

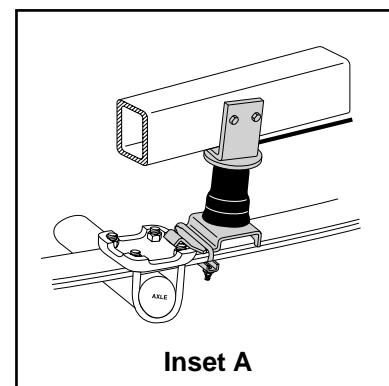
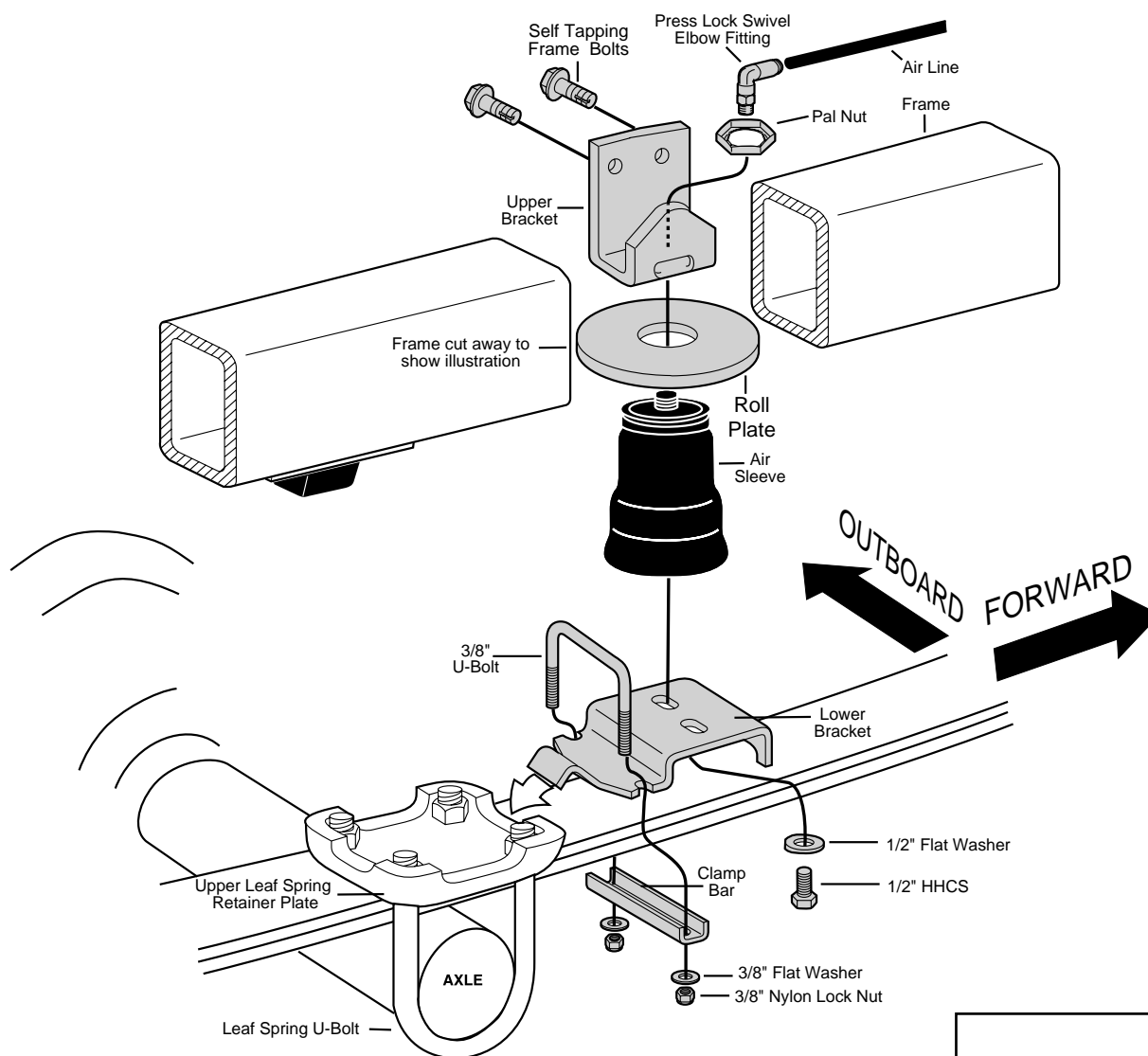
RIDE CONTROL

ADJUSTABLE AIR SPRING SUSPENSION

MN-281
(12907)
ECN2732

P/N 59510

Please read these instructions completely before proceeding with the installation.



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.

