



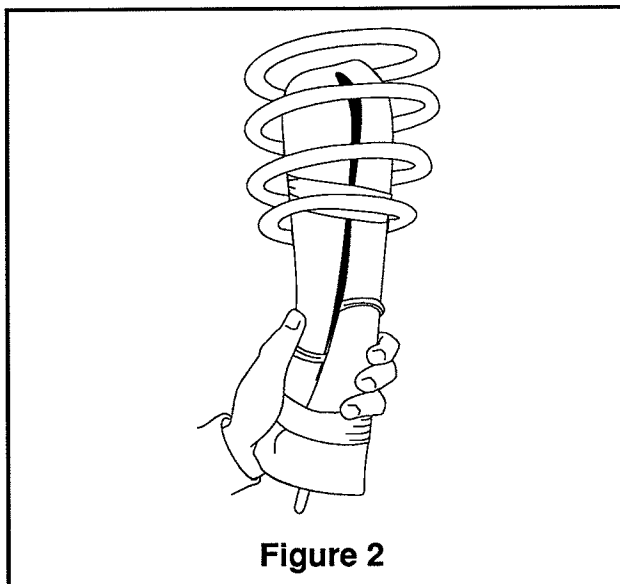
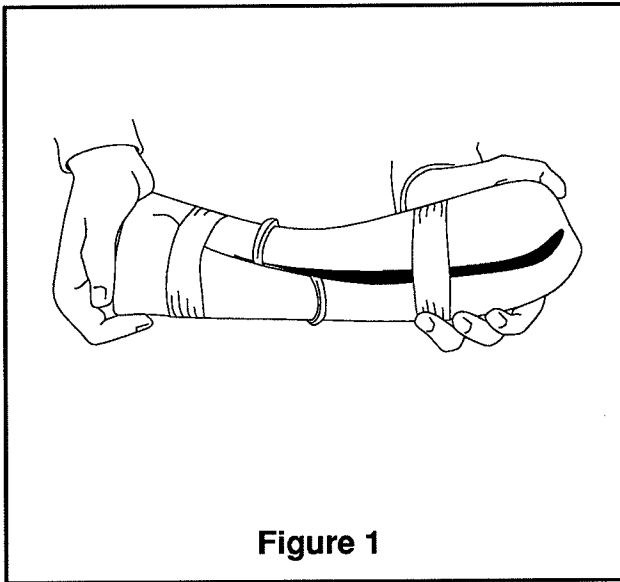
INSTALLATION INSTRUCTIONS

Kit #60784

MN-119
(02007)

IMPORTANT: Brake fluid proportioning valve.

Some late model vehicles are equipped with a brake proportioning valve located at the axle. The vehicle manufacturer's recommend that his valve be adjusted or modified if the suspension system is changed or altered. Contact your local dealer for these changes if the vehicle height or weight requirements have been changed due to the suspension modification or usual load situations.



1. Carefully lower axle or raise body, until suspension is fully extended.
2. Remove rear wheels.
3. Rotate axle u-joints to a position for maximum suspension drop.
4. Loosen and remove lower shock retaining nuts. This will allow the coil spring to be removed.
5. Remove coil springs.
6. As the air cylinder provided is larger than the opening in the coil spring end, the cylinder will have to be deflated. Remove the cap on the barbed end of the cylinder. Fold the air cylinder into a hot-dog bun shape. Replace the cap to retain the deflated state of the cylinder. You may want to tie or tape the cylinder to aid in retaining the folded shape (Figure 1).
7. Insert the folded air cylinder into the coil spring. Remove the cap and allow the air cylinder to resume it's original shape.
8. Position the valve stem through the first and second lower spring coils. Stem location should be 180° from coil spring end.
9. The upper and lower protecters provided are too large to be properly positioned at the upper and lower spring end opening and must be ground smaller to fit.
10. After grinding the protecters to their proper diameter, position them at the lower and upper spring end openings.
11. Replace coil air spring assembly into original spring seats.
12. Raise the suspension to normal standing height.
13. Replace shock to mounts and replace retaining nuts (tighten securely)
14. Replace rear wheels.
15. Do not inflate air cylinder before reading inflation procedure.

"T" Hose installation recommended unless weight in vehicle varies from one side to the other and unequal pressures are needed to level the load. Dual hoses are used in this case.

TEE HOSE ROUTING

- A. Locate desired "tee" location on the frame rail or cross member.
- B. Determine and cut adequate length of tubing to reach from tee to left and right side on air cylinders.

CAUTION: LEAVE SUFFICIENT HOSE SLACK TO PREVENT ANY STRAIN ON FITTINGS DURING AXLE MOTIONS.

- C. Slide a hose clamp onto the tubing.
- D. Push the tubing over one side of the "tee" until all the barbs are covered. Repeat procedure for other leg of tee (Figure 3).
- E. With pliers slide the hose clamp forward until it fully covers the barbed section. Repeat for the other leg of tee (Figure 3).
- F. Route tubing along cross member and either lower control arm or upper spring seat to left and right air cylinder.
- G. Insert tubing through spring seat, spacer and slide on a hose clamp.
- H. Push the tubing onto the stem, covering all the barbs (Figure 5).
- I. With pliers slide the hose clamp upward until it fully covers the barbed section.
- J. Push the remaining tubing over the last fitting on tee and route along frame to desired inflation valve location. Attach with plastic straps or wire.

