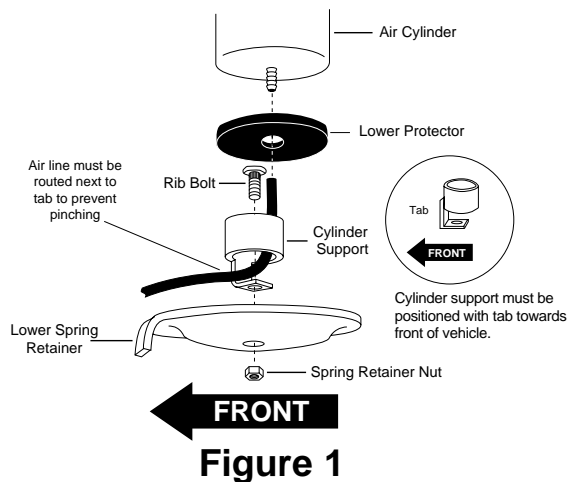
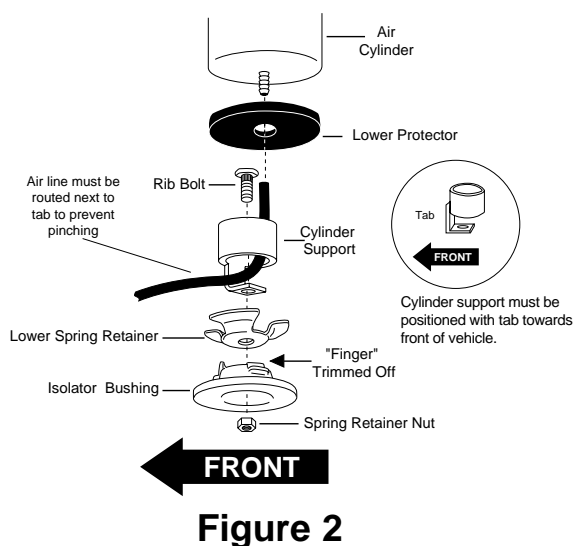


P/N 60738

1989 AND OLDER VEHICLES



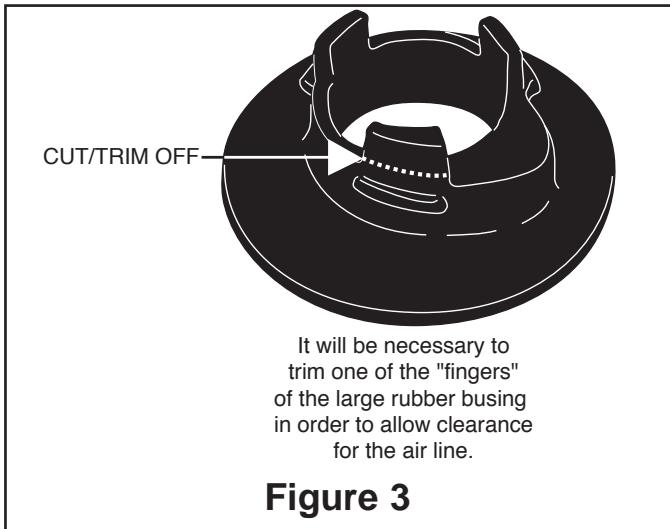
1990 AND NEWER VEHICLES



1. Raise vehicle on hoist or jack. Position jack stands under outside frame rails, one on each side at the rear of axle. Remove rear tires, lower jack or hoist to engage frame stands and unload coil spring.

