RIDE CONTROL
ADJUSTABLE AIR SPRING SUSPENSION

P/N 59544

by AIR LIFT

MN-588
(01402)
ECN4503

Please read these instructions completely before proceeding with the installation.

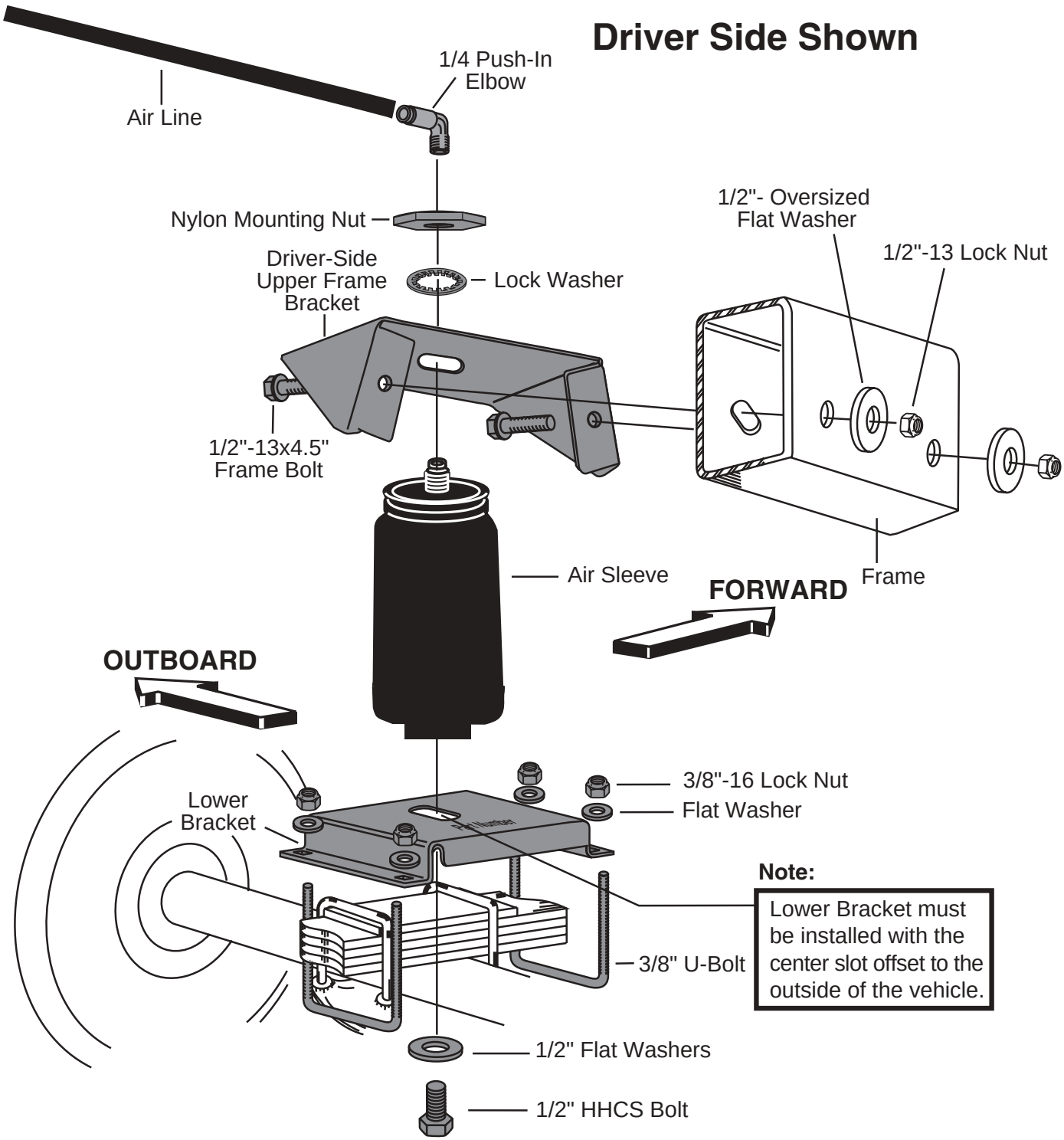


Figure 1

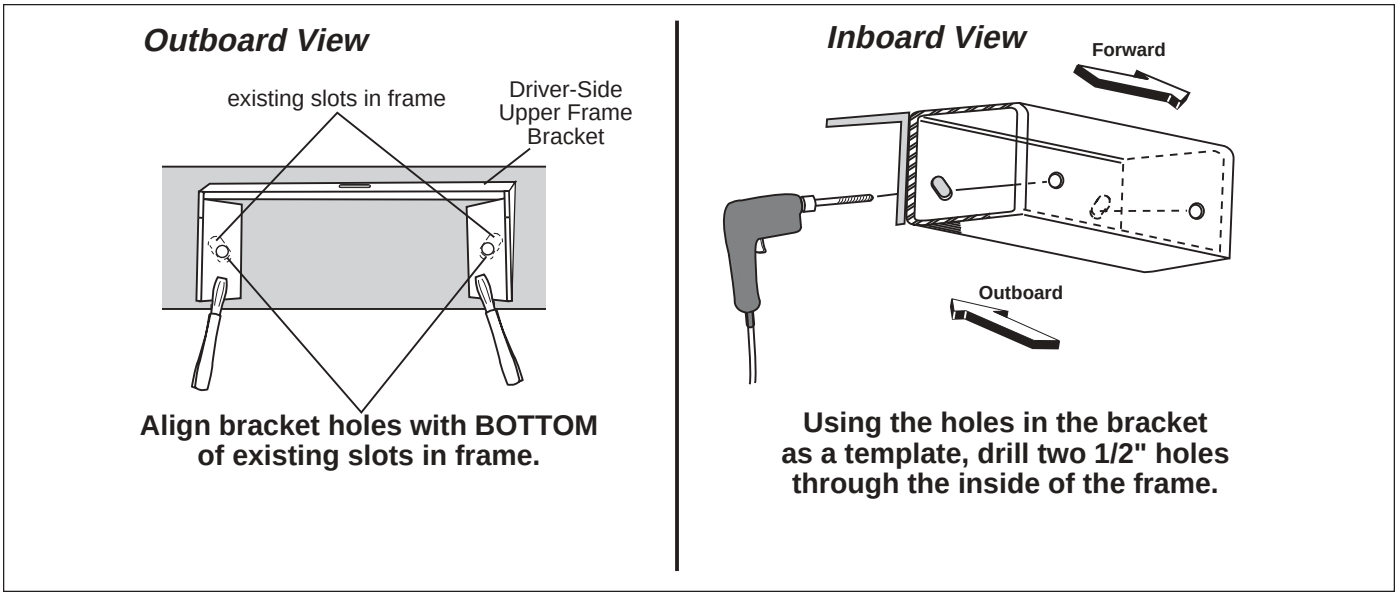


Figure 2

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

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.

1. Clamp the driver-side upper bracket to the frame rail so that the holes in the bracket line up with the bottom of the slots in the frame (Figure 2). **NOTE - UPPER BRACKETS ARE LEFT AND RIGHT SIDE SPECIFIC**. Using the upper bracket as a template, drill a 1/2" hole through the inside framerail. Install one of the mounting bolts and LOOSELY attach the oversized flat washer and locknut. Now drill a 1/2" hole at the **other mounting hole** location. Install the remaining hardware and tighten securely (Figure 1). **DO NOT OVERTIGHTEN** the frame bolts.

2. Set the lower bracket on the leaf spring above the axle and attach using the supplied U-bolts, flat washers, and nyloc nuts (Figure 1). Tighten securely. **MAKE SURE THE SLOT IS OFFSET** to the outside of the vehicle.

3. Install the elbow fitting into air port of the air sleeve. The fitting is precoated with thread sealant. 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 overtighten.**

4. Guide upper thread post/fitting through the slot in the upper bracket.

5. Attach the air spring to the lower bracket with the 1/2” washer and lower mounting bolt. LEAVE LOOSE for later adjustment (Figure 1).

