

AIR LIFT 1000

BY



MN-296
(02603)
ECN1724

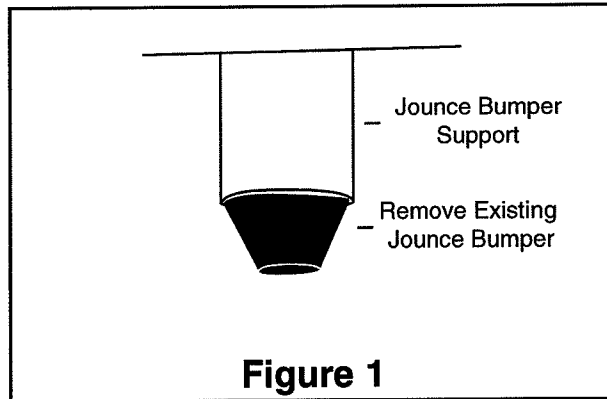


Figure 1

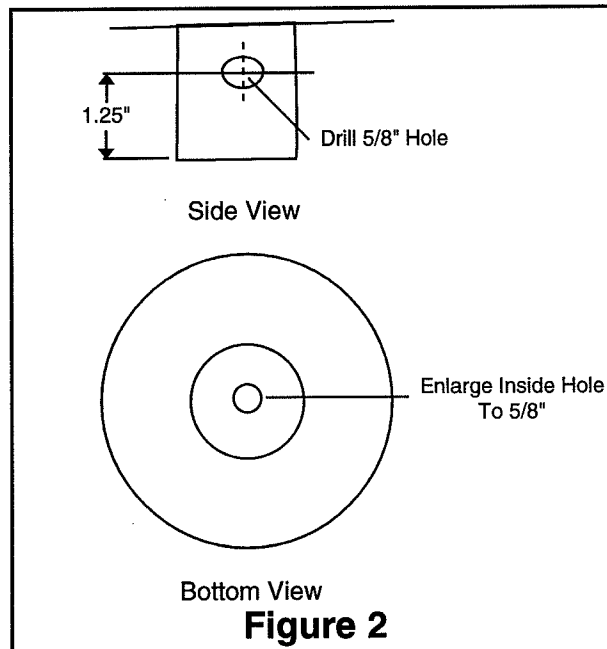


Figure 2

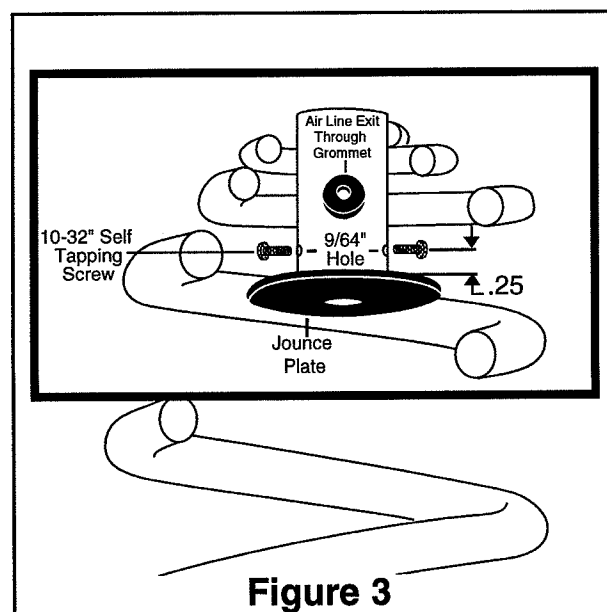


Figure 3

Please read these instructions completely before attempting the installation.