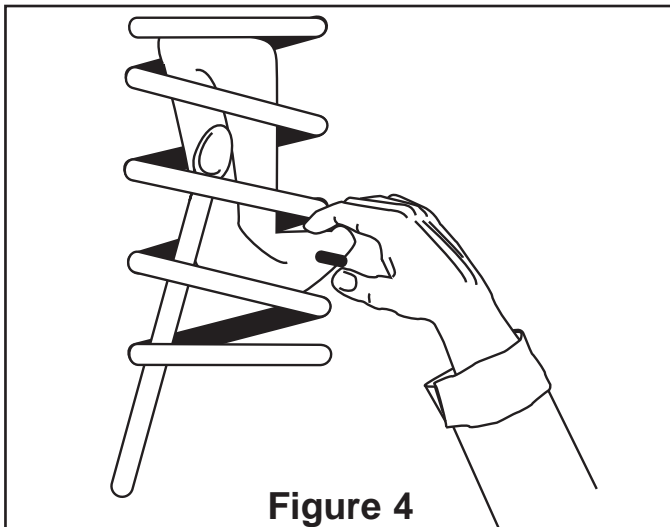
(If necessary, additional clearance between the spring coils may be obtained by removing the lower shock absorber attachment).

2. Observe the lower spring retainer orientation so it can be reinstalled in the same location.
3. Loosen and remove the lower spring retainer nut. Remove the retainer from the spring.
4. Loosely-assemble the spring retainer nut to the shoulder bolt. Turn spring retainer upside down, so that the nut is up, tap the nut with a hammer to remove the rib bolt. Disassemble nut from rib bolt (Figure 1 and 2).
5. Position rib bolt through the cylinder support (Figure 1 and 2) and seat bolt shoulder to cylinder support tab with a hammer and drift pin (If a vise is not available use a deep well socket).
6. LATE MODELS-Under the lower spring retainer will be a rubber bushing. It will be necessary to trim one of the "fingers" of the large rubber bushing in order to gain clearance for the line (Figure 3).
7. Reinstall the lower spring retainer to its original orientation. Position the cylinder support shoulder bolt through the spring retainer (and rubber bushing if it applies) and the lower control arm holes (Figure 1 and 2). NOTE: Cylinder support tab must be forward (Figure 1) and **spring retainer must be oriented correctly**. LATE MODELS-Cylinder support may not sit flat on the rubber bushing, may sit on an angle, this is acceptable.
8. It will be necessary to use channel locks to hold the lower cylinder support while tightening the nut to the manufactures spec. (41-65 FT-LBS).
9. 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 as possible. It may be rolled up toward valve stem. Replace cap on stem to maintain flat shape.



10. Insert flattened air cylinder into lowest opening in the coil spring with stem at the bottom (Figure 4).
11. Push the cylinder up within the coil by hand or with a BLUNT instrument such as a spoon-type tire iron (Figure 4). When the cylinder is completely within the coil, remove the cap and allow the cylinder to assume its "as molded" shape.
12. Repeat steps 2 through 10 for opposite side of vehicle installation.
13. Determine air line routing. A tee air line installation is recommended unless the vehicle weight varies from one side to the other and unequal pressures are needed to level the load. Dual air lines are used in this case.

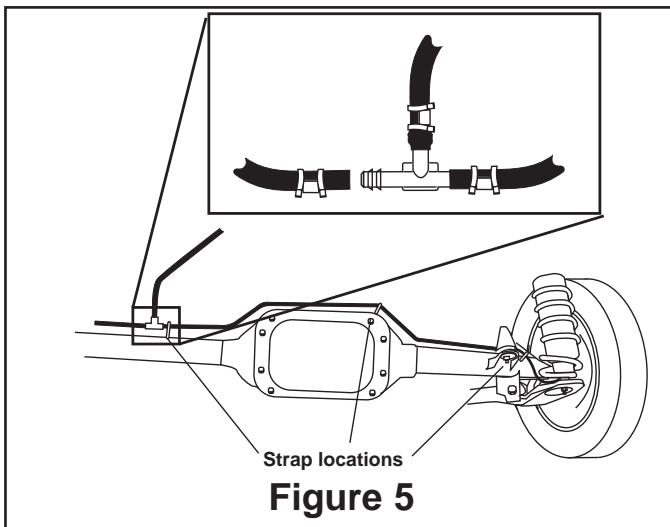
CAUTION: Leave sufficient air line slack to prevent any strain on fitting during axle movements.



