

AIR LIFT 1000

BY



MN-121
(10509)
ECN1558

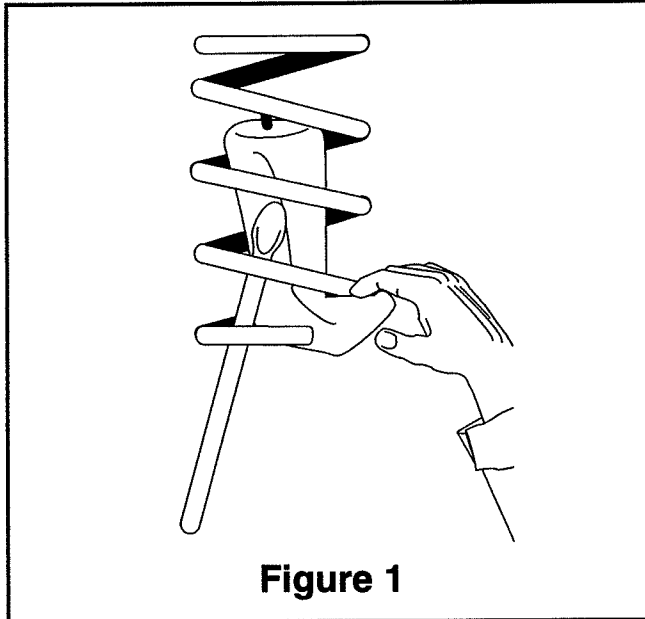


Figure 1

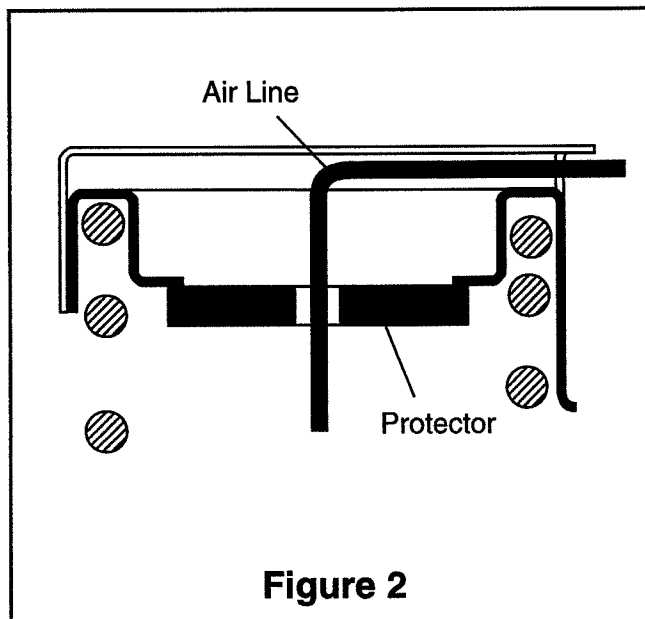
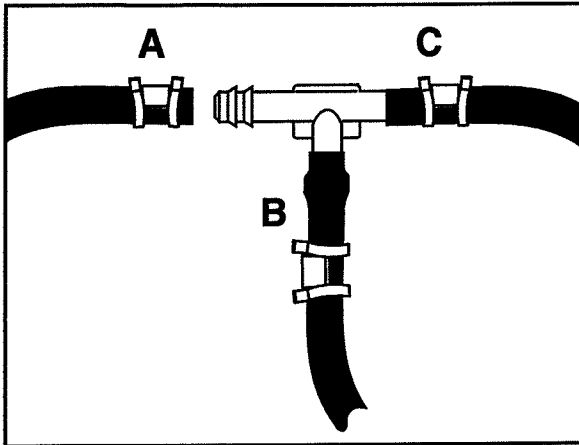


Figure 2

1. Lower axle or raise body of vehicle until suspension is fully extended. Support frame with jack stands.
2. Air cylinders are shipped in the "as molded" shape. For ease of installation, remove plastic cap from barbed stem on end of cylinder. Push on air cylinder to evacuate as much air as possible. It may be rolled up toward valve stem. Replace cap on stem to maintain flat shape.
3. Insert flattened air cylinder into lowest opening with stem at the top. Push the cylinder up within the coil by hand or with a blunt instrument such as a spoon-type tire iron (see Figure 1).
4. When the cylinder is completely within the coil, remove the cap and allow the cylinder to assume its "as molded" shape.
5. Install protector in upper spring seat as shown in Figure 2.
6. Determine air line routing. A tee air line installation is recommended unless weight in vehicle varies from one side to the other and unequal pressures are needed to level load (or compensate for axle torque transfer in racing applications). Dual air lines are used in this case. Proceed with air line instructions.

DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES.



