**WARNING!**

Do not inflate this assembly when it is unrestricted. The assembly must be restricted by the suspension or other adequate structure. Do not inflate beyond 100 P.S.I. Improper use or over inflation may cause property damage or severe personal injury.

INSTALLATION INSTRUCTIONS

Congratulations — your new Air Helper Springs are quality products capable of improving the handling and comfort of your vehicle. As with all products, proper installation is the key to obtaining all of the benefits your kit is capable of delivering. Please take a few minutes to read through the instructions to identify the components and learn where and how they are used. It is a good idea to start by comparing the parts in your kit with the parts list below.

The heart of the Air Helper Spring kit is, of course, the air helper springs. Remember that the air helper springs must flex and expand during operation, so be sure that there is enough clearance to do so without rubbing against any other part of the vehicle.

Be sure to take all applicable safety precautions during the installation of the kit. The instructions listed in this brochure and the illustrations all show the right, or passenger's side of the vehicle. To install the left side assembly simply follow the same procedures.

Your kit includes separate inflation valves and air lines for each air helper spring. This will allow you to level your vehicle from side to side as well as from front to back. If you would rather have a single valve inflation system, your dealer can supply the required "T" fitting.

IMPORTANT!

For your safety and to prevent possible damage to your vehicle, do not exceed the maximum load recommended by the vehicle manufacturer (GVWR). Although your Air Helper Springs are rated at a maximum inflation pressure of 100 psi, this pressure may allow you to carry too great a load on some vehicles. It is best to have your vehicle weighed once it is completely loaded and compare that weight to the maximum allowed. Check your vehicle owner's manual or data plate on driver side door for maximum loads listed for your vehicle.

When inflating your Air Helper Springs, add air pressure in small quantities, checking pressure frequently during inflation. The air spring requires much less air volume than a tire and, therefore, inflates much quicker.

PARTS LIST

| | | |
|--------------------------------|------|---|
| AIR SPRING | 6762 | 2 |
| UPPER BRACKET | 5714 | 2 |
| "L" BRACKET | 5715 | 4 |
| LOWER BRACKET | 5716 | 2 |
| BRACKET CLAMP | 5086 | 4 |
| 18 FT. TUBING | 0938 | 1 |
| 3/8"-16 X 3/4" FLANGED BOLT | | 2 |
| 3/8"-16 X 2-1/2" CARRIAGE BOLT | | 2 |
| 3/8"-16 FLANGED LOCK NUT | | 4 |

BOLT PACK (A21-760-2485)

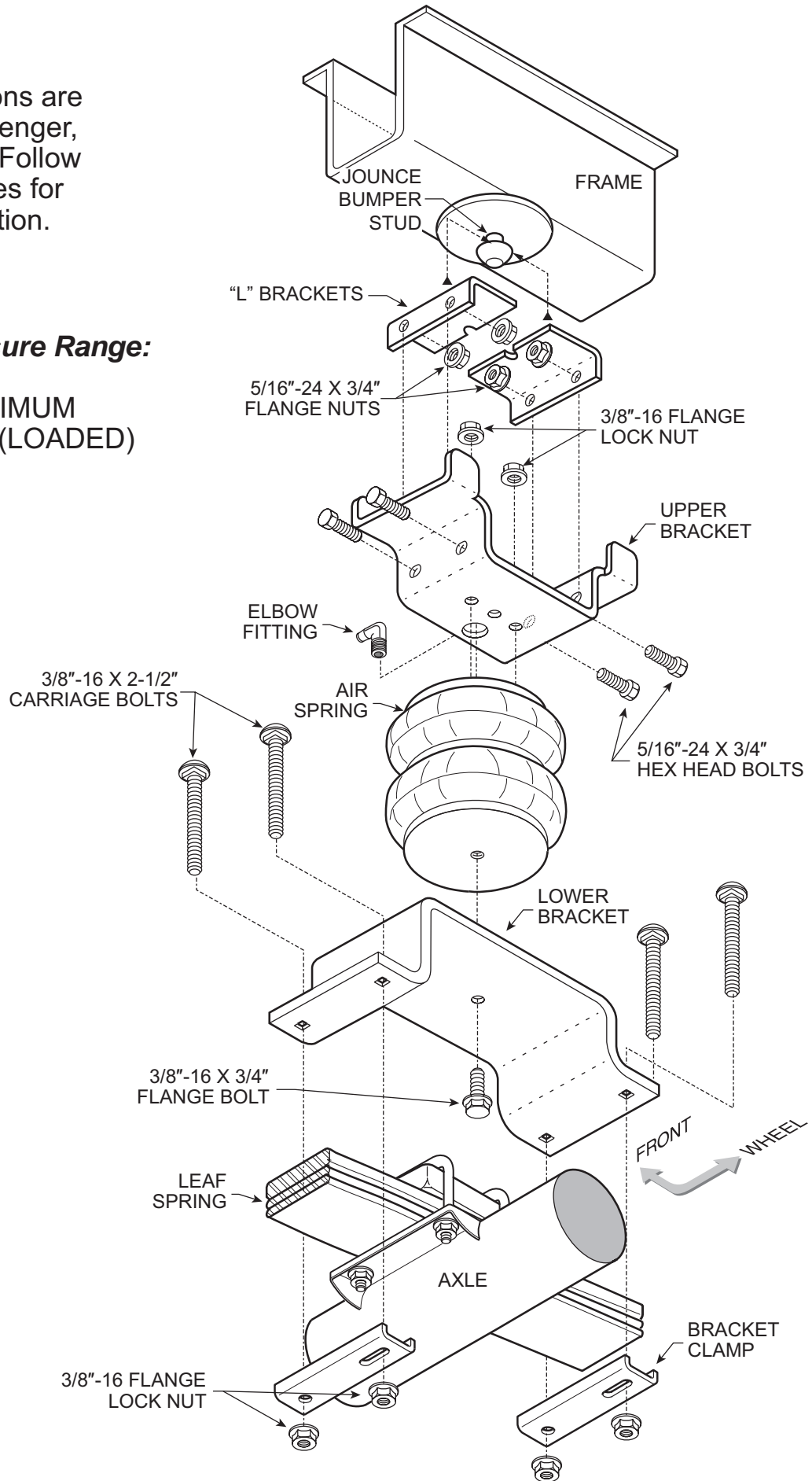
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|----------------------------|--------|
| 5/16" -24 X 3/4" HEX BOLT | 8 |
| 5/16" -24 FLANGED LOCK NUT | 8 |
| 5/16" FLAT WASHER | 4 |
| INFLATION VALVE | 3032 2 |
| ELBOW FITTING | 3031 2 |
| THERMAL SLEEVE | 0899 2 |
| NYLON TIES | 6 |
| CAUTION TAG | 2 |

