

**THIS KIT DOES NOT REQUIRE DRILLING INTO THE FRAME.**

**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 psi. 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 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 left, or driver's side of the vehicle. To install the right 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 optional "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 of a load on some vehicles. Check your vehicle owner's manual or door decal 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.

**NOTE:**

**Please read through this manual completely before installing the air spring kit to your vehicle. A heat shield will be required on the exhaust side of the vehicle.**

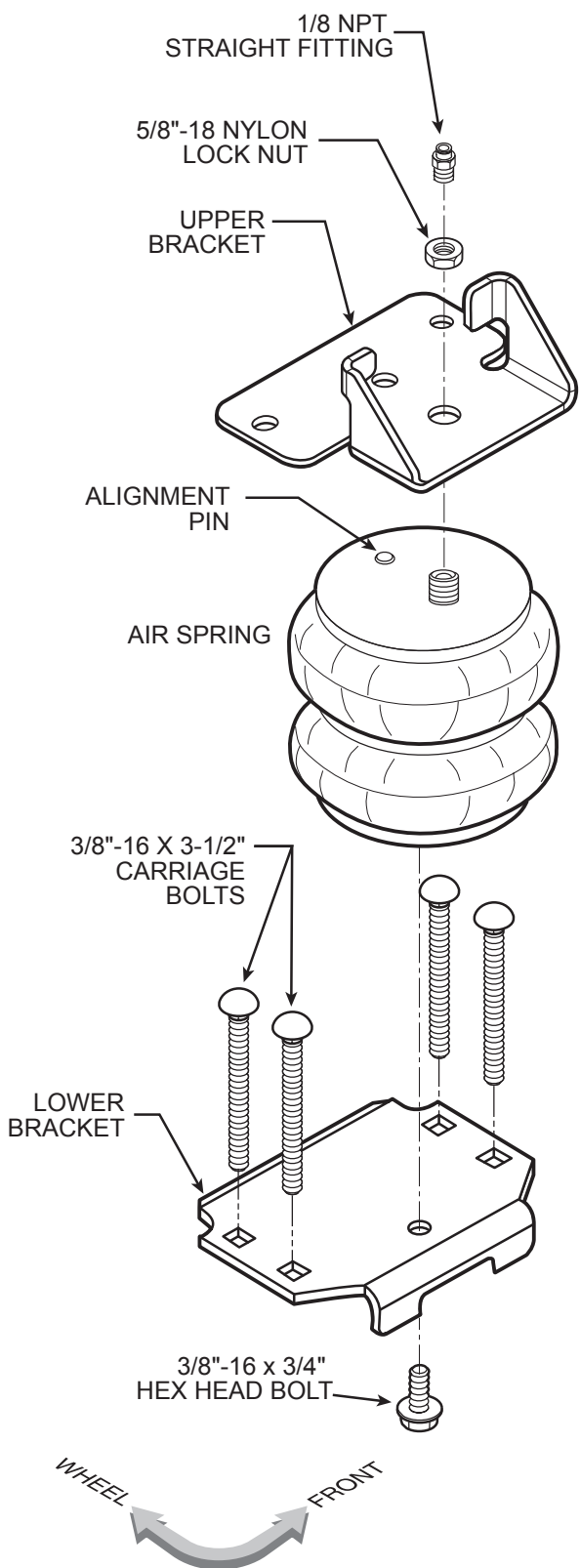
**PARTS LIST**

AIR SPRING	6766	2	3/8"-16 X 3-1/2" CARRIAGE BOLT	8
LEFT UPPER BRACKET	5754	1	3/8"-16 FLANGE HEAD NUT	8
RIGHT UPPER BRACKET	5755	1	5/8"-18 NYLON LOCK NUT	2
LOWER BRACKET	5756	2	1/8 NPT STRAIGHT FITTING	2
AXLE CLAMP	0530	4	INFLATION VALVE	2
18 FT. TUBING		1	THERMAL SLEEVE	2
5/16" WASHERS		4	NYLON TIE WRAP	6
3/8"-16 X 3/4" HEX HEAD BOLT		2	CAUTION TAG	2