14. Right rear air cylinder air line routing

Thread the air line through the opening between the lower cylinder support tab and the lower spring retainer then insert lower protector (Figure 1 and 2). Install (1) air line clamp approximately 3/4" from end of air line. Center the air cylinder inside the coil, push the air line onto the brass barbed stem covering all barbs. With the channel locks or pliers, slide and center the air line clamp over the barbed stem. Remove "slack" air line from inside spring and cylinder support to eliminate "kinks".

15. Route the opposite end of the air line forward, then inboard, following the brake line. Secure the air line to the brake line with (3) plastic straps (Figure 5). Use the axle vent air line as the center line for the air line tee. Cut the air line 3/4" shorter than vent air line center line.



16. Left rear air cylinder air line routing

Thread the air line through the opening between the lower cylinder support tab and the lower spring retainer then insert protector (Figure 1 and 2). Install (1) air line clamp approximately 3/4" from end of air line. Center the air cylinder inside the coil, push the air line onto the brass barbed stem covering all barbs. With the channel locks or pliers, slide and center the air line clamp over the barbed stem. Remove "slack" air line from inside spring and cylinder support to eliminate "kinks".

17. Route the opposite end of the air line forward, then inboard, following the brake line. Secure the air line to the brake line with (2) plastic straps (Figure 5). Cut the air line 1/2" shorter than the right hand air line.

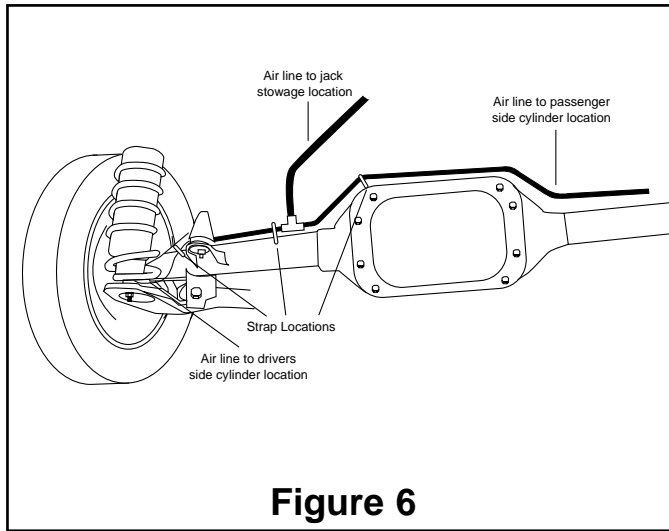


Figure 6

18. Install (1) air line clamp approximately 3/4" from end of each cylinder air line. Connect the tee fitting pushing each air line over the barbed stem (be sure to cover all barbs). With channel locks, slide and center each air line clamp over the barbed stem.

19. Connect the remaining piece of air line to the tee connection with a clamp using the installation procedure from step 18.

20. Route the supply air line up the axle vent air line and secure with (1) plastic strap 1" up from air line clamp. Route the air line outboard past the frame rail then rearward above the upper rear spring support.

21. Route air line along frame toward desired inflation valve location in the license plate well or rear bumper area. Keep air line away from heat (exhaust system, etc.) and moving objects, securing it to chassis with plastic straps provided. Insure that the valve will be protected and accessible with air line. Drill 5/16" hole for inflation valve and mount (Figure 7).

22. Remove slack air line from inflation valve routing and cut off excess air line. Keep air line away from exhaust system and moving chassis components.

23. Install one of the hex nuts 3/4" on valve stem, and install the star washer. Install the inflation valve through the 5/16" hole (Figure 7) and assemble the rubber washer, flat washer and the other hex nut, and tighten nut till rubber washer starts to expand.

24. Inflate the air springs to 30 p.s.i. and check all connections for leaks by using a soap solution in a squeeze bottle or equivalent.

25. **INSTALL HEAT SHIELD KIT. (Note: Separate instructions are included in heat shield package.)**

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

27. Recheck air pressure after 24 hours. A 2-4 psi loss after initial installation is normal. If pressure has dropped more than 5 lbs. re-test for leaks with soapy water solution.