Figure "A"

NOTE: All illustrations are of the right, or passenger, side of the vehicle. Follow the same procedures for the left side installation.

Operating Pressure Range:

5PSI – MINIMUM
100 PSI – MAX (LOADED)



STEP 1 — PREPARE THE VEHICLE

This installation assumes that there is no load in the vehicle.

With the vehicle on a solid, level surface chock the front wheels. Raise the vehicle by the rear axle and remove the rear wheels. After the removal of the wheels lower the vehicle so the axle rests on jack stands rated for your vehicles weight. Remove the negative battery cable. Remove the jounce bumpers located under the frame rail by pulling them down at an angle until it pulls off the jounce bumper stud. The jounce bumpers will not be re-used with this kit.

STEP 2 — PRE-ASSEMBLE THE KIT

Select one air spring and one upper bracket from the kit. Insert studs of the airspring into the two small outer holes in the upper bracket. Make sure the air inlet is visible through the large hole. Fasten the air spring to the upper bracket using two 3/8"-16 flange lock nuts. **See Figure "A"**. Install the elbow fitting into the air inlet on the air spring and tighten it enough to engage the orange thread sealant. Point the elbow fitting towards the location of the inflation valves. **See Figure "C"**.

Next, attach a lower bracket to the air spring using a 3/8"-16 x 3/4" flanged bolt. **See Figure "A"**.

STEP 3 - INSTALL THE ASSEMBLY TO THE VEHICLE

Place two of the "L" brackets onto the frame, around the jounce bumper stud. **See Figures "A" & "B"**. Place the air spring assembly over the "L" brackets and onto the frame. Attach the upper bracket to the "L" brackets using four 5/16"-24 X 3/4" bolts and 5/16" flange lock nuts. **See Figure "A"**.

Align the lower bracket on top of the leaf spring so the short leg of the lower bracket is forward of the axle. Insert four carriage bolts into the square holes in the bracket bracket as shown in **Figures "A" & "B"**. Place the bracket clamps over the carriage bolts and secure with the 3/8"-16 flange lock nuts, **see Figures "A" & "B"**.

Important: In order for the air spring to function properly, there must be a minimum of 1/2" of clearance around the air spring.

STEP 4 — INSTALL THE DRIVER'S SIDE ASSEMBLY

Follow steps 1-3 for assembly and installation of the driver's side.

STEP 5 — INSTALL THE AIR LINE AND INFLATION VALVE

Uncoil the air tubing and cut it in two equal lengths. **DO NOT FOLD OR KINK THE TUBING**. Make the cut as square as possible. Insert one end of the tubing into the push-to-connect elbow fitting installed in the top of the air spring as far as possible.

Select a location on the vehicle for the air inflation valves. The location can be on the bumper or the body of the vehicle, as long as it is in a protected location so the valve will not be damaged, but still maintain accessibility for the air chuck, **see Figure "C"**. Drill a 5/16" hole and install the air inflation valve using two 5/16" flat washers per valve as supports, **see Figure "D"**. Run the tubing from the air helper spring to the valve, routing it to avoid direct heat from the engine, exhaust pipe, and away from sharp edges. Thermal sleeves have been provided for these conditions. 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"**.