Use this procedure for all air line connections:

- A. Slide air line clamp onto the air line
- B. Push the air line over the barbed stem.
- C. Compress the ears on the air line clamp with pliers and slide it forward to fully cover the barbed section.

Figure 3

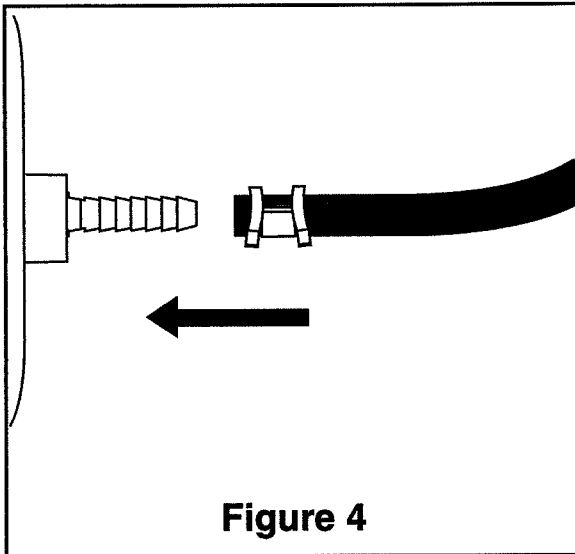


Figure 4

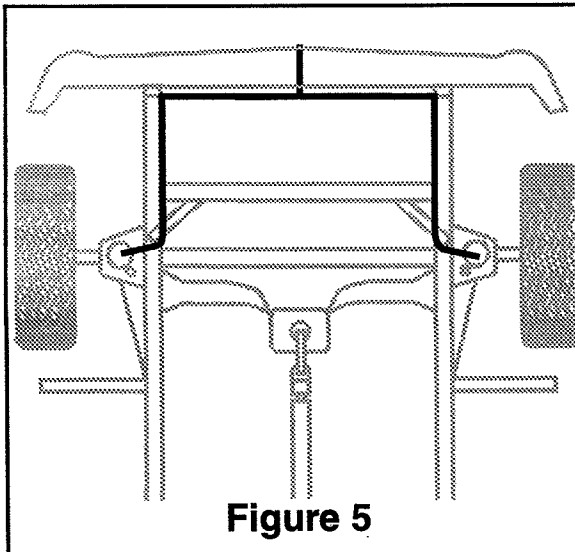


Figure 5

Tee air line installation recommended unless weight in vehicle varies from one side to the other and unequal pressures are needed to level the load. Dual air lines are used in this case.

TEE AIR LINE ROUTING

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

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

CAUTION: LEAVE SUFFICIENT AIR LINE SLACK TO PREVENT ANY STRAIN ON FITTING DURING AXLE MOTIONS.

- C. Slide air line clamp onto the air line.
- D. Push the air line over one side of the tee until all the barbs are covered. Repeat procedure for other leg of tee (Figure 3). With pliers slide the air line clamp forward until it fully covers the barbed section. Repeat for other leg of tee.
- E. Route along cross member and either lower control arm or upper spring seat to air cylinder.
- F. Insert air line through spring seat.
- G. Push the air line onto the stem, covering all the barbs (Figure 4). With pliers slide the air line clamp upward until it fully covers the barbed section.
- H. Push the remaining air line over the last fitting on tee and route along frame to desired inflation valve location (Figure 5). Attach with plastic straps or wire.
- I. Select a location for inflation valve in the gas cap well, the trunk, rear bumper, fender flange or behind the license plate, assuring that the valve will be protected and accessible with an air hose.
- J. Drill a 5/16" hole for inflation valve and mount as in illustration. Rubber washer is for outside weather seal.
- K. Slide air line clamp over the air line. Push air line onto fitting covering all barbs, with pliers slide the air line clamp forward until it fully covers the barbed section (Figure 6)
- 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 2-3 inches from air cylinder. If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shield is provided, install it.

Attach shock absorbers if removed earlier in the installation.

DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES.

