**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 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 while reversing any orientations.

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-fittings.

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.

PARS LIST

AIR SPRING	6781	2	1/4" -20 HEX NUT	2
UPPER BRACKET RIGHT	5198	1	3/8" -16 x 1" HEX BOLT	8
UPPER BRACKET LEFT	5199	1	3/8" -16 x 3/4" FLANGED HEX BOLT	2
LOWER BRACKET RIGHT	5273	1	3/8" -16 FLANGED HEX NUT	20
LOWER BRACKET LEFT	5274	1	3/8" -16 x 3" CARRIAGE BOLT	4
LOWER BRACE RIGHT (L)	5271	1	18 FT. AIR LINE	0938 1
LOWER BRACE LEFT (L)	5272	1	PUSH-TO-CONNECT	
REAR BRACKET STRAP	1163	2	MALE FITTING	3046 2
BAIL CLAMP	3077	2	INFLATION VALVE	3032 2
HEATSHIELD	1004	1	5/16" FLAT WASHER	4
P-CLAMP	9179	1	THERMAL SLEEVE	0899 2
1/4" -20 x 1" HEX BOLT		2	NYLON TIE	8

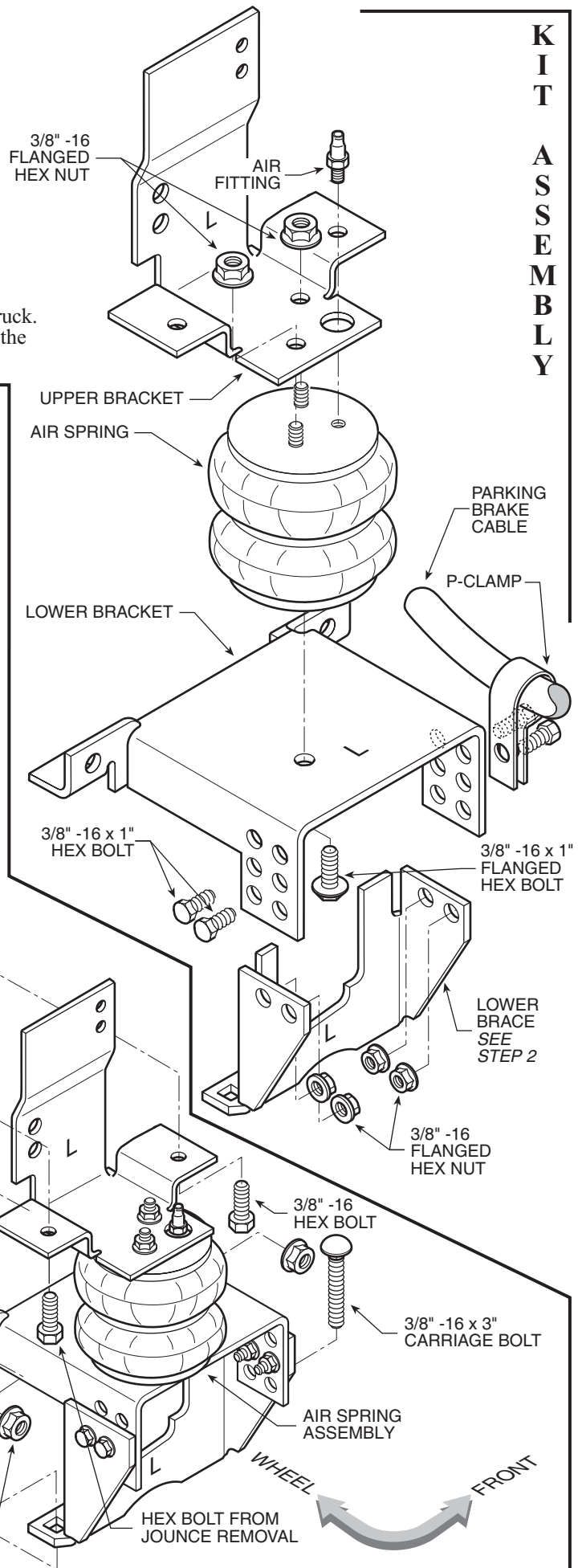
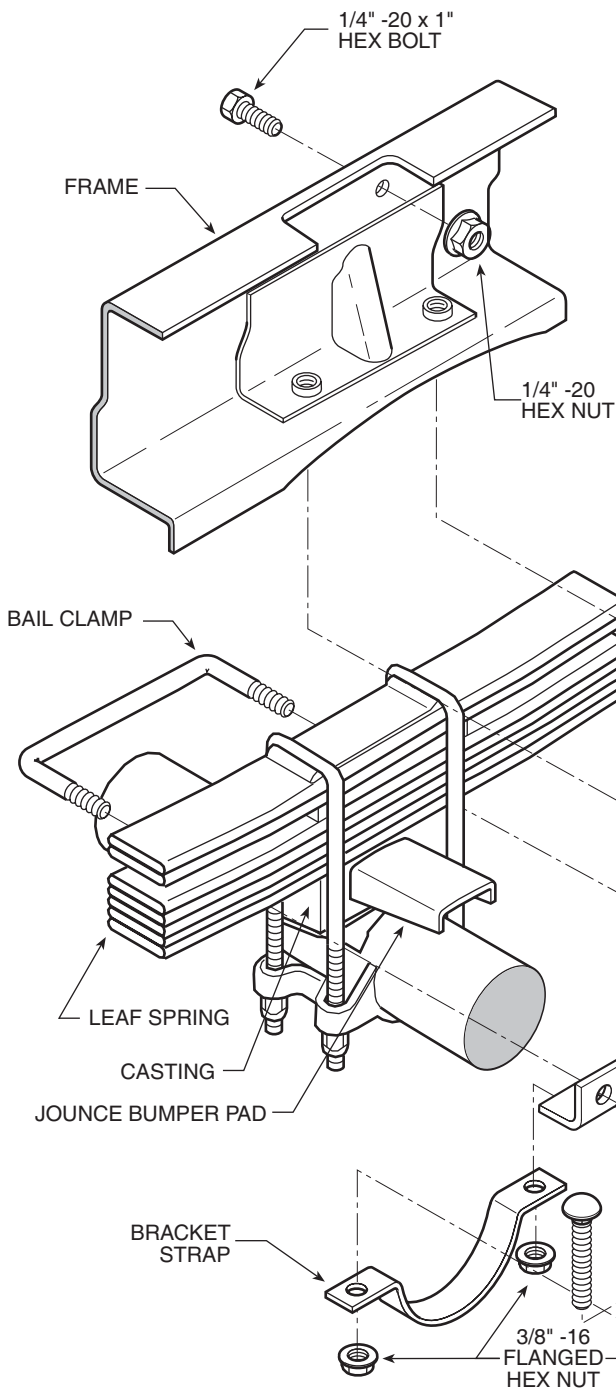
FIGURE "A"

