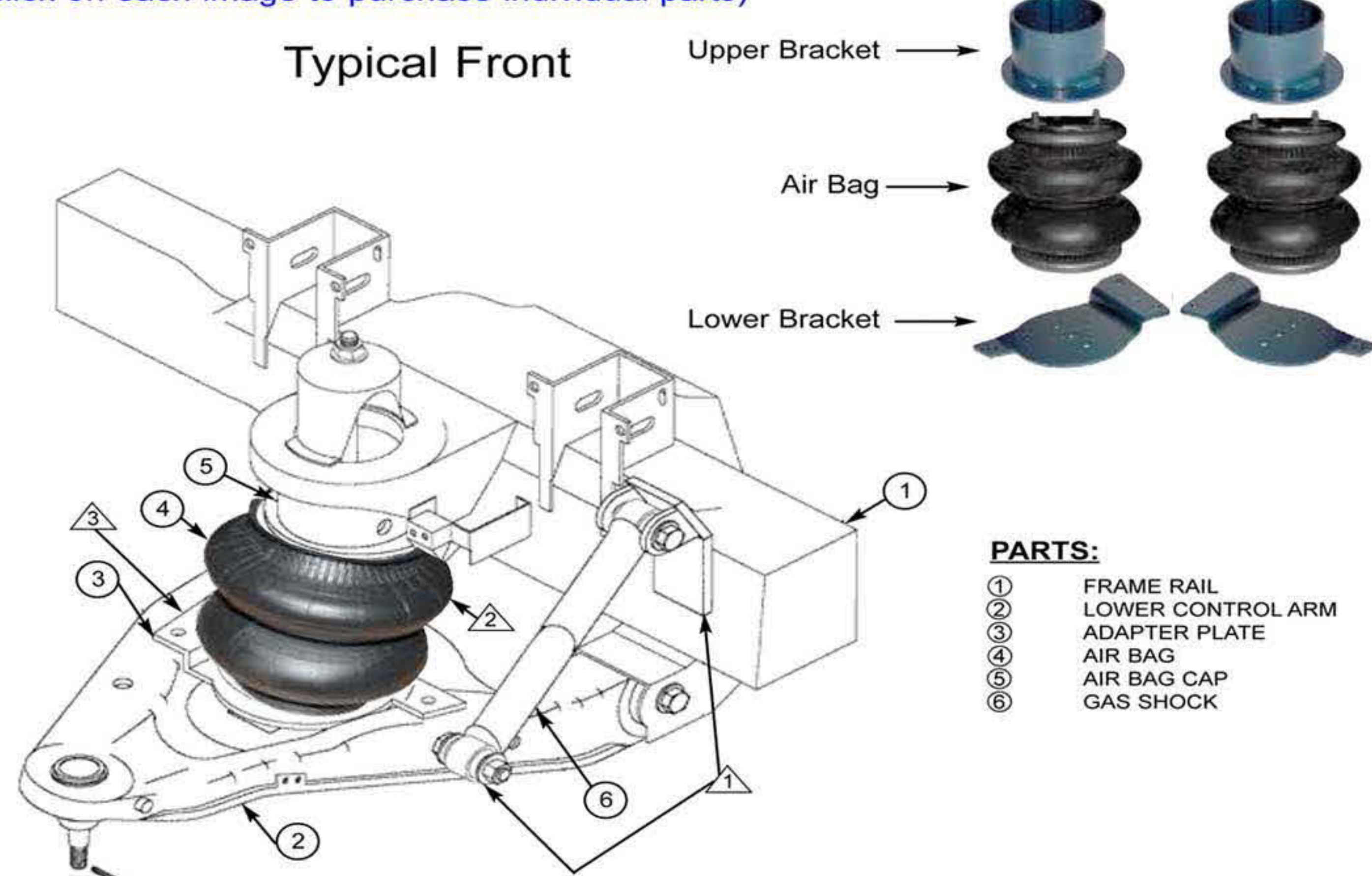
- Using floor jack, jack up truck till wheels are off the ground and support with jack stands.
- Remove wheels.
- Unbolt upper shock bolt and 2 lower shock bolts and remove shock.
- A coil spring compressor should be used to keep the coil compressed. If not using spring compressor is not being used then extreme caution should be used when dislocating the lower ball joint in the next step as the coil will unload with great force once the lower ball joint is broken loose.
- Using ball joint separator dislocate lower ball joint from spindle. Make sure upper control arm and spindle are supported by wedging something between upper arm and frame.
- With lower arm unbolted from the spindle remove bolts from lower control arm mounts at the frame and remove the lower control arm.
- Bolt aftermarket lower control arm in place with the straighter side with the bigger bolt hole to towards the front of the vehicle.
- Bolt lower ball joint to lower position of spindle.
- Support lower control arm with floor jack.
- Using ball joint separator again dislocate upper ball joint from spindle. Make sure once again that the spindle is supported to prevent brake line from being stretched.

