



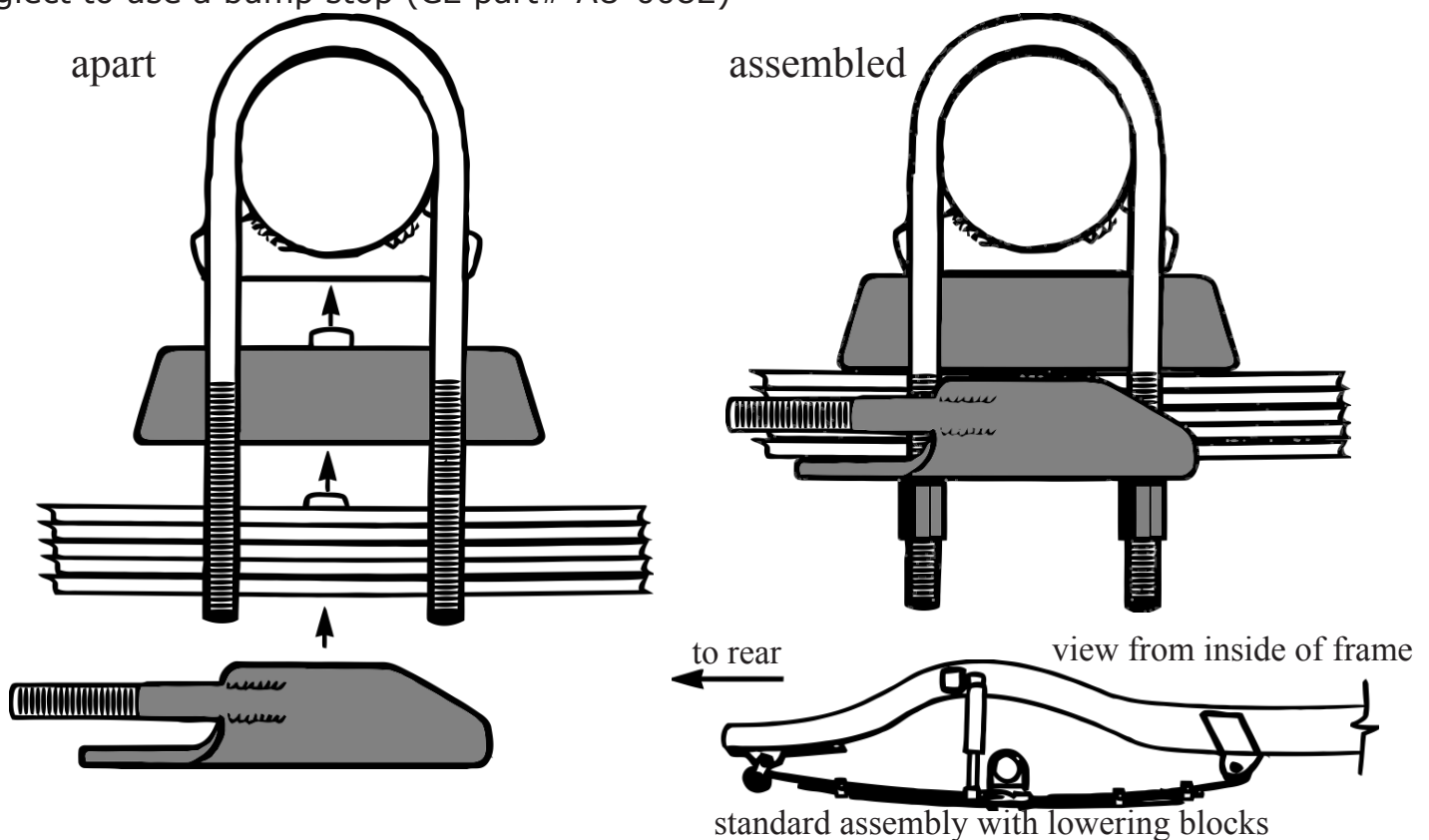
AR-2070

Leafspring Lowering Block Kit

IMPORTANT: The customer is responsible for suitability of these parts. Any needed modification to parts or car is completely at the discretion of the owner or installer.

Safety: Support vehicle with jack stands under the frame.

Shock travel may need calculation and adjustment. Be sure the shocks do not bottom out before the rear end does. If they do sooner or later something will break. Do not neglect to use a bump stop (CE part# AU-0082)



Before installing lowering blocks, remember that new springs will normally drop up to an inch during the first 500 miles of use. Depending on the weight of the car, new springs can have a slight arch, sit flat or be slightly reverse arched. This is normal. The spring is acting just like it should. Also, parallel leaf springs are almost never perfectly parallel. Its just a name for this type of suspension. Again it is perfectly normal. The springs will operate the same. Major ayto makers have used these parameters for springs in many different models. These concepts are well proven and will product no problems whatsoever. We do not recommend hard bushings of any kind for springs. Rubber bushings will absorb vibrations and road noise and allow for some flexing, an ideal combination here.

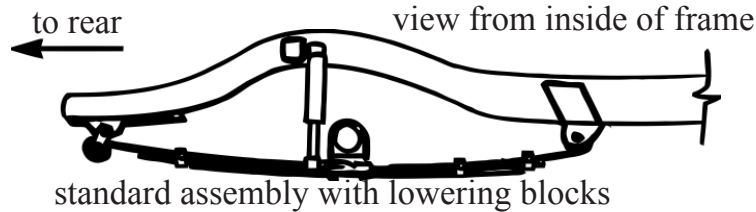
Lowering blocks may not be suitable for all vehicles.



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Rear Shock Installation (different from original or CE kit)

- 1 Position shock bar behind shocks and rear end so shocks will line up between bottom mount and bar.



- 2 Install outer mounts and spot weld to frame. This is a custom kit; there is no single measurement that works on all frames, make modifications as required.
- 3 Tack weld bar to inner frame boxing plate and recheck fit now. Important: be sure shocks do not bottom out before rear end does. If they do, sooner or later something will break.
- 4 After checking all clearances and travel through the entire range, finish all welds and install shocks.