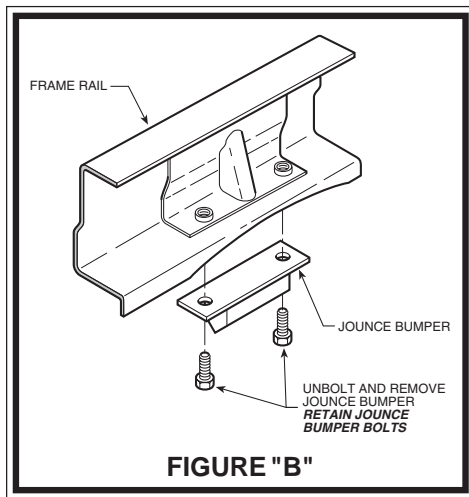
NOTE: This diagram is of the left or driver's side of the truck. Reverse any orientations when assembling and installing the right, or passenger's side of the vehicle.

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KIT TO FRAME ASSEMBLY



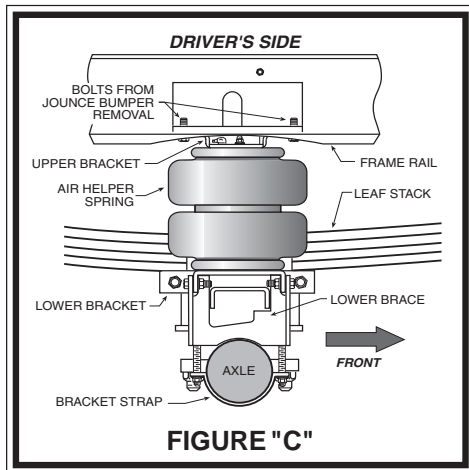


STEP 1 - PREPARE THE VEHICLE

With the vehicle on a solid level surface, chock the front wheels. This vehicle does not have to be jacked up to install this kit. Remove the negative battery cable. Remove the jounce bumpers by unbolting them from the frame *see Figure "B"*. The jounce bumpers will not be reused in this installation. Save the hex bolts used to secure the jounce bumper. They will be used later in this installation.

STEP 2 - ADJUST THE LOWER BRACE

Select the lower bracket and lower brace stamped "L" from your kit. Due to the variations in the jounce bumper pads, there are three different variations in which the lower bracket and lower brace can be bolted together *see Figure "C"*. The lower brace should rest against the axle housing. To determine which position to use, hold the lower bracket and the lower brace in place together. The lower bracket should be as level as possible. Insert the 3/8" -16 x 1" bolts through the holes in the lower bracket that align with the holes in the lower brace.