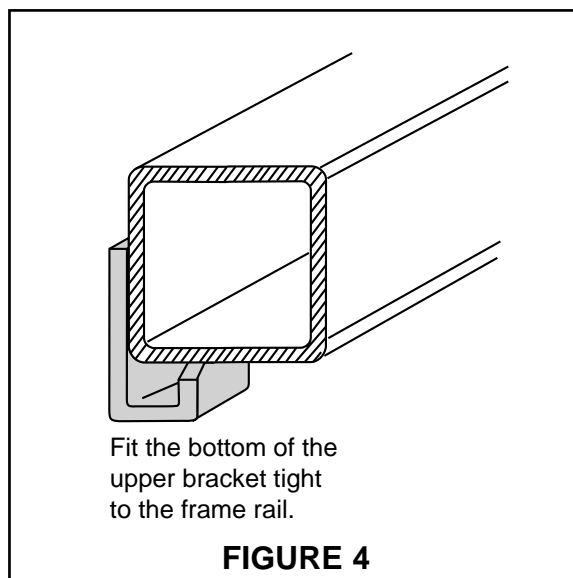
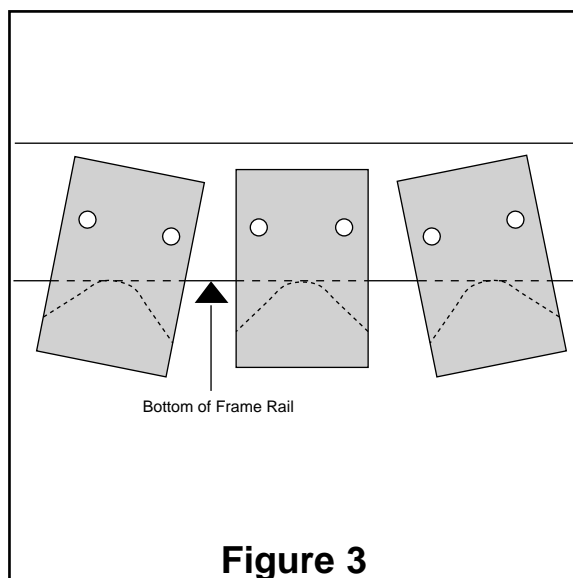
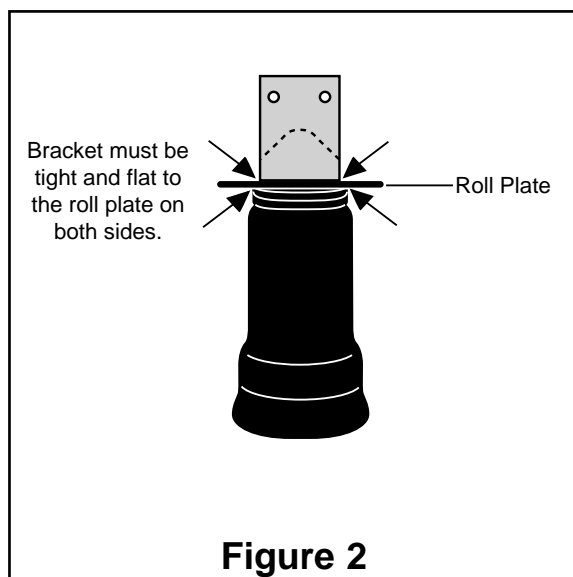
NORMAL RIDE HEIGHT: Normal ride height is defined as the measured distance from the bottom edge of the fenderwell to the center point of the wheel with the vehicle in the "as delivered condition" (without camper, tool boxes, unusual load, etc.). This measurement should be recorded for later reference.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

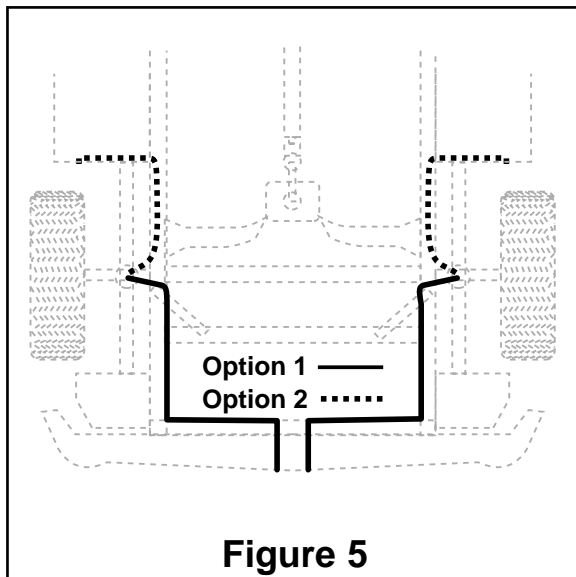
IMPORTANT: Your vehicle may be equipped with a rear brake proportioning valve. ANY type of load assist product could affect brake performance. We recommend that you check with your dealer before installing this type of product. If your vehicle does not have a rear brake proportioning valve or is equipped with an anti-lock type brake system, installation of a load assist product will have no effect on brake system performance.