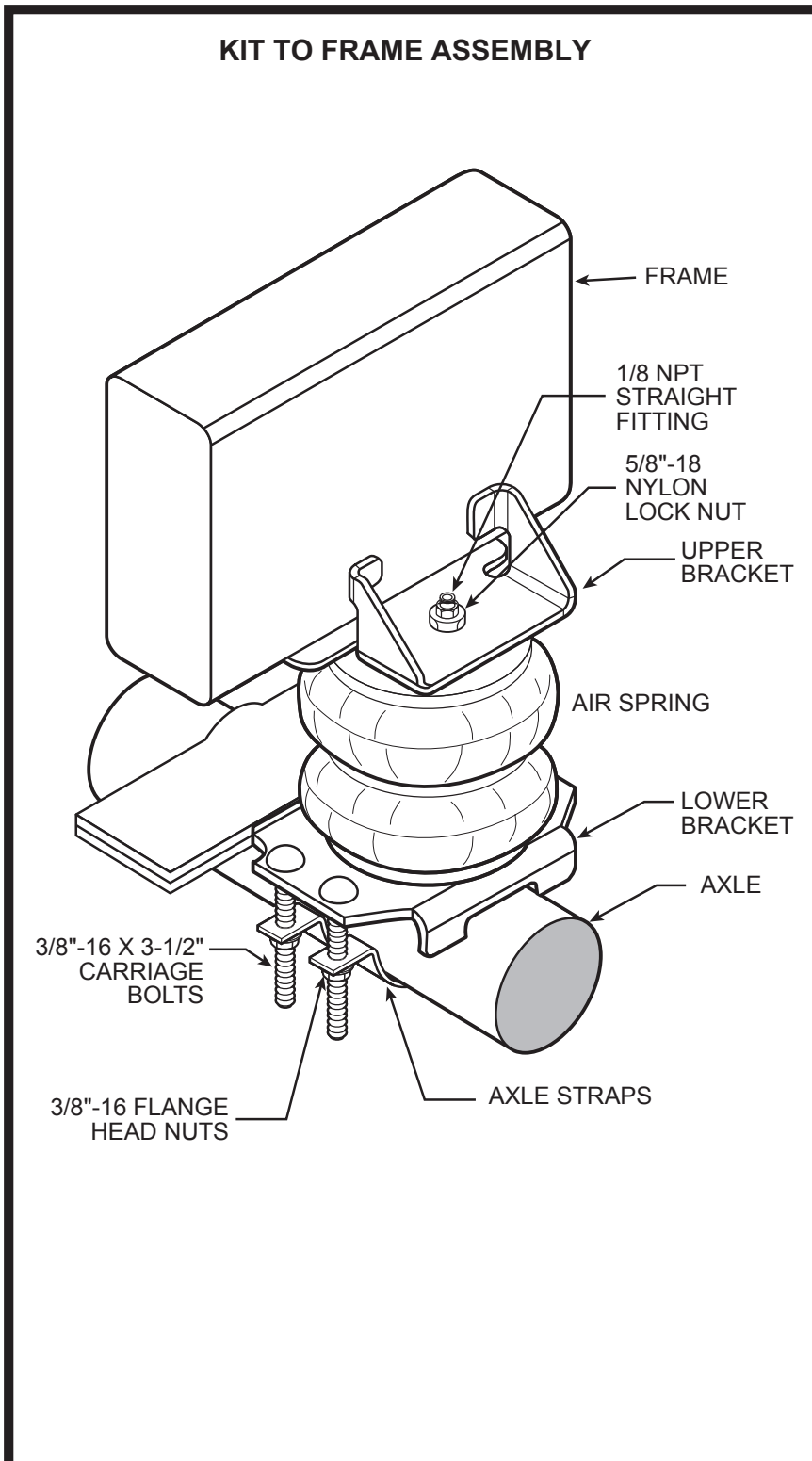
**FIGURE "A"**

**NOTE:** Both illustrations are of the left, or driver's side, of the van.

**KIT ASSEMBLY**



**KIT TO FRAME ASSEMBLY**



### STEP 1—PREPARE THE VEHICLE

With the vehicle on a solid, level surface chock the front wheels. Remove the negative battery cable. Raise the vehicle by the axle and remove the rear wheels. After the removal of the wheels lower the vehicle so the axle rests on jack stands rated for vehicles weight. Remove the jounce bumpers located under the frame rail. The jounce bumpers will not be re-used with this kit; the bolts will be re-used in Step 3.

### STEP 2—PRE-ASSEMBLE THE KIT

Install the upper bracket by inserting the air helper spring combo-stud into the hole, use the 5/8"-18 Nylon lock nut to secure the bracket to the air spring, *see Figure "A"*. Install the air fitting as shown in *Figure "A"*. Tighten the air fitting securely to engage the orange thread sealant. Fasten the lower bracket to the air helper spring using a 3/8"-16 x 3/4" hex bolt, *see Figure "A"*.

### STEP 3—INSTALLING THE ASSEMBLY TO THE VEHICLE

**PLEASE NOTE:** On the left side of the axle there is a small bracket that will need to be trimmed so the lower bracket will rest firmly on the axle, *please see Figure "B"*. Trim the bracket back to where it is welded onto the axle or about 1/4" of an inch.