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

- K. Select a location for inflation valve in the gas cap well, the trunk, rear bumper, fender flange or behind the license plate, insuring that the valve will be protected and accessible with air hose (Figure 5 & 7).
- L. Drill a 5/16" hole for inflation valve and mount as in illustration (Rubber washer is for outside weather seal).
- M. Slide a hose clamp over hose. Push tubing onto fitting covering all barbs. With pliers slide the hose clamp forward until it fully covers the barbed section (Figure 6).
- N. Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.
- O. Check TAILPIPE clearance and insure that it is at least 3-4 inches from air cylinder. If necessary, loosen clamps and rotate or move to obtain additional clearance.

Attach shock absorbers if removed earlier in the installation.

DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES.

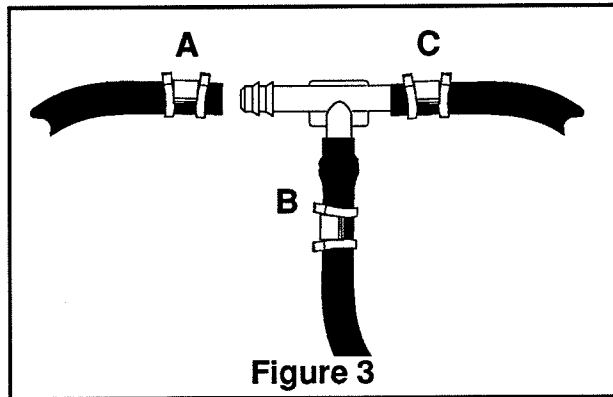


Figure 3

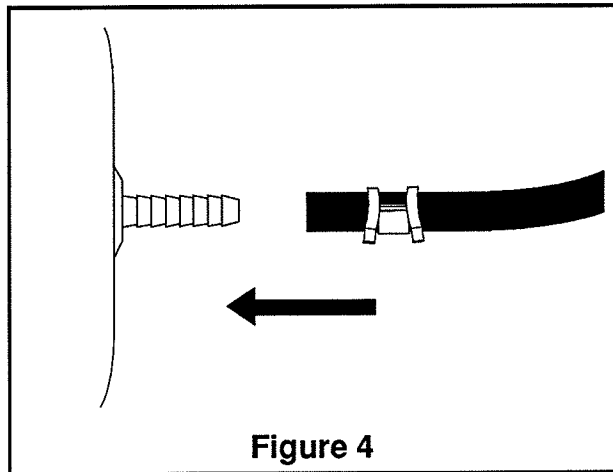


Figure 4

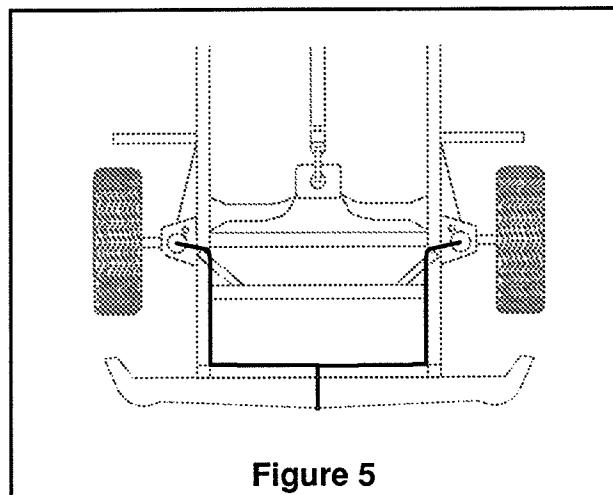


Figure 5

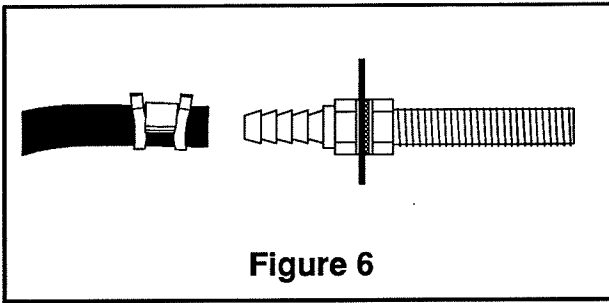


Figure 6

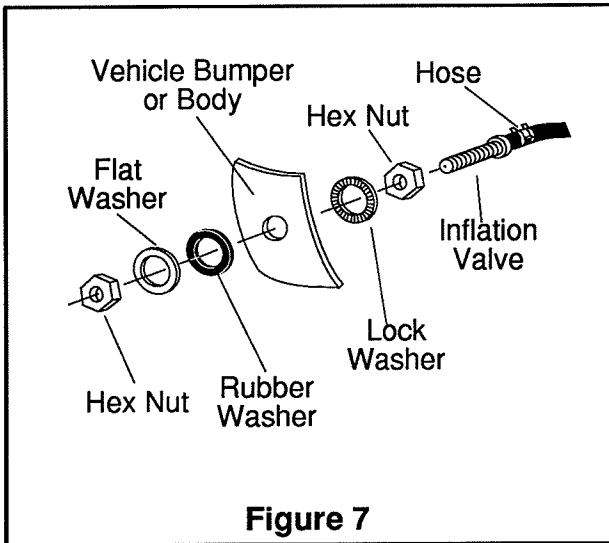


Figure 7

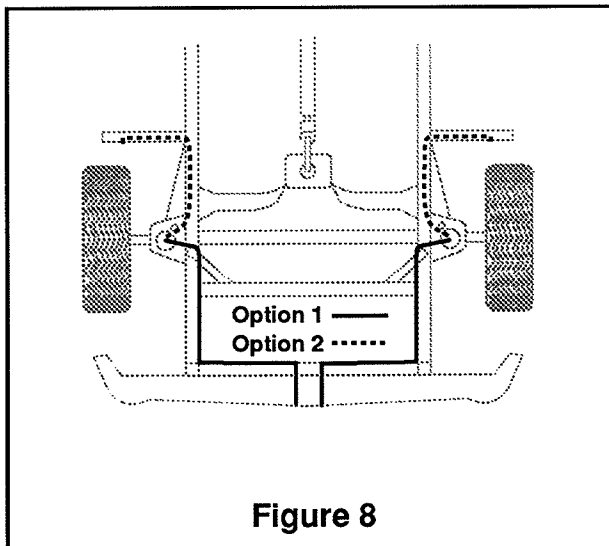


Figure 8

DUAL HOSE ROUTING

- A. Select a location for the inflation valves in the rocker panel flange or rear floor pan insuring that each valve will be protected and accessible with an air hose (Figure 8).
- B. Determine and cut adequate length, not longer than 90" of tubing to reach from valve location to left side air cylinder.

CAUTION: LEAVE SUFFICIENT HOSE SLACK TO PREVENT ANY STRAIN ON VALVE STEM DURING NORMAL AXLE MOTIONS.

- C. Insert the tubing through the spring seat and spacer.
- D. Slide a hose clamp onto the cut tubing.
- E. Push the tube onto the stem, covering all the barbs.
- F. With pliers slide the hose clamp forward until it fully covers barbed section (Figure 4).
- G. Repeat process for right side.
- H. Drill 5/16" hole for inflating valves and mount as illustrated (Rubber washer for outside weather seal - Figure 7).