1. Jack up rear of vehicle or raise on hoist. Support frame with safety stands. Detach the shock absorbers at the lower shock mount.
2. The coil springs must be removed for this installation. Mark the position of the cut end of the coil spring on the upper spring seat so that coil springs can be reinstalled in the same position. Carefully lower the lower suspension arm until the coil springs are free. Do not strain brake lines. Remove coil springs.
3. Remove rubber jounce bumper by pulling out of jounce bumper support (Figure 1).
4. Measure up 1.25" from bottom of jounce bumper support center punch and drill a 5/8" hole through one side for air line routing (Figure 2). Insert the 3/8" grommet provided into the drilled 5/8" hole (Figure 2). Also enlarge the hole on inside from the bottom of the jounce bumper support to 5/8" (Figure 2).
5. Insert Jounce Plate into jounce bumper support. Hold in place and measure up .25", center punch and drill a 9/64" hole through jounce bumper support and Jounce Plate. Repeat on the other side of the jounce bumper support so that there are 2 holes (Figure 3). Remove the Jounce Plate.
6. Re-mount coil springs into position previously marked. Bring lower suspension arm back up until springs just touch spring seat. Insert the Jounce Plate between coils, line up the previous holes that were drilled in jounce bumper support with the ones in the Jounce Plate. Install the two 10-33x3/8" self tapping screws provided into jounce bumper support (Figure 3).

- Remove black cap and push air out of cylinder. Place cap back on brass stem to hold deflated shape. Insert cylinder through widest coil with stem up. Remove cap.

AIR LINE INSTRUCTIONS

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

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

CAUTION: AVOID AREAS WHICH MAY CAUSE FAILURE OF THE AIR LINE. FOR EXAMPLE: BATTERY, EXHAUST, ENGINE, SHARP EDGES, AND MOVING PARTS SUCH AS STEERING, SUSPENSION AND CABLES.

DUAL AIR LINE CONNECTION

- Select a location for the inflation valves ensuring that each valve will be protected and accessible with an air hose.
- Determine and cut adequate length, not longer than 90", of air line to reach from valve location to left side air cylinder.
- Insert air line through largest coil opening closest to the jounce bumper support hole drilled in step 4 so that the air line exits through the bottom of the jounce plate to the barbed fitting on cylinder (Figure 7).
- Slide air line clamp onto the air line. Push the air line over the barbed stem. Compress the ears on the air line clamp with pliers and slide it down to cover the barbed section (Figure 5). Repeat for other side.
- Route air line along frame or under fender panel to inflation valve location (Figure 4). Attach air line to chassis with plastic straps or wire.

