



POLYAIR INSTALLATION MANUAL

MN-122
(02006)

Kit 60787

1. Disconnect rear shock absorbers from axle. Lower axle or raise body until coil springs can be removed. Take care that brake lines and/or other items attached to axle are not stressed during this operation.
2. Note coil orientation and remove springs from vehicle.
3. Remove lower rubber bound bumpers.
4. Install air cylinders within coil spring with the stem pointing down.
5. Replace coil spring/air cylinder assembly with coil oriented as before removal.
6. Position valve stem through hole formerly used for fastening rubber bound bumper.
7. Raise axle or lower body until cylinder lightly touches the spring seats.
8. Complete tubing installation as outlined on pages 2 & 3.
9. Check tail pipe clearance and insure that it is at least 3 - 4 inches from air spring unit. If necessary loosen clamps and rotate to obtain additional clearance.
10. Reattach shock absorbers plus other items displaced under item 1.

"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.

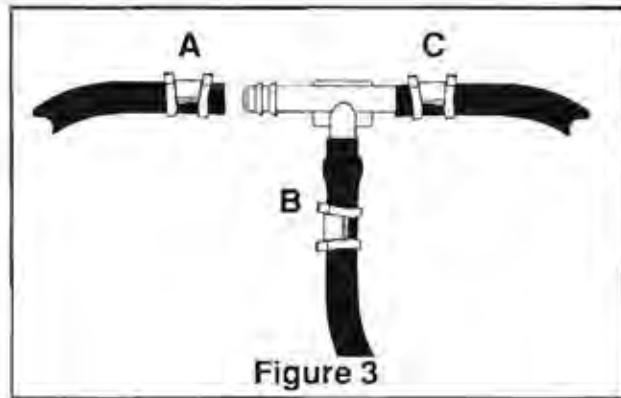


Figure 3

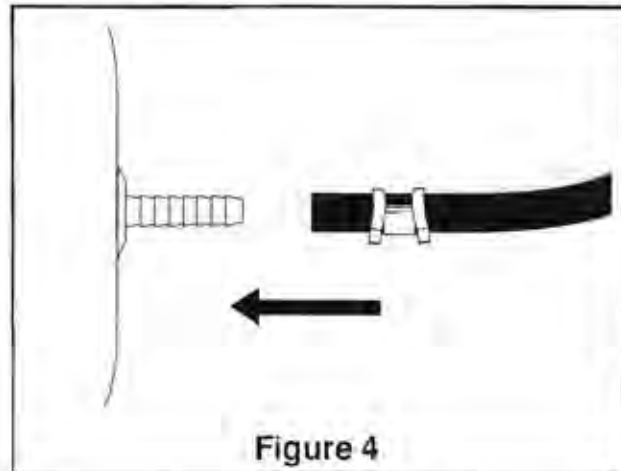


Figure 4

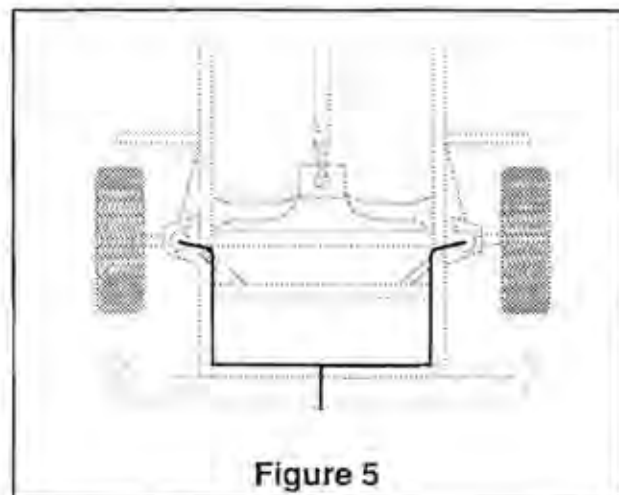