- I. Route tubing along control arm and frame to inflation valve location and cut off excess.
- J. Slide a hose clamp on tubing and push tubing onto the fitting, covering all the barbs.
- K. With pliers slide the hose clamp forward until it fully covers the barbed section.
- L. Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.
- M. Check TAILPIPE clearance and insure that it is at least 3-4 inches from air cylinders, If necessary, loosen clamps and rotate or move to obtain additional clearance.

Attach shock absorbers if removed earlier in the installation.

Please continue with number 10 on page 4

MAINTENANCE/OPERATION

MINIMUM AIR PRESSURE
4 PSI

MAXIMUM AIR PRESSURE
20 PSI

MAINTENANCE TIPS:

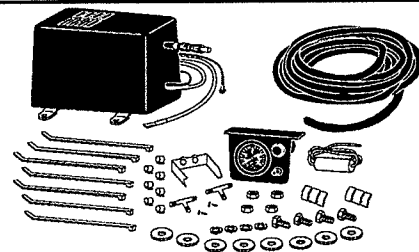
1. Check pressure monthly!
2. Always maintain at least 4 psi air pressure to prevent chafing or coil pinch.
3. If you develop an air leak in the system, use a soapy solution to check all hose connections and the valve core before removing cylinder.

OPERATING TIPS:

1. Inflate your air springs to 20 psi before adding the payload. This will allow the air cylinder to properly mesh with the coil spring. After vehicle is loaded, adjust your air pressure (down) to level the vehicle and for ride comfort.
2. When you are carrying a payload it will be helpful to increase the tire inflation pressure in proportion to any overload condition. We recommend a 2 psi increase above normal (not to exceed tire manufacturer's maximum) for each 100 lbs. total overload on the axle.

Increase your Air Spring's versatility with our easy-to-install Load Controller System

- Use with **POLYAIR SPRINGS** or **LOADLIFTER 2500** system.
- Compressor mounts easily in engine compartment.
- Dash-mounted 0 - 100 psi gauge with fill and deflate controls.
- Includes complete installation kit: air hose, fittings, hardware, electrical wire, and in-line fuse.
- Ask for Part Number **25589**.



Thank you for purchasing Air Lift Products

AIR LIFT COMPANY

P.O. BOX 80167

Lansing, MI 48908-0167

FOR TECHNICAL ASSISTANCE CALL 1-800-727-9009

CAUTION: DO NOT EXCEED THE VEHICLE MANUFACTURER'S GROSS VEHICLE WEIGHT RATING.