Place the assembly on the driver's side on top of the axle housing; *see Figures "A" and "B"*. Install the upper bracket onto the vehicle using jounce bumper bolts previously taken out into the threaded holes from the jounce bumper. Attach the lower bracket to the axle using four 3/8"-16 x 3-1/2" carriage bolts and 3/8"-16 flange lock nuts, *see Figure "A"*. Once the assembly is in place, you must have a minimum of 1/2" clearance around the air spring for proper operation.

### STEP 4—INSTALLATION TO THE PASSENGER'S SIDE ASSEMBLY

Reverse any orientations when assembling and installing the right, or passenger's side of the vehicle.

### STEP 5—AIR TUBING INSTALLATION

Uncoil the air line and cut it into two equal lengths. DO NOT FOLD OR KINK THE TUBING. Try to make the cut as square as possible. Insert one end of the air line into the elbow fitting installed in the top of the air helper spring. Push the tubing into the fitting 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 maintain accessibility for the air chuck, *see Figure "D"*. Drill a 5/16" hole and install the air inflation valve using two 5/16" flat washers per valve as supports; *see Figure "C"*. Run the air line 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 air line in place with the nylon ties provided. Push the end of the air line into the inflation valve as illustrated; *see Figure "C"*.

### 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 with an applied solution of soap and water. If a leak is detected at an air line connection then check to make sure that the air line is cut as square as possible and that it is pushed completely into the fitting. The tubing can easily be removed from the fittings by pushing the collar toward the body of the fitting and then pulling out the tube. If a leak is detected where the brass elbow fitting screws into the spring, remove the air line, then screw the elbow fitting into the spring one additional turn or until the leak stops. Reinstall the air line and re-inflate the air springs and check for leaks as noted above.

This now completes the installation. Install the wheels and torque the lug nuts to the manufacturer's specification. Raise the vehicle by the

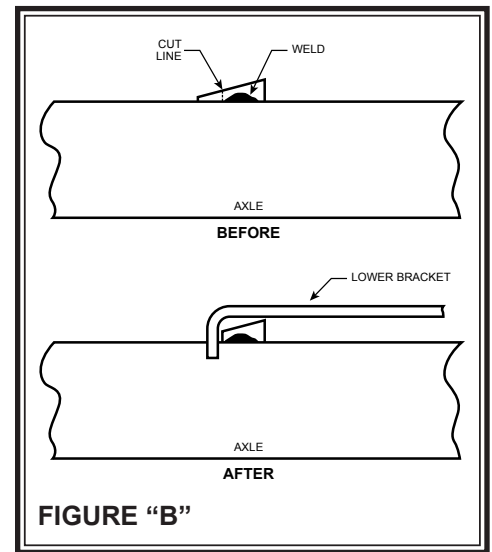


FIGURE "B"

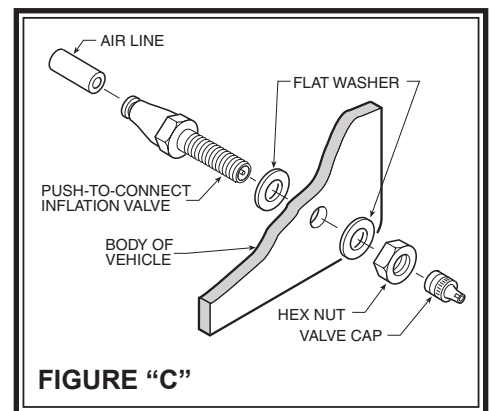


FIGURE "C"

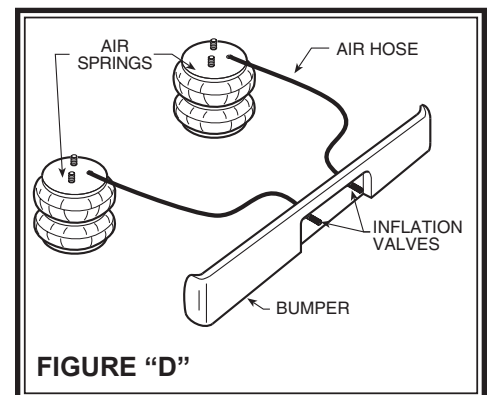


FIGURE "D"

axle and remove the jack stands. Lower the vehicle to the ground. Re-attach the negative battery cable and remove the wheel chocks from the front wheels. Check again to be sure you have the 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 50 pounds of load for each psi of inflation pressure (per pair). For example, 50 psi of inflation pressure will support a load of 2500 pounds 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 improvement in handling that is possible. **TO PREVENT POSSIBLE DAMAGE MAINTAIN A MINIMUM OF 10 PSI IN THE AIR HELP SPRINGS AT ALL TIMES.**

**NOTE:**

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

<b>NOTE:</b>	
<b>MIN PRESSURE</b>	<b>5 PSI</b>
<b>MAX PRESSURE (LOADED)</b>	<b>100 PSI</b>