Figure 5

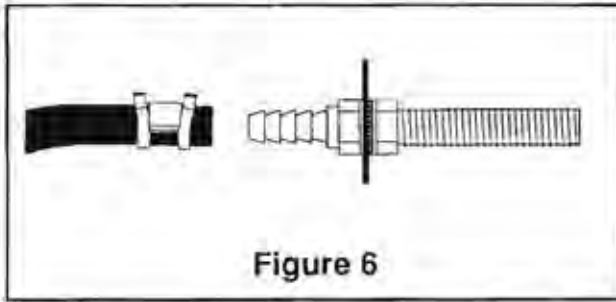


Figure 6

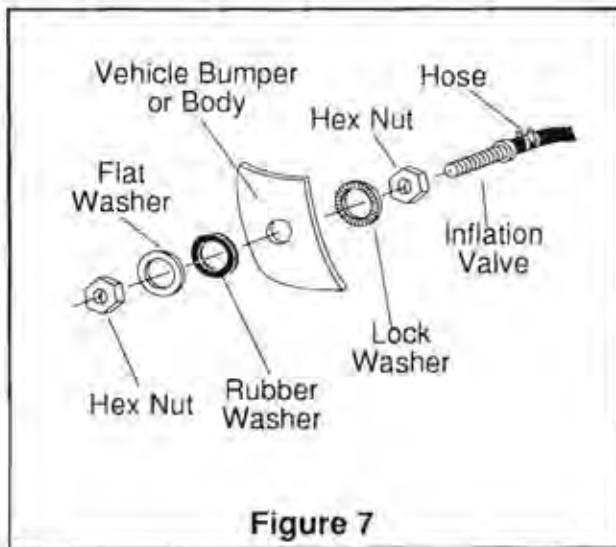


Figure 7

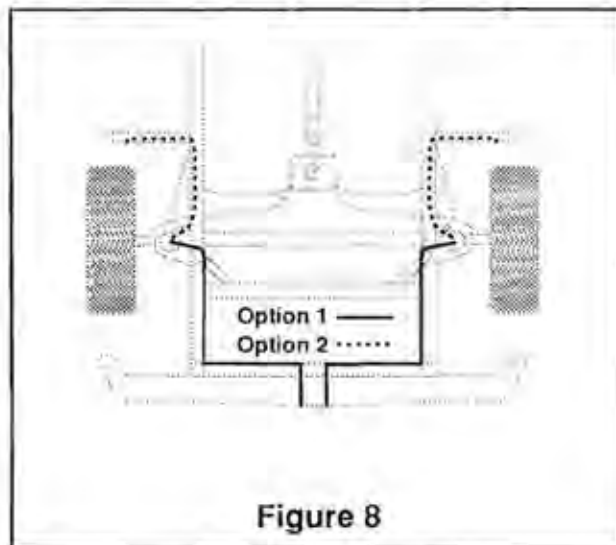


Figure 8

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.

MAINTENANCE/OPERATION

MINIMUM AIR PRESSURE
5 PSI

MAXIMUM AIR PRESSURE
30 PSI

MAINTENANCE TIPS:

1. Check pressure monthly!
2. Always maintain at least 5 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 30 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 1-800-248-0892

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



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

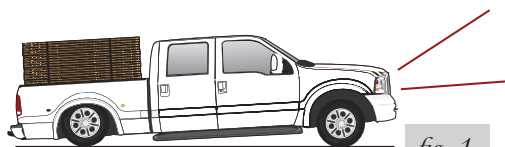
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 1). Raise the air pressure to correct either of these problems and level the vehicle.

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

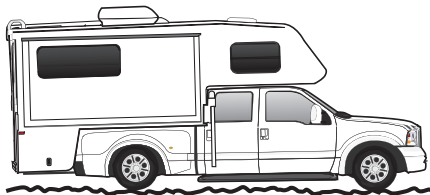


Rough ride

fig. 3

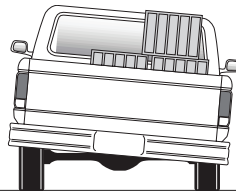
Guidelines for adding air:

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.

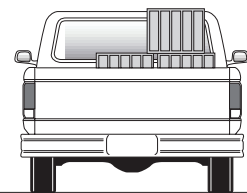


Bottoming out

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*