### HOW DO I FIND THE "SWEETSPOT" ?

The "Sweet Spot" is the perfect ride. Everybody's "SweetSpot" is different. Some like to scrape the ground, others want high altitude. It is NOT the bag that determines the SweetSpot. It is the height and placement of the brackets. We set up every Air Suspension at 3" below factory ride height. So, if you want to drive at factory height, you would use a taller bracket, and if you want to scrape the ground, then you need to have a shorter bracket. One size does NOT fit all. In most cases, you can specify the height of your bracket when ordering. Our bags at 3" drop have a minimum travel of 6" up/down.

### Typical Front Air Bag #1 Installation Instructions

(click on each image to purchase individual parts)



- PARTS:**
- ① FRAME RAIL
  - ② LOWER CONTROL ARM
  - ③ ADAPTER PLATE
  - ④ AIR BAG
  - ⑤ AIR BAG CAP
  - ⑥ GAS SHOCK

#### INSTRUCTIONS:

- ⚠ WHEN YOU ADD AIR BAGS TO THE FRONT OF YOUR CAR OR TRUCK YOU WILL NEED TO RELOCATE YOUR SHOCK. USE THE UPPER AND LOWER SHOCK RELOCATER KITS ACCORDINGLY TO ACCOMPLISH THIS. SHOCK MOUNTS MUST BE WELDED AND BOLTED WITH THE AIR BAG AND THE SHOCK IN FULLY EXTENDED POSITION. (SHOCKS AND RELOCATORS SOLD SEPARATELY)
- ⚠ CHECK AIR BAG CLEARANCE AROUND FACTORY BUMP STOP. IF NEEDED TRIM OR TAP WITH A HAMMER. AIR BAG MUST NOT TOUCH ANYTHING!!!
- ⚠ LOWER ADAPTER PLATE MAY BE TEMPORARILY BOLTED TO LOWER CONTROL ARM WHILE YOU FIND THE NECESSARY ALIGNMENT. BUT THEN IT MUST BE WELDED TO THE LOWER CONTROL ARM.
- ⚠ WHEN WELDING, CUTTING OR GRINDING, REMOVE YOUR AIR BAG!!!
- ⚠ BOLT AIR BAG CAP TO AIR BAG WHEN YOU HAVE FOUND NECESSARY ALIGNMENT. YOU MAY ROTATE AIR BAG CAP AND RE-BOLT IF NEEDED.
- ⚠ MAKE SURE THAT THE AIR BAG BOTTOM HOLES LINE UP WITH THE ADAPTER PLATE HOLES BEFORE YOU DECIDE TO WELD IT TO YOUR LOWER CONTROL ARM.
- ⚠ MUST CHECK THAT YOUR AIR BAG HAS CLEAN COMPLETE TRAVEL AND THAT IT DOES NOT TOUCH ANYTHING, BEFORE YOU WELD ANY PARTS AS NEEDED
- ⚠ SHOCKS AND RELOCATORS MUST BE PURCHASED SEPARATELY.

## Spring Pocket Eliminators

Spring Pocket Eliminators are used to install the largest diameter bag possible, up to 8.50" diameter #3800 bag. Simple mathematics will show that a small 6.25" diameter bag WILL NOT lift a Big Block or a diesel frontend.