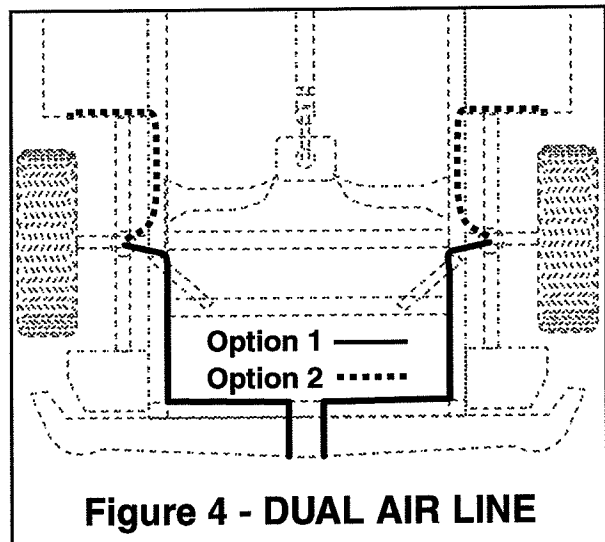


Figure 4 - DUAL AIR LINE

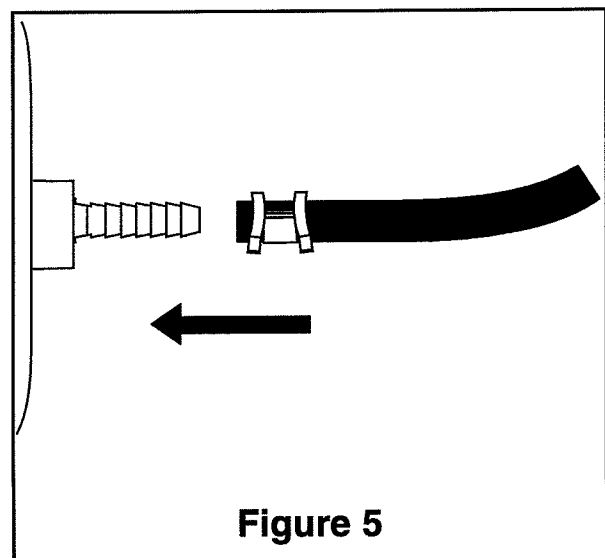
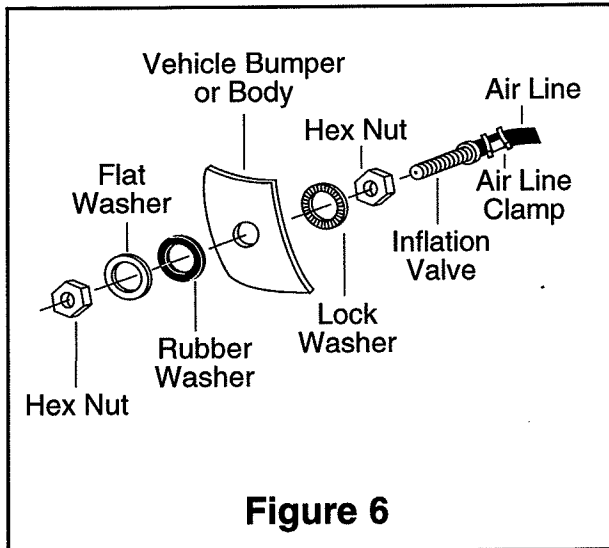


Figure 5



F. Drill 5/16" hole for inflation valves and mount as illustrated (Rubber washer is for outside weather seal, Figure 6).

G. Connect the air line to the inflation valve (Figure 5).

H. Repeat process for right side.

I. Continue with step 9.

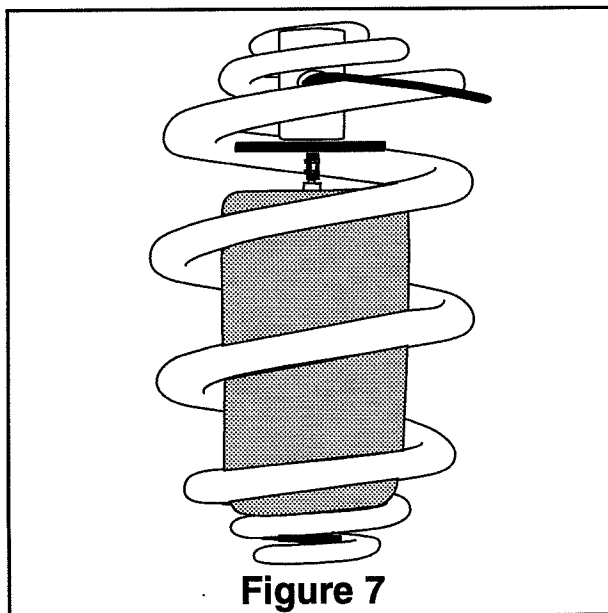
9. Jack lower suspension arm until cylinder touches top & bottom mount. Make sure lines are not kinked around top of coil. Reinstall lower end of shocks.

10. Inflate Air Springs to 25 p.s.i. Check for air leaks at all fittings and valve core with a soapy water solution.


11. Replace wheels, remove safety stands and carefully lower vehicle to ground.

12. Deflate Air Springs in 5 p.s.i. intervals to determine best ride and handing. Sufficient air pressure should be maintained to help prevent bottoming-out on large bumps, chuck holes, ect.

13. Recheck air pressure after 24 hours. A 2-4 p.s.i. loss is normal after initial installation. If the pressure has dropped more than 5 p.s.i. re-test for leaks with a soapy water solution. Please read and follow the Maintenance and Operation Tips on page 4.



FAILURE TO MAINTAIN MINIMUM PRESSURE WILL VOID THE WARRANTY

<p>MINIMUM AIR PRESSURE 5 P.S.I.</p>	<p>MAXIMUM AIR PRESSURE 25 P.S.I.</p>
<p style="text-align: center;">MAINTENANCE TIPS</p> <ol style="list-style-type: none"> 1. Check pressure in air springs 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 style="text-align: center;">OPERATING TIPS</p> <ol style="list-style-type: none"> 1. Inflate your air springs to 25 p.s.i. before adding the payload. 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 style="text-align: center;">FOR TECHNICAL ASSISTANCE CALL 1-800-248-0892</p>	
<p>Caution: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.</p>	