1. Jack up rear of vehicle or raise on hoist and remove rear wheels. Assemble the kit. Set roll plate over the thread post. Install the swivel air fitting and tighten finger tight plus two turns. **Use a 7/16" open end wrench being careful to tighten on the metal hex nut only. DO NOT OVER TIGHTEN.** This fitting is precoated with a thread sealant. Holding the provided pal nut into the upper bracket, thread the upper sleeve mounting through the upper bracket and into the pal nut by hand until it is snug. The bracket must be tight and flat to the roll plate on both sides. Hand tight is sufficient.
2. Note that the lower bracket has two mounting holes. Using the outboard hole on each side, **LOOSELY** attach the lower brackets to the bottom of the sleeve with the provided 1/2" flat washer and 1/2" HHCS bolt as shown in Figure 1.
3. Now install the lower bracket as shown in Figure 1. The bracket locates over the edge of the upper spring retainer (INSET A). Tighten nuts to 20 ft-lbs. **Do not over tighten.**

CAUTION: DO NOT DRILL HOLES INTO THE FRAME UNTIL ANY HYDRAULIC LINES, GAS LINE AND ELECTRICAL WIRES HAVE BEEN MOVED ASIDE ON BOTH SIDES OF FRAME RAIL.

4. To install the upper bracket, lower axle or raise frame until the upper bracket is in line with the lower and on the same angle as the leaf spring. The lower mounting surface of the upper bracket must be parallel to the mounting surface of the lower bracket and the sleeve should be straight when installed between the brackets. The upper bracket is designed so that it can be "tilted" for the proper angle (Figure 3). **The bottom of the upper bracket must fit tight to the bottom of the frame rail (Figure 4).** Using the bracket as a template, center punch and drill two 5/16" holes. **The holes must be no larger than 5/16".** Attach the upper bracket using the Self-Tapping Frame Bolts and tighten securely (Figure 1). **DO NOT OVER-TIGHTEN.**





5. 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 5).
6. Use a standard tube cutter, a razor blade, or very sharp knife to cut the air line in two equal lengths. A clean square cut will ensure against leaks. Drill a 5/16" hole for inflation valve and mount as illustrated. Rubber washer on outside is for weather seal (Figure 6).
7. Route air line along frame from desired inflation valve location to the air fitting (Figure 1 & 5). Attach air line to chassis with the provided plastic straps.

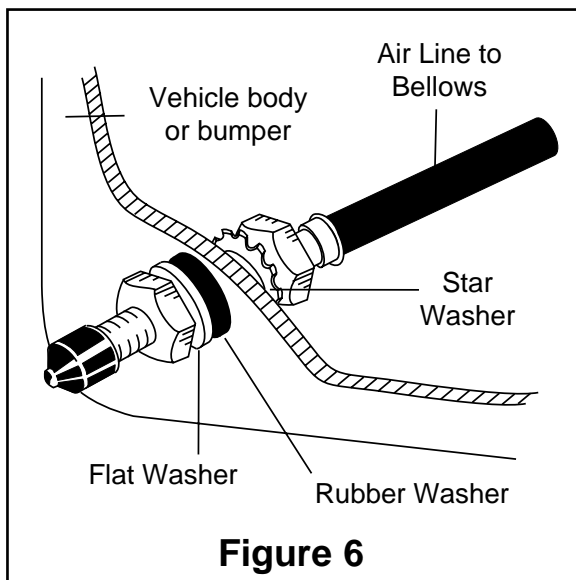
TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST TWELVE INCHES FROM EXHAUST SYSTEM.

