SUPERDUTY
ADJUSTABLE AIR SPRING SUSPENSION

MN-227
(06710)
ECN2306

P/N 57221

NOTE: It may be necessary to move or modify the exhaust to install this kit.

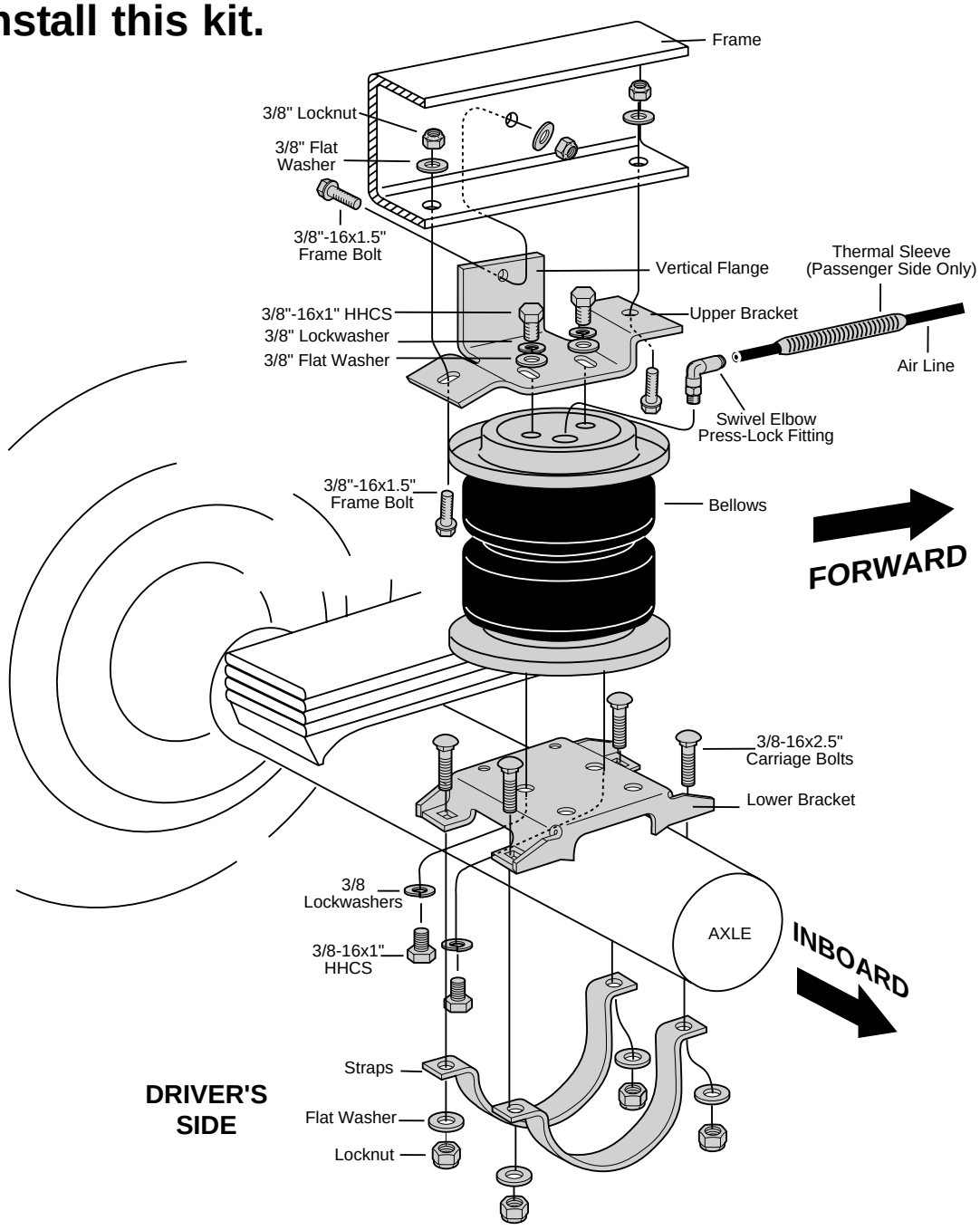

FIGURE 1

WARNING - DO NOT INFLATE BELLOWS WHEN IT IS UNRESTRICTED OR NOT INSTALLED. BELLOWS MUST BE CONTAINED BY SUSPENSION OR OTHER ADEQUATE STRUCTURE. DO NOT INFLATE BEYOND 100 P.S.I. IMPROPER USE OR OVER INFLATION MAY CAUSE ASSEMBLY TO BURST CAUSING PROPERTY DAMAGE OR SEVERE PERSONAL INJURY.

NEVER EXCEED THE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.

DO NOT INSTALL THE AIR SPRING AS THE PRIMARY SUSPENSION SPRING. THIS PRODUCT IS INTENDED FOR LOAD ASSIST ONLY.

ALWAYS USE SAFETY STANDS, WEAR EYE PROTECTION, AND USE PROPER TOOLS WHEN INSTALLING THE SUPERDUTY KIT.

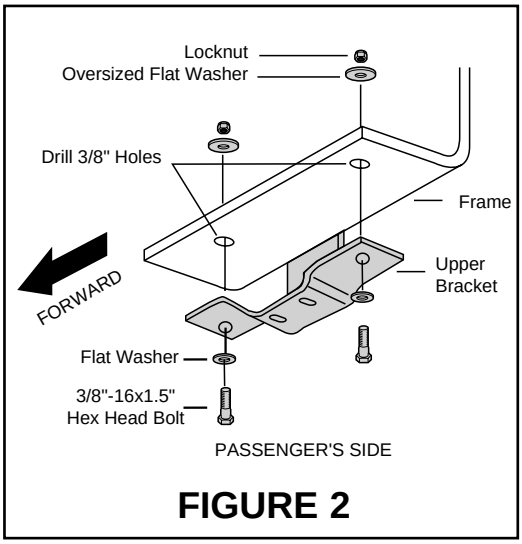

FIGURE 2

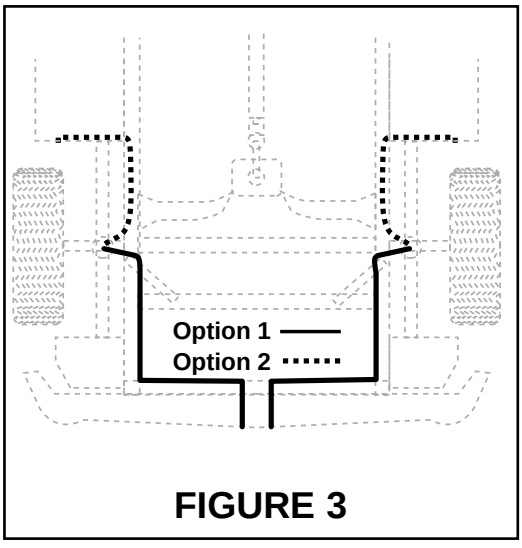

FIGURE 3

NORMAL RIDE HEIGHT: Normal ride height is defined as the measured distance from the bottom edge of the fenderwell to the center point of the wheel with the vehicle in the "as delivered condition" (without camper, tool boxes, unusual load, etc.). This measurement should be recorded for later reference. **All AIR LIFT kits are designed to be installed and operated at Normal Ride Height.**

PLEASE READ THESE INSTRUCTIONS COMPLETELY BEFORE ATTEMPTING THE INSTALLATION.

1. Jack up rear of vehicle or raise on hoist. Note: remove rear wheels and support frame with safety stands.

2. Lower axle or raise frame an additional 2 - 3 inches to provide clearance when positioning air spring assembly.

3. **Remove the jounce bumper and bracket from the frame and discard.**

4. Install the air fitting on the top plate of the bellows. Tighten finger tight plus two turns. **Use a 9/16" open end wrench being careful to tighten on the metal hex nut only.** DO NOT OVERTIGHTEN. This fitting is precoated with thread sealant.

