

Cool Cars

THE AIR AND HYDRAULIC SUSPENSION EXPERTS

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Hijacker
HYDRAULICS



CCF11300 65-70 Impala & Caprice Front Kit

- 2 Rear Upper Bracket**
- 2 Rear Lower Bracket**

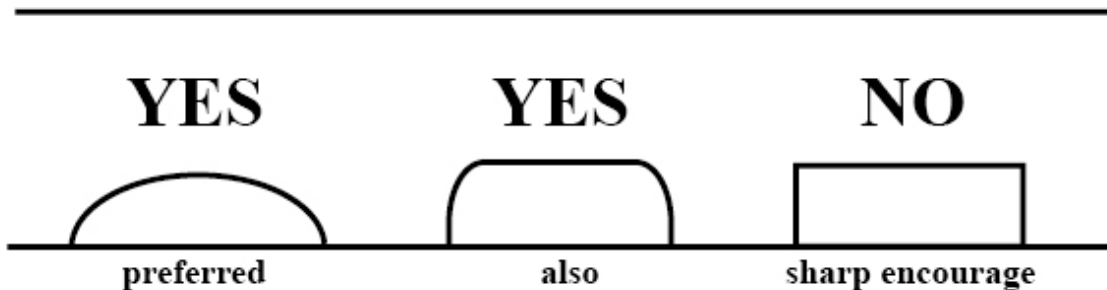
Hardware:

- 2 7/16" Threaded Rod**
- 2 7/16" Lock Washers**
- 2 7/16" Lock Nuts**
- 2 7/16" Flat Washers**
- 6 3/8" Lock Washers**
- 6 3/8" Flat Washers**
- 2 3/8" x 1" Bolts**
- 4 3/8" Nuts**
- 4 5/16" Flat Washers**
- 4 5/16" Lock Nuts**

CCF11300 65-70 Impala & Caprice Front Kit Installation Instructions

1. Raise and support vehicle at a safe, comfortable working height. Let the front suspension hang freely.
2. Remove OEM coil spring, shock absorbers, and bumpstop. Refer to factory service manual for proper disassembly procedure.
3. Bolt the lower plate to bag, which is later installed lining up the two studs with the factory shock mounting holes in the lower control arms.
4. The coil springs pocket will need to be trimmed for air spring clearance (See illustration)

How to Trim Frame



The coil spring pocket must be trimmed for air spring clearance. To determine the exact area to trim, place the air spring assembly into the coil spring 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 coil spring pocket may be trimmed using a cutoff wheel, a sawzall, or a plasma cutter.

5. Apply thread sealant onto the air fitting and screw into the air spring.
6. Place one of the cup brackets onto the top of the air spring and secure with two 3/8" nuts, lock washers and flat washers.
7. Thread the piece of the 7/16" all thread into the nut inside the cup.

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8. Install the air spring assembly into the coil spring with the all thread protruding through the factory shock hole. Fasten with 7/16" locknut, lock washer and flat washer. The airline must be routed at this time. You will have to drill an access hole in the top of the frame, or in the side of the bracket. Make sure you always use a grommet anytime the line passes through steel, or over a sharp edge.
9. Secure the air spring to the lower plate use a 3/8" x 1" bolt, lock washer, and flat washer.
10. Place a jack under the control arm and fully compress the air spring to double check air spring clearance, lining up the two studs with the factory shock mounting holes on the lower arm. Attach with 2 5/16" flat washers and lock nuts.
11. Reattach the tie rod, spindle and sway bar. Refer to a factory service manual for proper assemble procedure.
12. The sway bar end link may be shortened to achieve proper clearance. This can be done by shortening the end link and bolt.
13. Double check the air spring clearance through full suspension travel. This air spring should be approximately 5" tall at air ride height. This should be around 100psi.

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

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