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# Installation Instructions

**Read installation instructions in its entirety before installing your Coil-Rite Kit**

## NOTE:

If your vehicle is equipped with vibration dampers between the turns of the coil, it is necessary that these be removed before installing the air springs.

## WARNING:

Do not inflate this assembly when it is unrestricted. The assembly must be restricted by a coil spring. Do not ever inflate beyond recommended operating pressure for your specific vehicle. Improper use or over inflation may cause property damage or severe personal injury.

## STEP 1 — PREPARE THE VEHICLE

Remove the negative battery cable. With the vehicle on a solid level surface chock the front wheels. Raise the rear of the vehicle using a lift or platform jack rated for your vehicle's weight. Remove the rear wheels. Lower the vehicle onto jack stands rated for your vehicle's weight, making sure the suspension is fully extended. Do NOT use wood or concrete blocks to support the weight of the vehicle.

## STEP 2 — SHOCK ABSORBERS

If necessary, additional clearance between the coil spring turns may be obtained by removing the shock absorbers from the lower mounts and lowering the suspension an additional one to two inches. Do not put strain or tension on the flexible brake line.

## PARTS LIST

DESCRIPTION	QTY.
AIR SPRING	2
LOWER SUPPORT	2
18" AIR LINE	1
NYLON TIE	6
PUSH-TO-CONNECT INFLATION VALVE	2
5/16" FLAT WASHER	4

## STEP 3 — PREPARE THE AIR SPRING

Remove one air spring from your Coil-Rite kit. Depress the valve stem and deflate the air spring as much as possible. After deflating the air spring roll it tightly lengthwise and hold in that position.

## STEP 4 — INSTALL THE AIR SPRING

Insert the top of the flattened air spring into the coil spring through the lowest opening of the coil spring with the air inlet at the bottom of the coil spring, *see Figure "A"*.

## STEP 5 — ADJUST THE AIR SPRING

Push the air spring up into the coil spring by hand or with a blunt tool, such as a 1/2" socket extension. Do NOT use any thing with sharp edges or corners, as this may damage the air spring.

Once the air spring is completely inside the coil spring depress the valve stem and allow the air spring to return to its normal position.

Insert the lower support between the air spring and the lower spring seat, *see Figure "B"*.

## STEP 6 — REATTACH THE SHOCK ABSORBER

Remove the tubing from the hose kit and cut it into two equal lengths (cut the tubing as squarely as possible). Select a location for the inflation valves in a protected area, such as: under the hood or on the bumper (Note: inflation valve will be installed in Step 8).

Attach the elbow fitting to the air spring finger tight. Route the air line from the air spring to the desired location of the inflation valve, *see Figure "C"*.

## STEP 7 — HOSE ATTACHMENT TO THE VEHICLE

With the tubing routed from the air spring to the location of the inflation valve. Use the nylon ties supplied, secure the air line tubing to the vehicle as shown in *Figure "C"*. Be careful to avoid heat and sharp edges when fastening the tubing to the vehicle. Stay away from the radiator and exhaust system.

## RECOMMENDED OPERATING PRESSURES

PASSENGER CARS, CUVs AND VANS 5–35 PSI

### STEP 8—INSTALL THE INFLATION VALVE

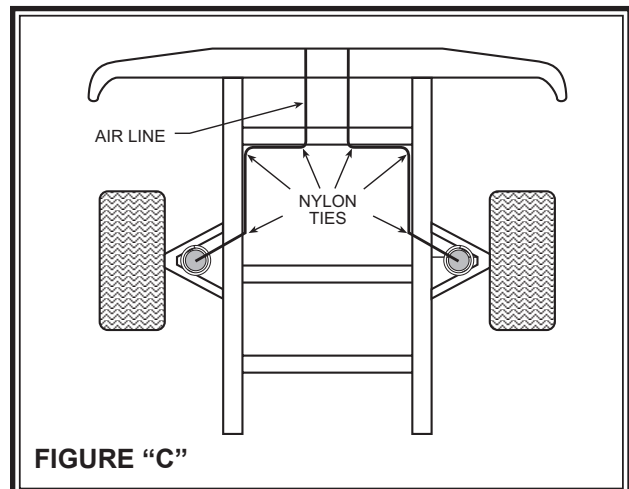
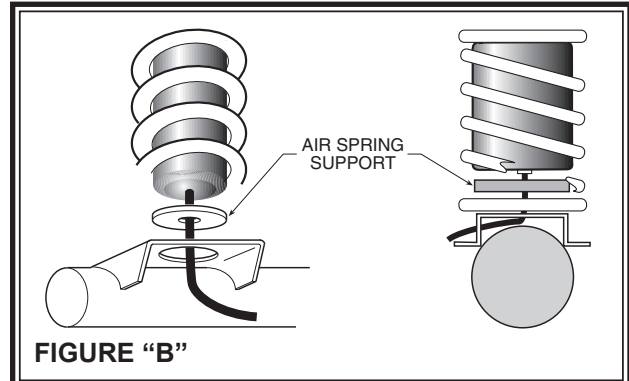
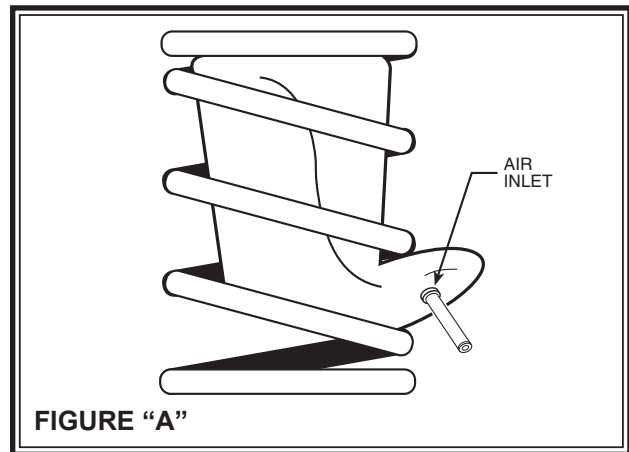
Drill a 5/16" hole and install the air inflation valve using two 5/16" flat washers as supports, *see Figure "D"*. Run the tubing from the air helper spring to the inflation valve, routing it to avoid direct heat from the exhaust pipe and away from sharp edges.

Cut the excess air line tubing so that it will fit easily into the inflation valve, making sure the end is cut squarely (a "saw" cut with a sharp knife is preferred). The air line tubing should not be bent or curved sharply, as it may buckle. Secure the tubing in place with the nylon ties provided. Push the end of the air line tubing into the inflation valve, *see Figure "D"*.

**FOLLOW STEPS 2-8 FOR THE OTHER AIR SPRING.**

### STEP 9—INFLATE AND TEST

Inflate the air springs to recommended maximum operating pressure (see page 1 for operating pressures). With an applied solution of soap and water, check for air leaks around the fittings and valve core. Replace the wheels and torque the lug nuts to the manufacturer's specification. Jack the vehicle up, remove the jack stands, and lower the vehicle to the ground. Remove the wheel chocks from the front wheels. Reattach the negative battery cable. We recommend inflating and deflating in 5 p.s.i. increments to find the ideal riding condition for your vehicle.



**PLEASE TAKE ALL NECESSARY SAFETY PRECAUTIONS WHEN INSTALLING YOUR COIL-RITE KIT.**