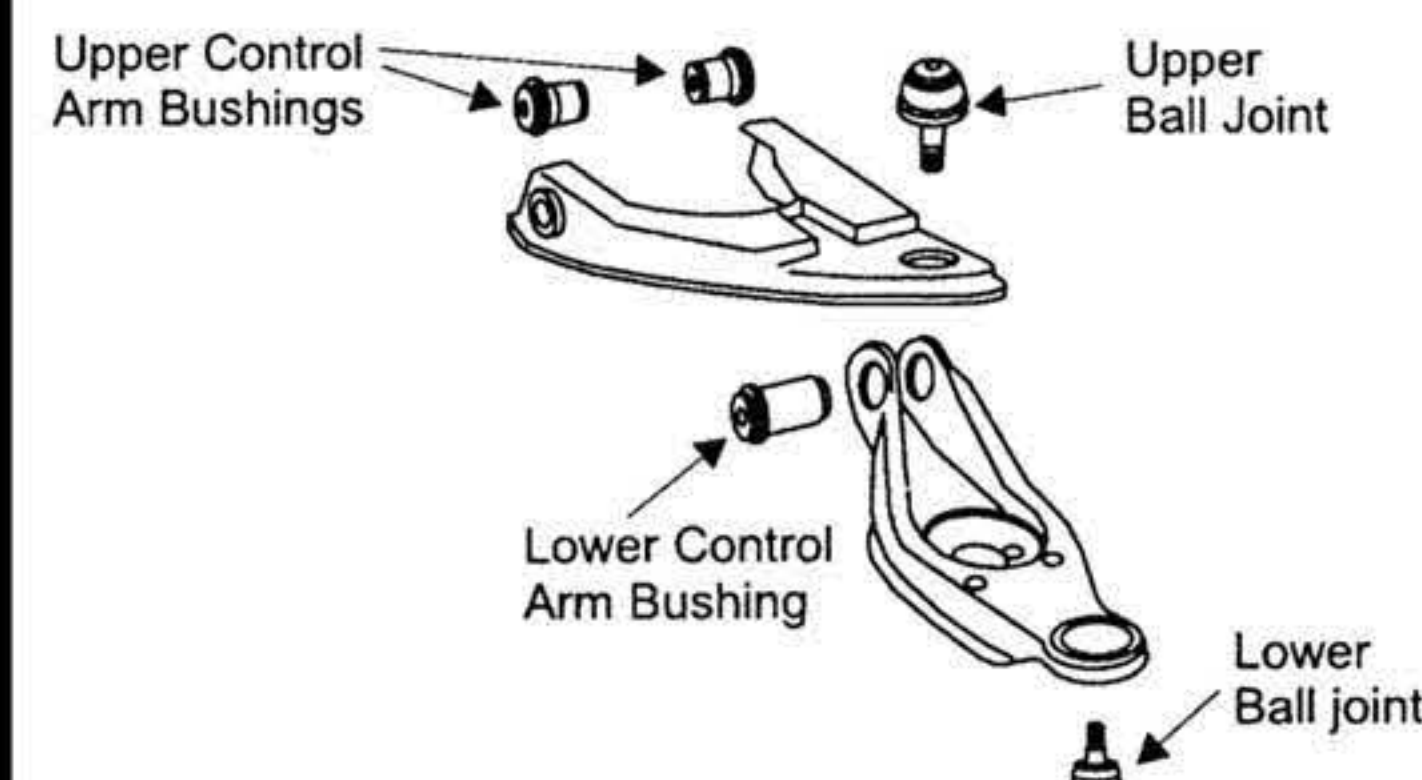
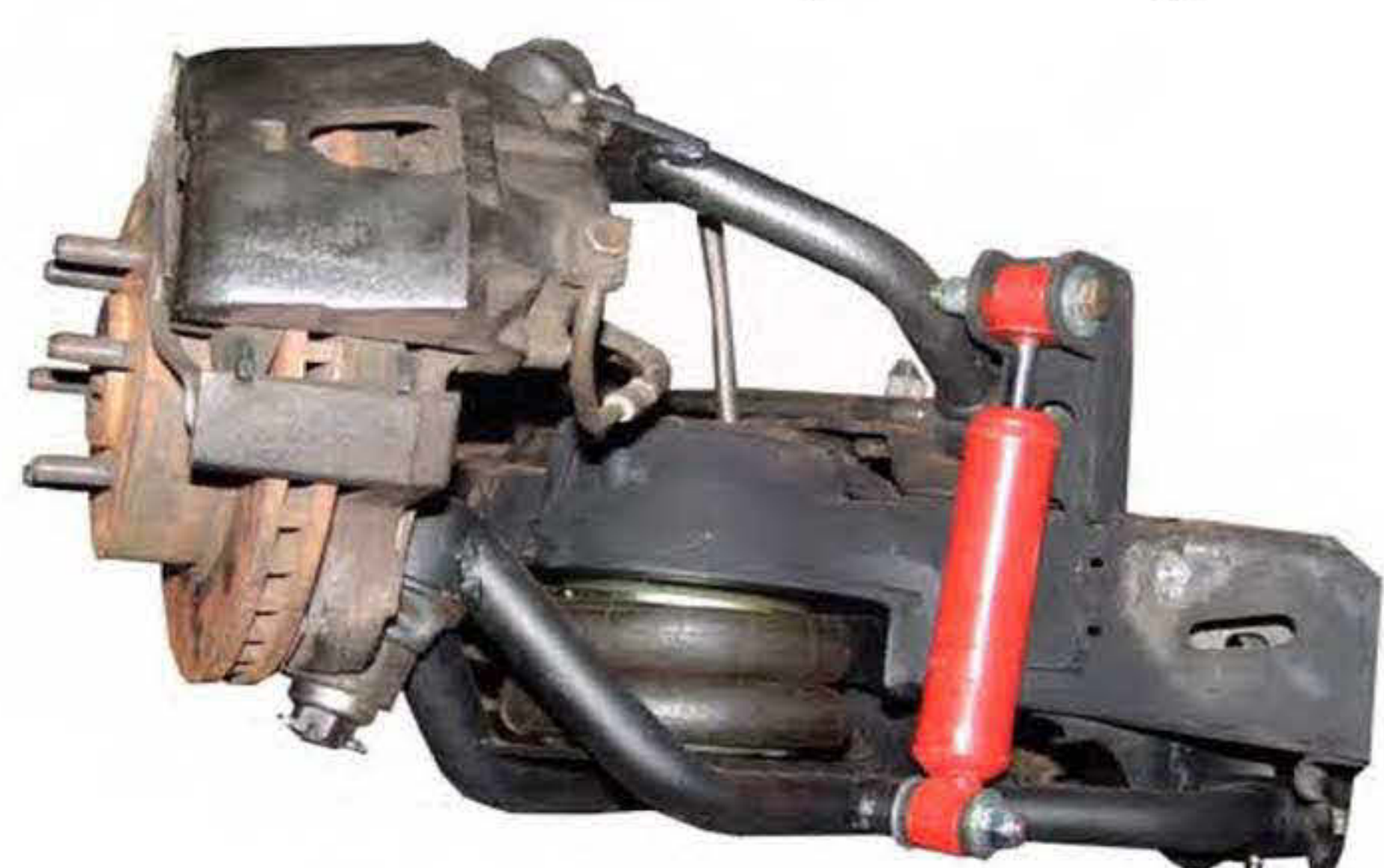
If you insist on using a smaller diameter bag, you will discover that it may not lift at all at any pressure, and if it does, it will ride so rough you will be wanting your coilsprings back. The LARGER the diameter of the bag, the less psi it takes to lift. If you are using more than 110psi to lift the front of your truck, YOU HAVE THE WRONG BAGS. Sure it is more work, but do it right the first time. Spring Pocket Eliminators are used on must all frames that have an upper and lower control arm. The Barrel is recessed into the frame and eliminates the upper bag mount entirely. You trim out the top of the frame where the shock absorber used to mount, so you can access the airlines and fittings on top of the bag. Do not permanently weld the Eliminators until you have run the bag thru its' travel to determine the perfect "SweetSpot", which is your intended ride height. Also, remember that if you go too low, or too high, you will need shorter or longer control arms to correct your Geometry.