6. Now install the nylon nut and lock washer onto the upper thread post of the air spring. LEAVE LOOSE for final adjustment (Figure 1).

7. Repeat procedure for other side of vehicle.

8. Select location on the vehicle for the air inflation valves (Figure 3). The location can be on the bumper or on the body of the vehicle, but be sure that it is protected so that the valve will not be damaged and will still be accessible for the air chuck.

9. Use a standard tube cutter, a razor blade, or very sharp knife to cut the air line in two equal parts. A clean square cut will ensure against leaks. Drill a 5/16" hole and install the air inflation valve (Figure 4). Run the air line from inflation valve to the air springs. Route the air line so that it will be protected from the direct heat from the muffler or tail pipe and kept away from sharp edges. The air line should not bent or curved sharply. Secure the air line in place with nylon ties provided.

10. Cut off excess air line. Insert into air fitting in the top of the air spring. Push the air line into the fitting as far as it will go (9/16"). You should feel a definite “click”. This is a self-locking fitting and the air line is now installed.

11. **VERY IMPORTANT -** With the top and bottom still loose, inflate the air springs to approximately 10 p.s.i. Use the slots in the brackets to correctly align the air spring between the upper and lower brackets. This can be accomplished by tapping it inboard or outboard for proper alignment. There should be symmetrical cushion of air around the base of the air spring when correctly positioned.