STEP 6 — CHECK THE AIR SYSTEM

Once the inflation valves are installed, inflate the air helper springs to **70 psi** and check the fittings for air leaks. Using a spray bottle, apply a solution of soap and water to the fittings. If a leak is detected at a airline tubing connection then check to make sure that the airline tube is cut as square as possible and that it is pushed completely into the fitting. The airline tubing can easily be removed from the fittings by exhausting all the pressure in the air springs and then pushing the col-

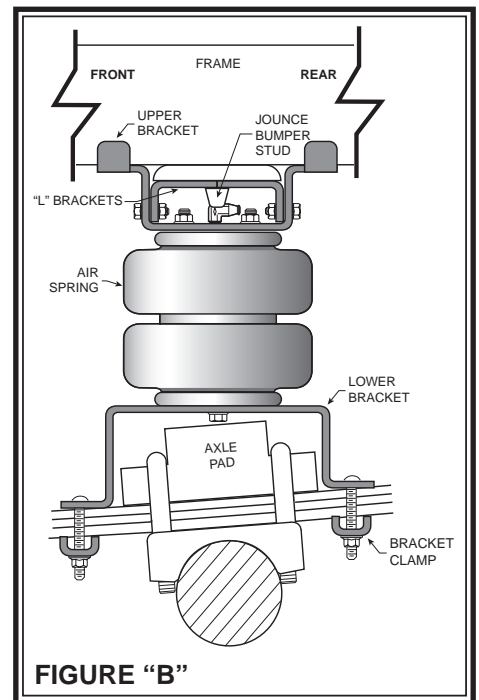


FIGURE "B"

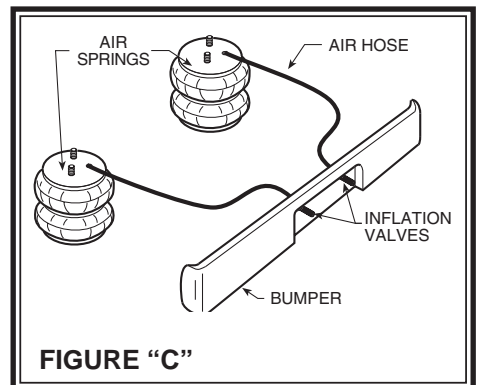


FIGURE "C"

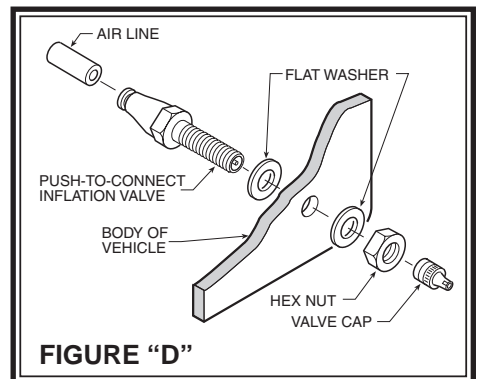


FIGURE "D"

lar towards the body of the fitting and then, with a pull, remove the airline tubing. Reinstall the tubing and reinflate the air springs and check for leaks as noted above. If a leak is detected where the air fitting screws into the spring, just screw the air fitting into the air spring until the leak stops.

This now completes the installation. Install the wheels and torque the lug nuts to the manufactures specifications. Raise the vehicle by the rear axle and remove the jack stands and lower the vehicle back onto the ground. Reattach the negative battery cable and remove the wheel chocks from the front wheels. Before proceeding, check once again to be sure you have proper clearance around the air springs. With a load on your vehicle and the air helper springs inflated, you must have at least 1/2" clearance around the air springs. As a general rule, the air helper springs will support approximately 32 lbs. of load for each psi of inflation pressure (per pair). For example, 50 psi of inflation pressure will support a load of 1600 lbs. per pair of air helper springs. FOR BEST RIDE use only enough air pressure in the air helper springs to level the vehicle when viewed from the side (front to rear). This amount will vary depending on the load, location of load, condition of existing suspension and personal preference.

NOTE:

*Too much air pressure in the air helper springs will result in a firmer ride, while too little air pressure will allow the air helper spring to bottom out over rough conditions. Too little air pressure will also not provide the possible improvement in handling. **TO PREVENT POSSIBLE DAMAGE, MAINTAIN A MINIMUM OF 5 P.S.I. IN THE AIR HELPER SPRINGS AT ALL TIMES.***

NOTE:

Once the air helper springs are installed, it is recommended that the vehicle not be lifted by the frame, as over-extension may occur, resulting in damage to the air helper springs. However, should it become necessary to raise the vehicle by the frame, deflate both air helper springs completely.

NOTE:

| | |
|-----------------------|---------|
| MIN PRESSURE | 5 PSI |
| MAX PRESSURE (LOADED) | 100 PSI |