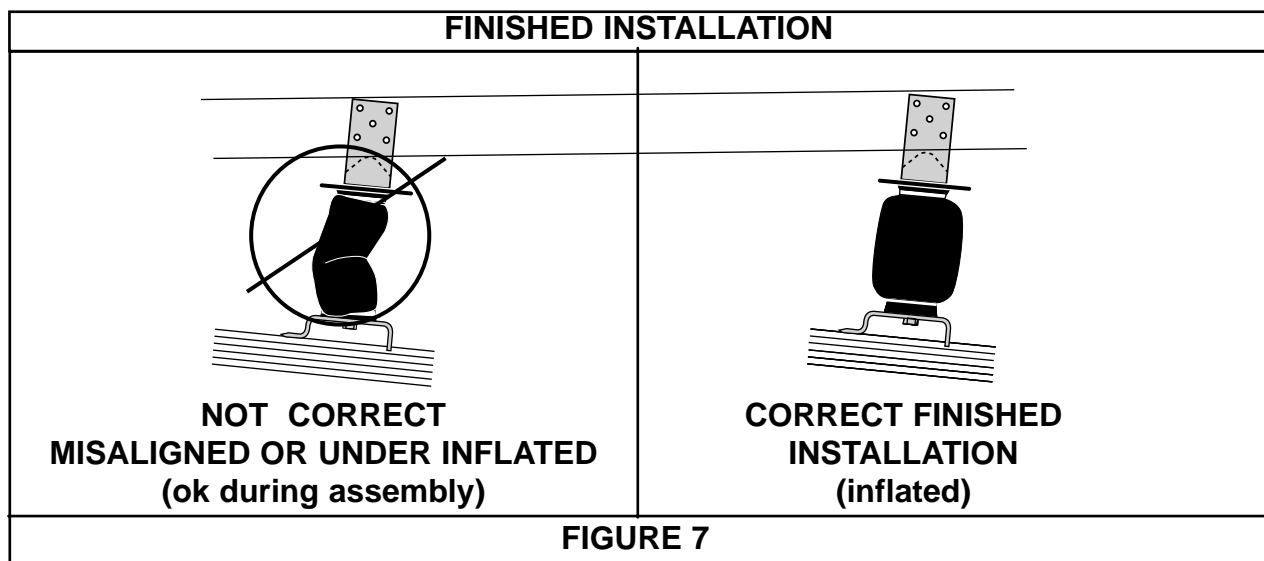
8. Cut off excess air line squarely and install the air line into the fitting. Push and slightly turn the cut end of the air line into the fitting as far as it will go. You will hear/feel a definite "click" when the air line is seated approximately 3/4" (9/16" if fitting body is black).

9. Repeat process for right side.

10. **VERY IMPORTANT** - With the bottom still loose, inflate the sleeve to approximately 10 psi. By using the slotted adjustment, center the sleeve so that it is in line with the upper and lower bracket and that there is a symmetrical cushion of air around the lower pedestal of the sleeve to prevent side load wear. Sleeve diameter grows to 5.1" at maximum inflation, check to be sure there is sufficient clearance around the sleeve when it is inflated. Tighten the lower sleeve mounting bolt to 10 ft-lbs.

11. Inflate to 30 psi. Check all fittings and valve core with a soapy water solution for leaks. Recheck air pressure after 24 hours. A 2-4 psi loss after initial installation is normal. If pressure has dropped more than 5 psi re-test for leaks with soapy water solution. Please read and follow the Maintenance and Operating Tips. **(Make sure that the sleeve rolls back down over the piston (Figure7).**





**FAILURE TO MAINTAIN MINIMUM PRESSURE, BOTTOMING OUT, OR OVER
EXTENSION WILL VOID THE WARRANTY**

MAINTENANCE/OPERATION	
MINIMUM AIR PRESSURE 10 PSI	MAXIMUM AIR PRESSURE 100 PSI
<p style="text-align: center;">MAINTENANCE</p> <ol style="list-style-type: none"> 1. Check pressure weekly. 2. Always maintain at least 10 psi air pressure to prevent chafing. 3. If you develop an air leak in the system, use a soapy water solution to check all air line connections and the inflation valve core before removing sleeve. <p style="text-align: center;">OPERATING TIPS</p> <ol style="list-style-type: none"> 1. Inflate your air springs to 60 psi before adding the payload. After vehicle is loaded, adjust your air pressure to level the vehicle and for ride comfort. 2. Check your tire pressures and inflate according to manufacturers recommendations. <p style="text-align: center;">NOTE</p> <ol style="list-style-type: none"> 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 air springs are rated at maximum inflation pressure of 100 psi, 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 sleeves, add pressure in small quantities, checking pressure frequently during inflation. The sleeves require much less air volume than a tire and therefore inflate much quicker. 2. Should it become necessary to raise the vehicle by the frame, make sure the system is at minimum pressure (10psi) to reduce the tension on suspension/brake components. Check to see that the sleeve rolls back down over the bottom piston after the vehicle is lowered (Figure 7). If sleeve fails to roll back down over the piston, add air pressure until sleeve "pops" back over piston (do not exceed 100 psi). 	
<p><i>Thank you for purchasing Air Lift Products</i></p> <p>AIR LIFT COMPANY P.O. BOX 80167 Lansing, MI 48908-0167</p> <p style="text-align: right;">Printed in the USA</p>	
<p>FOR TECHNICAL ASSISTANCE CALL 1-800-248-0892</p>	
<p>Caution: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.</p>	