12. Inflate the air springs to 30 p.s.i. and check all fittings and connectors for air leaks with a solution of soap and water. Check once again to be sure you have proper clearance around the air spring. Tighten the top nut to 4 ft.lbs. Tighten the bottom bolt. **Do not overtighten.**

13. Re-check air pressure after 24 hours. An air loss of 2-4 p.s.i. is normal after initial installation. If pressure has dropped more than 4 lbs. re-test for leaks with a soapy/water solution. Please read and follow the Maintenance and Operating tips. **(Check to see that the sleeve rolls back down over the bottom piston after the vehicle is lowered.)**

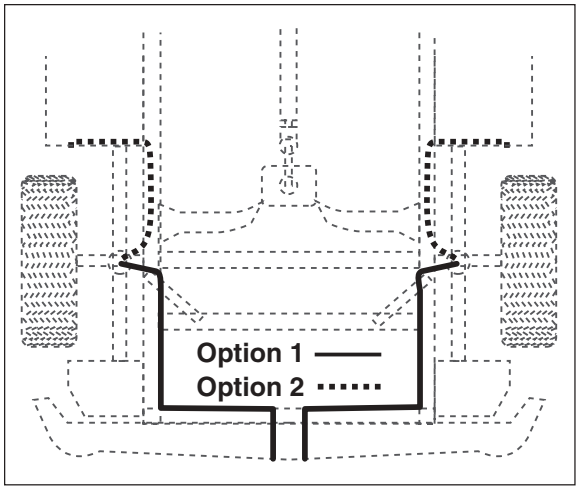


Figure 3

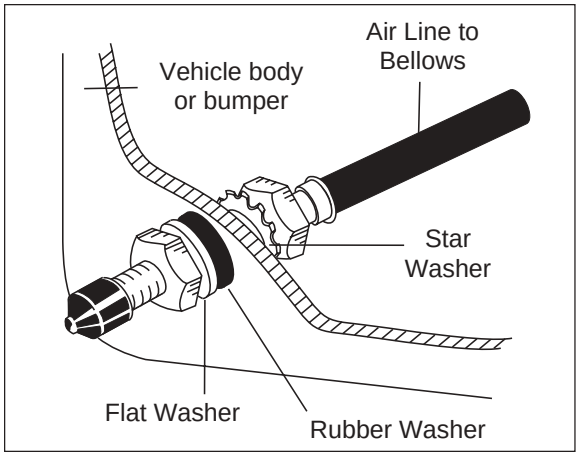
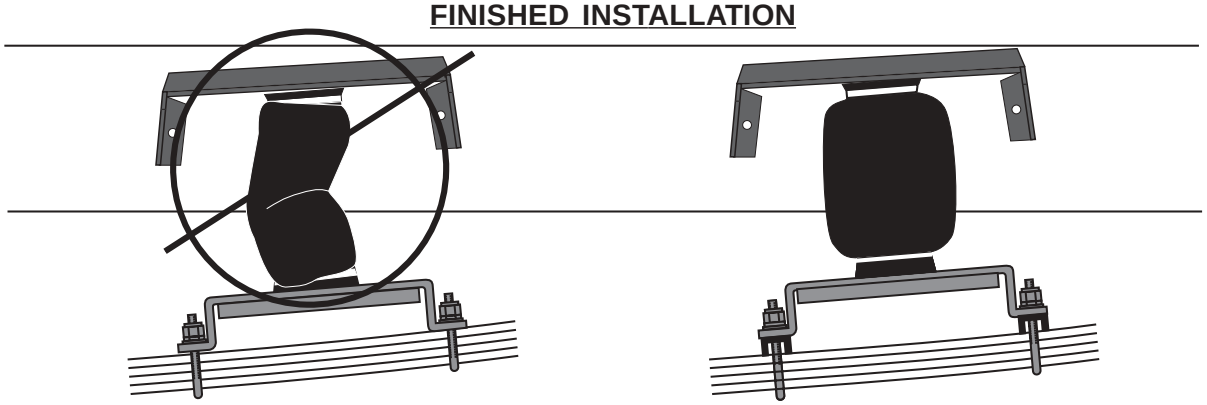


Figure 4

FINISHED INSTALLATION



Incorrect: Misaligned or under-inflated. Only OK during installation.

Correct: Sleeve is fully inflated and also properly aligned.

Figure 7

MAINTENANCE

1. **Always maintain Normal Ride Height.** Never inflate beyond 100 p.s.i. Always keep at least 10 p.s.i. in each air spring.
2. Check the air pressure in the springs weekly.
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 air spring.

MINIMUM AIR PRESSURE 10 P.S.I.	MAXIMUM AIR PRESSURE 100 P.S.I.

OPERATING TIPS

1. Always adjust the air pressure to maintain the Normal Ride Height. Increase or decrease pressure from the system as necessary to attain Normal Ride Height for optimal ride and handling. Remember that loads carried behind the axle (including tongue loads) require more leveling force (pressure) than those carried directly over the axle.
2. 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 amaximum inflation pressure of 100 p.s.i., the air pressure actually needed is dependent on your load and GVWR, which may be less than 100 p.s.i. Check your vehicle owner's manual or the manufacturers specification plate usually found on the inside door jamb, and do not exceed maximum loads listed for your vehicle.
3. Always add air to air springs in small quantities, checking pressure frequently during inflation. Air springs require less air volume than a tire and inflate quickly.
4. Should it become necessary to raise the vehicle by the frame, make sure the system is at the minimum pressure (10 p.s.i.) 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.**

FAILURE TO MAINTAIN MINIMUM PRESSURE OR TO PREVENT BOTTOMING OUT AND/OR OVEREXTENSION WILL VOID THE WARRANTY

Thank you for purchasing Air Lift Products

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