5. Position the vertical flange of the upper bracket away from the air fitting port and attach to the bellows using 3/8"-16x1" mounting bolts, flat washers, and lock washers. Attach the lower bracket to the bottom plate (non labeled end) of the bellows. Use the mounting holes on the lower bracket that best lines up the air spring with the upper bracket so that it follows the natural arc of the suspension. The air fitting must face inboard (toward the center - Figure 1). Attach with two 3/8"-16x1" bolts and lockwashers. Torque to 15-20 ft-lbs.

6. Place the assembly on the axle housing and align so that the bellows follows the natural arc of the suspension travel. **NOTE: There is a right and left hand unit. Position the upper bracket as pictured in Figure 1 and Figure 2.** Attach lower bracket to axle housing loosely using axle clamp, 3/8"-16x2.5 carriage bolts, flat washers and lock nuts.

CAUTION - DO NOT DRILL HOLES INTO THE FRAME UNTIL ANY AND ALL HYDRAULIC, FUEL OR ELECTRICAL LINES HAVE BEEN MOVED OR SHIELDED.

7. Raise the axle or lower the frame until the axle is in the normal (no load) position. Using the holes on each end of the upper bracket as a template, mark and drill two 3/8" diameter holes in the bottom of the frame rail. Install the 3/8"-16x1.5" bolts, flat washers, lock nuts and tighten to 15-20 ft.lbs (Figure 2).

8. With the upper bracket in this position, and using the bracket as a template, mark and drill the 3/8" hole on the outboard side of the frame rail and upper bracket. Install the 3/8-16x1.5" bolt, flat washer and locknut and tighten to 15-20 ft.lbs. (Figure 1).

9. Check the alignment of the assembly and tighten the 3/8" lock nuts and torque to 15-20 ft. lbs. (Figure 1).

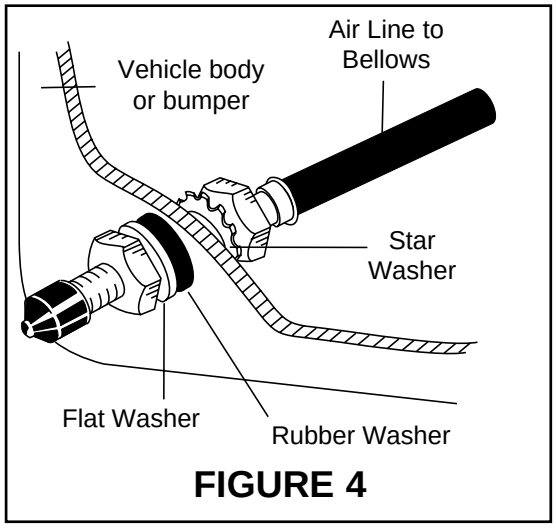

FIGURE 4

DUAL AIR LINE ROUTING

A. Select a location for the inflation valves in the rear bumper area or rocker panel flange insuring that each valve will be protected and accessible with an air hose (Figure 3).

B. Use a standard tube cutter, a razor blade, or very sharp knife to cut the air line. A clean square cut will ensure against leaks. Then cut air line off squarely. Cut the air line into two equal parts. Drill 5/16" hole for inflation valves and mount as illustrated. Rubber washer on outside is for weather seal (Figure 4).

C. Route air line from inflation valve location along frame rail to bellows. Route the air line so that it will be protected from the direct heat from the muffler or tailpipe and kept away from sharp edges. The air line should not be bent or curved sharply (Figure 3). Attach air line to chassis with the provided plastic straps.

TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST TWELVE INCHES FROM EXHAUST SYSTEM. USE THERMAL SLEEVE ON EXHAUST SIDE (FIGURE 1).