DUAL AIR LINE ROUTING

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

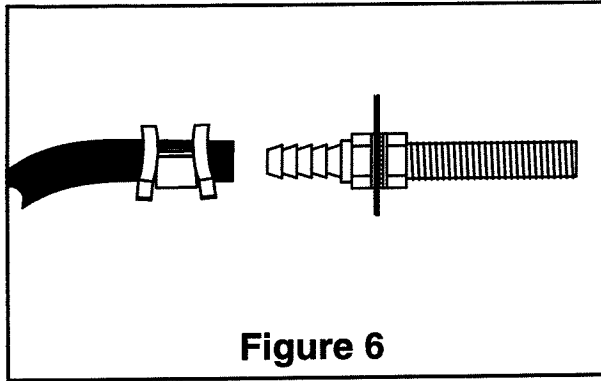


Figure 6

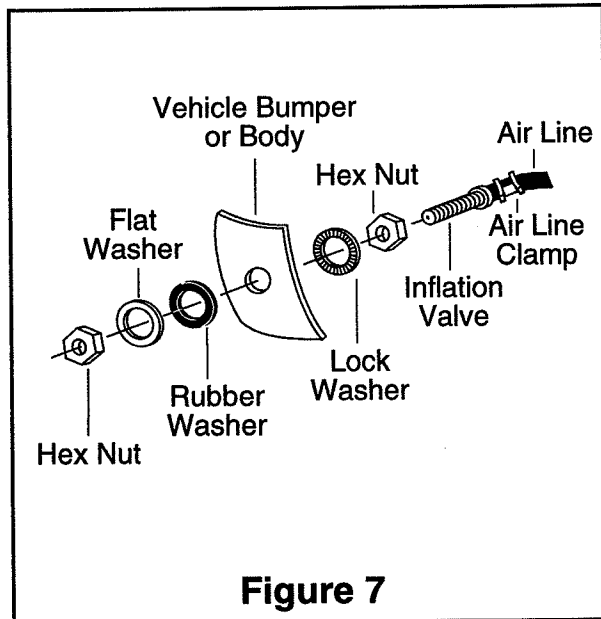


Figure 7

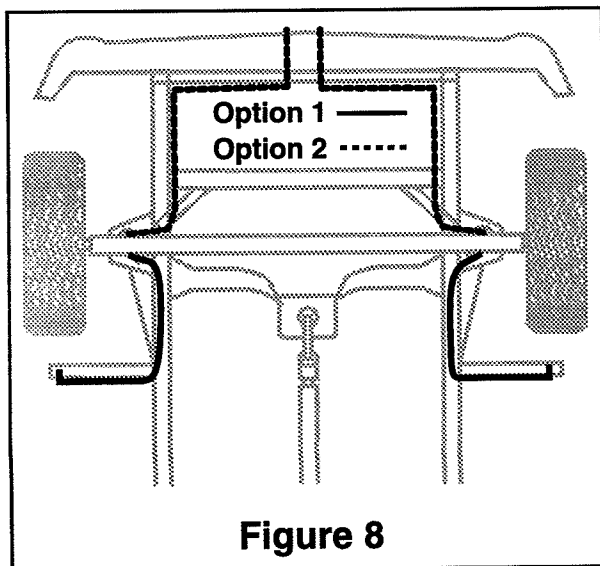


Figure 8

A. Select a location for the inflation valves in the rocker panel flange, or rear bumper, assuring that each valve will be protected and accessible with an air hose (Figure 8).

B. Determine and cut adequate length of air line to reach from valve location to left side air cylinder.

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

C. Insert the air line through the spring seat and spacer.

D. Slide air line clamp onto the cut air line.

E. Push the air line onto the stem, covering all the barbed section. With pliers slide the air line clamp forward until it fully covers barbed section (Figure 4).

F. Repeat process for right side.

G. Drill 5/16" hole for inflating valves and mount as illustrated. Rubber washer is for outside weather seal (Figure 7).

H. Route air line along control arm and frame to inflation valve location and cut off excess.

I. Slide clamp onto the air line and push the air line over the fitting, covering all the barbs. With pliers slide the air line clamp forward until it fully covers the barbed section (Figure 6).

J. Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.

K. Check TAILPIPE clearance and insure that it is at least 2-3 inches from air cylinders, If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shields are supplied, install them.

Attach shock absorbers if removed earlier in the installation.

DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES.

FAILURE TO MAINTAIN MINIMUM PRESSURE WILL VOID THE WARRANTY

MINIMUM AIR PRESSURE 5 P.S.I.	MAXIMUM AIR PRESSURE 35 P.S.I.
<p>MAINTENANCE TIPS:</p> <ol style="list-style-type: none"> 1. Check pressure weekly! 2. Always maintain at least 5 p.s.i. air pressure to prevent chafing or coil pinch. 3. If you develop an air leak in the system, use a soapy/water solution to check all air line connections and the valve core before removing cylinder. <p>OPERATING TIPS:</p> <ol style="list-style-type: none"> 1. Inflate your air springs to 35 p.s.i. 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 p.s.i. increase above normal (not to exceed tire manufacturers maximum) for each 100 lbs. additional load on the axle. 	
<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p><i>Thank you for purchasing Air Lift Products</i></p> <p>AIR LIFT COMPANY P.O. BOX 80167 Lansing, MI 48908-0167</p> </div> </div>	
<p>FOR TECHNICAL ASSISTANCE CALL 1-800-248-0892</p>	
<p>Caution: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.</p>	