Thank you for purchasing Air Lift products

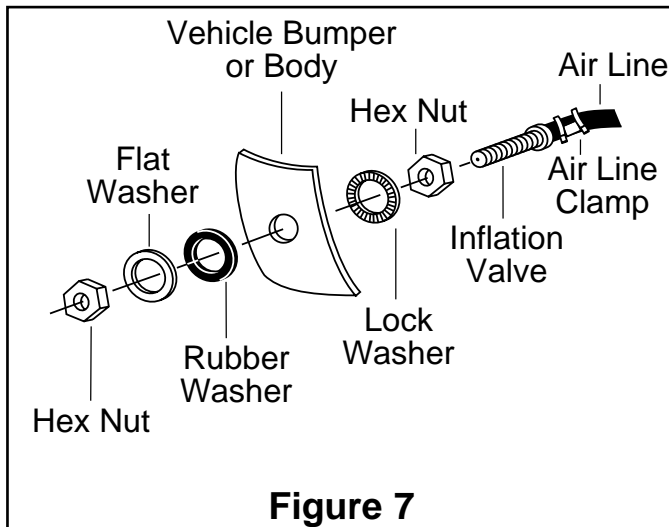



Figure 7

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 monthly!2. Always maintain at least the recommended minimum air pressure to prevent the air spring from being pinched. Never inflate beyond the recommended maximum air pressure.3. If you develop an air leak in the system, use a soapy solution to check all air line connections and the valve core before removing air spring. <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. Always add air to springs in small quantities, checking the pressure frequently. Air springs require less air volume than a tire and inflate quickly.	
<div data-bbox="228 1625 542 1833"></div> <p data-bbox="643 1640 1187 1667"><i>Thank you for purchasing Air Lift Products</i></p> <p data-bbox="751 1703 1105 1818">AIR LIFT COMPANY P.O. BOX 80167 Lansing, MI 48908-0167</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>	



Product Use Information

Frequently asked questions

Q. Will installing air springs increase the weight ratings of a vehicle?

No. Adding air springs will not change the weight ratings (GAWR, GCWR and/or GVWR) of a vehicle. Exceeding the GVWR is dangerous and voids the Air Lift warranty.

Q. Is it necessary to keep air in the air springs at all time and how much pressure will they need?

The minimum air pressure should be maintained at all times. The minimum air pressure keeps the air spring in shape, ensuring that it will move throughout its travel without rubbing or wearing on itself.

Q. Is it necessary to add a compressor system to the air springs?

No. Air pressure can be adjusted with any type of compressor as long as it can produce sufficient pressure to service the springs. Even a bicycle tire pump can be used, but it's a lot of work.

Q. How long should air springs last?

If the air springs are properly installed and maintained they can last indefinitely.

Q. Will raising the vehicle on a hoist for service work damage the air springs?

No. The vehicle can be lifted on a hoist for short-term service work such as tire rotation or oil changes. However, if the vehicle will be on the hoist for a prolonged period of time, support the axle with jack stands in order to take the tension off of the air springs.

Tuning the air pressure

Pressure determination comes down to three things — level vehicle, ride comfort, and stability.

1. Level vehicle

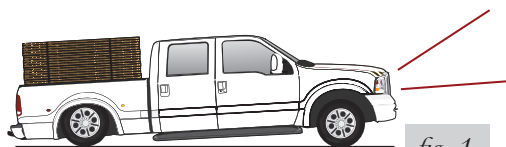
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 1). Raise the air pressure to correct either of these problems and level the vehicle.

2. Ride comfort

If the vehicle has a rough and harsh ride it may be due to either too much pressure or not enough (fig. 2). Try different pressures to determine the best ride comfort.

3. Stability

Stability translates into safety and should be the priority, meaning the driver may need to sacrifice a perfectly level and comfortable ride. Stability issues include roll control, bounce, dive during braking and sponginess (fig. 3). Tuning out these problems usually requires an increase in pressure.