D. Cut off excess air line squarely. Use a standard tube cutter, a razor blade or a very sharp knife to cut the air line. A clean square cut will ensure against leaks. Install the air line into the fitting. This is a push to connect fitting. Push and sightly turn the cut end of the air line into the fitting as far as it will go (9/16"). You will hear/feel a definite "click" when the air line is seated. The air line is now installed.

E. Repeat process for other side.

10. Installation of this kit requires an exhaust heat shield (Figure 5). The shield is attached with the stainless steel clamps to the exhaust pipe, with the flanges being bent inward. Shield may be trimmed or bent to attain component clearance. Bend tabs to provided 1/2" dead air space between exhaust pipes and heat shield and maximum clearance with bellows.

11. Replace rear wheels. Inflate air springs to 60 p.s.i. air pressure. Test for air leaks by applying a soapy/water solution to all valve cores, fittings and connections.

12. This now completes the installation. Before proceeding, check once again to be sure you have proper clearance around the bellows. With a load on your vehicle and the air springs inflated, you must have 1/2" clearance all around the bellows.

13. Lower vehicle to the ground and deflate the air springs until the vehicle sits level when viewed from the side. Recheck air pressure after 24 hours. A 5-7 p.s.i. loss after initial installation is normal. If pressure has dropped more than 7 lbs. re-test for leaks with soapy water solution.

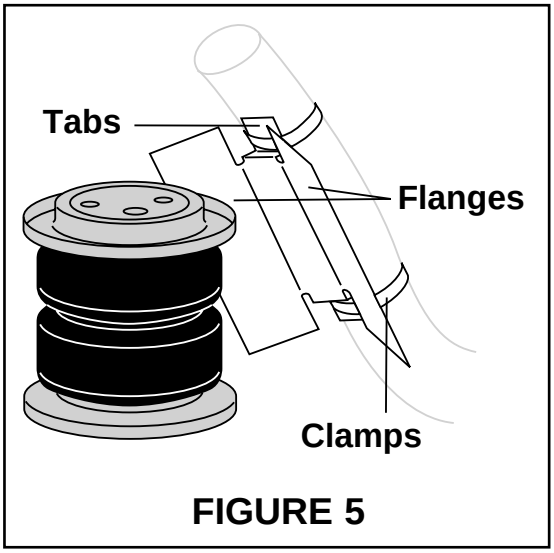

FIGURE 5

14. For best ride use only enough air pressure in the air springs to level the vehicle when viewed from the side (front to rear). Inflate the air springs to maintain this height under various conditions of load. **NOTE:** Too much air pressure in the air springs will result in a stiffer ride, while too little air pressure will allow the vehicle to bottom out. Too little air pressure will also not provide the improvement in handling that is possible. **TO PREVENT POSSIBLE DAMAGE, MAINTAIN A MINIMUM OF 5 P.S.I. IN THE BELLOWS AT ALL TIMES.**

PRESSURE RANGE	
MINIMUM	MAXIMUM
5 P.S.I.	100 P.S.I.

FAILURE TO MAINTAIN CORRECT MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO THE LOAD), BOTTOMING OUT, OVER-EXTENSION, OR RUBBING AGAINST ANOTHER COMPONENT WILL VOID THE WARRANTY.

NOTE

1. **IMPORTANT:** For your safety and to prevent possible damage to your vehicle, do not exceed maximum load recommended by the vehicle manufacturer. Although your bellows are rated at maximum inflation pressure of 100 p.s.i., this pressure may represent too great of load on some vehicles. Check your vehicle owner's manual and do not exceed maximum loads listed for your vehicle.
   When inflating your Air Lift bellows, add pressure in small quantities, check pressure frequently during inflation. The bellows require much less air volume than a tire and therefore inflate much faster.

2. Should it become necessary to raise the vehicle by the frame, make sure the system is at the minimum(5psi) to reduce the tension on suspension/brake components. **Use of on board hydraulic leveling systems or routine tire changes DOES NOT require deflation or disconnection.**

Thank you for purchasing Air Lift Products

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Caution: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.

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