Most Diesels and big blocks will not rise to ride height of aprox 90psi. Do it right the first time.



You will need to hold the Eliminator barrel up to the frame and trace where you intend to cut. Do not worry about strength because when you weld the 3/16" Thick Gauge Barrel in place, your frame will be several times stronger than factory. The easy way to do this is with a Plasma Cutter. A die grinder will do the job if you are patient.

Then slide the Barrel up into the cavity and "Tack-Weld" in place when you have determined the best possible placement. SpringPocket Eliminators will allow you to use a #3800 8.50" wide bag on a fullsize truck and allow you to lift it with under 120psi, but the best part is the smooth ride. With twice the air volume, it takes less to lift and it has room to breathe. A little more work, but do it right the first time.

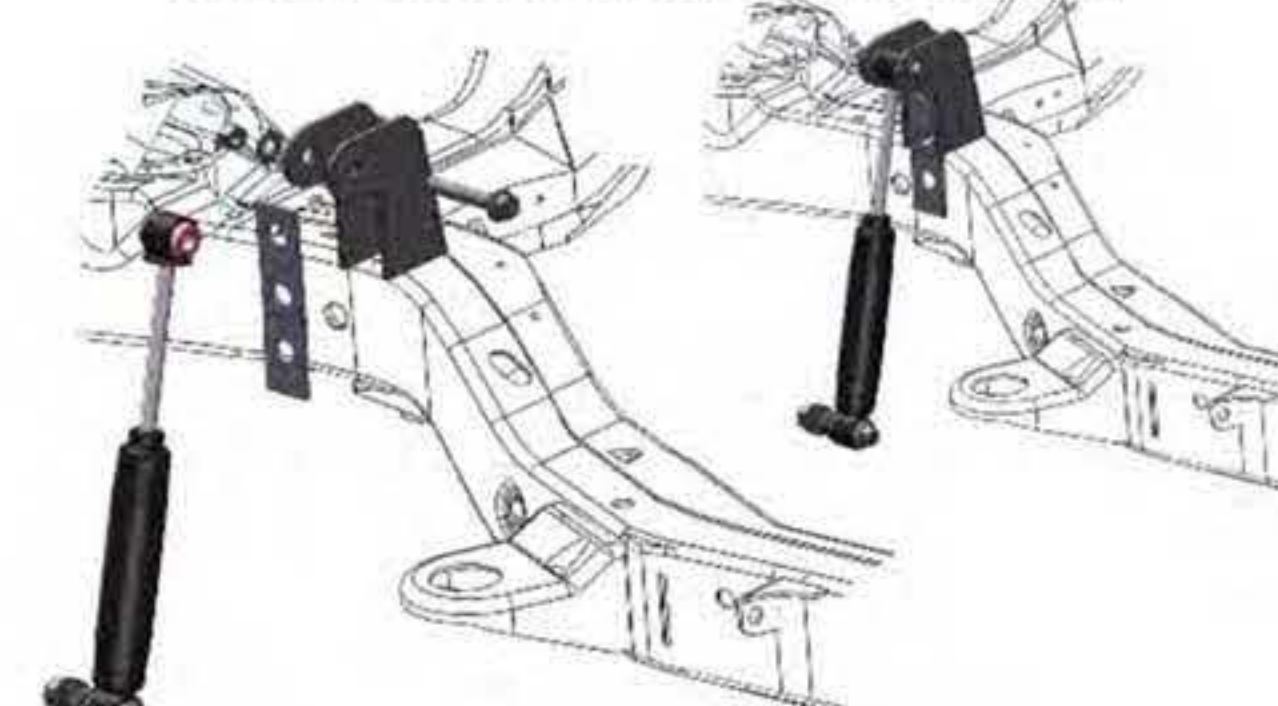


If you are only installing SPINDLES, or COILSPRINGS, then remove the factory spindle and Coil and re-install Spindles and coils at this time. Unbolt upper control arm cross shaft from upper control arm gasket leaving cross shaft installed in upper control arm as it will not be reused because our aftermarket upper arms for the s10 come with new cross shafts. Install aftermarket upper control arms with ball offset towards the front of the truck by bolting cross shaft to upper control arm gasket. Bolt upper ball joint to upper position of spindle. Install aftermarket upper control arms with ball offset towards the front of the truck by bolting cross shaft to upper control arm gasket. With front end assembled and all nuts and bolts tightened lower vehicle down and make sure air suspension is working properly. Be sure to get truck aligned at the ride height that it will be driven at the most.

You must specify when ordering if you wish to have the Stem/Loop Version shown below, otherwise we will automatically ship the Loop/Loop Version shown on previous page.



Shock Absorber Relocater kits are mandatory whenever installing and airkit that came with the shocks inside of the Coil Spring.



Make sure the upper and lower brackets are in relative alignment, and make sure there is not body or metal contact when the bag travels up/down. Trim, move, or do whatever is necessary.

We design the brackets so ride height is 3" below factory level. This is the "SweetSpot" to get a smooth ride. If you raise or lower the vehicle more than 3", the ride quality will change. The correct way is put a metal spacer to raise the ride height, or shorten the bracket (if possible) to go to the lowest possible position. Depending on how hands on you are, you can install this kit yourself with no problems.

Rear Shocks and Shock Relocaters should be considered if you have to move your shock absorbers. In any event, Shorter Shocks should be installed at your option. Install instructions are on the attached .pdf file below.



Driver side with control arms and spindles removed. Shown with SPRING POCKET ELIMINATORS & SHOCK RELOCATOR.



Passenger side with control arms installed and spindle turned to the right. Passenger side with control arms installed and spindle turned to the left. If you are installing Optional Spring Pocket Eliminators,