Bad headlight aim

fig. 1



Sway and body roll

fig. 2

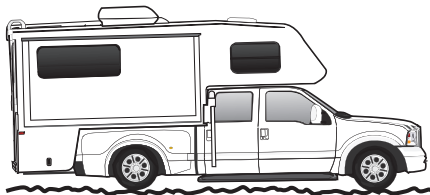


Rough ride

fig. 3

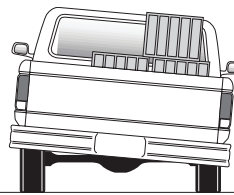
Guidelines for adding air:

1. Start with the vehicle level or slightly above.
2. When in doubt, always add air.
3. For motorhomes, start with 50-100 PSI in the rear because it can be safely assumed that it is heavily loaded.
4. If the front of the vehicle dives while braking, increase the pressure in the front air bags, if equipped.
5. If it is ever suspected that the air bags have bottomed out, increase the pressure (fig. 4).
6. Adjust the pressure up and down to find the best ride.
7. If the vehicle rocks and rolls, adjust the air pressure to reduce movement.
8. It may be necessary to maintain different pressures on each side of the vehicle. Loads such as water, fuel, and appliances will cause the vehicle to be heavier on one side (fig. 5). As much as a 50 PSI difference is not uncommon.

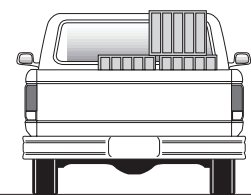


Bottoming out

fig. 4



Unlevel



Level

fig. 5

Warranty and Returns Policy

Air Lift Company warrants its products, for the time periods listed below, to the original retail purchaser against manufacturing defects when used on catalog-listed applications on cars, vans, light trucks and motorhomes under normal operating conditions for as long as Air Lift manufactures the product. The warranty does not apply to products that have been improperly applied, improperly installed, used in racing or off-road applications, used for commercial purposes, or which have not been maintained in accordance with installation instructions furnished with all products. The consumer will be responsible for removing (labor charges) the defective product from the vehicle and returning it, transportation costs prepaid, to the dealer from which it was purchased or to Air Lift Company for verification.

Air Lift will repair or replace, at its option, defective products or components. A minimum \$10.00 shipping and handling charge will apply to all warranty claims. Before returning any defective product, you must call Air Lift at (800) 248-0892 in the U.S. and Canada (elsewhere, (517) 322-2144) for a Returned Materials Authorization (RMA) number. Returns to Air Lift can be sent to: Air Lift Company • 2727 Snow Road • Lansing, MI • 48917.

Product failures resulting from abnormal use or misuse are excluded from this warranty. The loss of use of the product, loss of time, inconvenience, commercial loss or consequential damages is not covered. The consumer is responsible for installation/reinstallation (labor charges) of the product. Air Lift Company reserves the right to change the design of any product without assuming any obligation to modify any product previously manufactured.

This warranty gives you specific legal rights and you may also have other rights that vary from state-to-state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages. The above limitation or exclusion may not apply to you. There are no warranties, expressed or implied including any implied warranties of merchantability and fitness, which extend beyond this warranty period. There are no warranties that extend beyond the description on the face hereof. Seller disclaims the implied warranty of merchantability. (Dated proof of purchase required.)

Air Lift 1000	Lifetime Limited
RideControl	Lifetime Limited
SlamAir	Lifetime Limited
LoadLifter 5000*	Lifetime Limited
EasyStreet Systems	1 Year Limited

Load Controller (I)	2 Year Limited
Load Controller (II)	2 Year Limited
SmartAir	2 Year Limited
Wireless AIR	2 Year Limited
Other Accessories	2 Year Limited

**formerly SuperDuty*

Thank you for purchasing Air Lift products! For technical support, please call (800) 248-0892.
 Air Lift Company • P.O. Box 80167, MI 48908-0167 • (517) 322-2144 • Fax: (517) 322-0240 • www.airliftcompany.com