STEP 3 - PREASSEMBLE THE KIT

Note: The left and right brackets are stamped with the letters "L" or "R". ("L" for left and "R" for right)

Select the left side upper bracket and one air spring from your kit. Install the brass air fitting into the threaded hole (*finger tight*). Next, attach the upper bracket to the air spring using the 3/8" -16 flange lock hex nuts. Tighten the air fitting to engage at least two threads with the pre-applied orange thread sealant. Select the lower left bracket and lower left brace (*assembled in Step 2*) *see Figures "A" & "C"*. Fasten the lower left brace to the lower left bracket using the 3/8" -16 x 1" hex bolts (*inserted in Step 2*) and flanged hex nuts *see Figures "A" & "C"*. Attach the lower bracket assembly to the air spring using the 3/8" -16 x 3/4" flanged hex bolt (*finger tight*).

STEP 4 - INSTALL THE ASSEMBLY TO THE VEHICLE

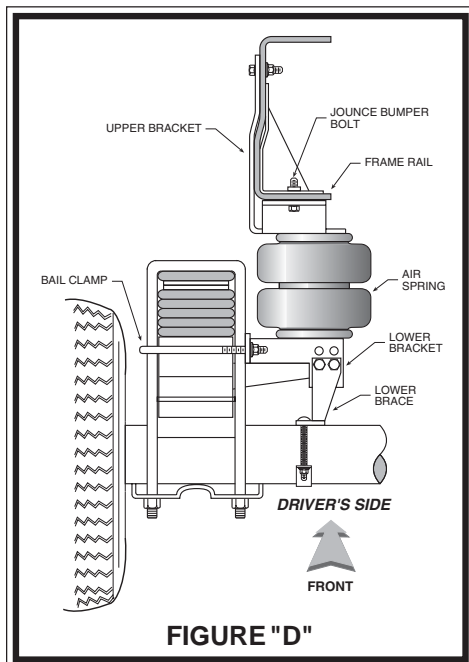
Place the assembly on the vehicle by installing the upper bracket so that it lays against the outside of the frame rail *see Figure "D"*. The lower bracket will set over the top of the jounce bumper pad with the lower brace under the jounce bumper pad *see Figure "A"*. The lower bracket brace will set on top of the axle housing. Push the lower bracket toward the leaf spring until it rests against the leaf spring U-bolts.

Match the upper bracket to the existing holes in the frame rail left by the removal of the jounce bumper. Using the hex bolts from the jounce bumper removal, fasten the upper bracket to the bottom of the frame rail. The tab on the upper bracket will align with an existing hole on the outside of the frame rail. Using a 1/4" -20 flanged hex nut and 1/4" -20 x 1" hex bolt, fasten the upper bracket to the outside of the frame rail *see Figure "A"*.

Tighten the 3/4" -16 x 3/4" flanged hex bolt to secure the lower bracket to the air helper spring. Next, install the bail clamp around the casting. Insert the bail clamp through the holes in the lower bracket *see Figure "A"*. Install 3/8" -16 flanged hex nuts and draw the lower bracket against the leaf spring U-bolts. Next, attach the bracket straps to the lower left brace. Using two 3/8" -16 x 3" carriage bolts, attach the bracket straps to the lower left bracket brace, making sure that the bracket straps are holding the assembly securely on the axle housing *see Figure "A"*.

To provide adequate clearance, the parking brake cable must be repositioned so that it does not contact the air spring. Remove the factory clip between the parking brake cable and wire harness and attach the supplied P-clip to the lower bracket *see Figure "E"*. The remaining wire harness can be tied to the parking brake cable with the provided nylon ties *see Figure "E"*.

Make sure that the parking brake cable and wire harness will not contact the air spring or other undercarriage components.



STEP 5 - INSTALL THE PASSENGER'S SIDE ASSEMBLY

To install the passenger's side, or right side assembly, follow Steps 2-4 while reversing any orientations. Use the brackets and brace stamped "R".

Note: The use of a heat shield is required on the passenger's side of the vehicle refer to Figure "F". The heat shield will mount between the upper bracket and the air spring. Adjust the heat shield so it will fall halfway between the air spring and the closest point on the exhaust. Be sure that the heat shield will not contact any vehicle component under full suspension compression (*brake lines, shock absorbers, lower bracket and brace assembly*).

STEP 6 - INSTALL THE AIR LINE

Uncoil the air tubing 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 tubing into the elbow fitting installed in the top of the air helper spring. Push the tubing into the fitting as far as possible refer to *Figure "A"*. Select a location 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 "G"*. Drill a 5/16" hole and install the air inflation valve using two 5/16" flat washers per valve as supports see *Figure "H"*. Run the tubing from the air spring to the inflation valve, avoiding direct heat from the engine, exhaust, and away from sharp edges. Thermal sleeves have been provided for these conditions. If a thermal sleeve is required, slide a thermal sleeve over the tubing to the location requiring protection. The air line tubing should not be bent or curved sharply, as it may buckle. Secure the tubing to the vehicle with the provided nylon ties. Push the end of the air line tubing into the inflation valve as illustrated see *Figure "H"*.

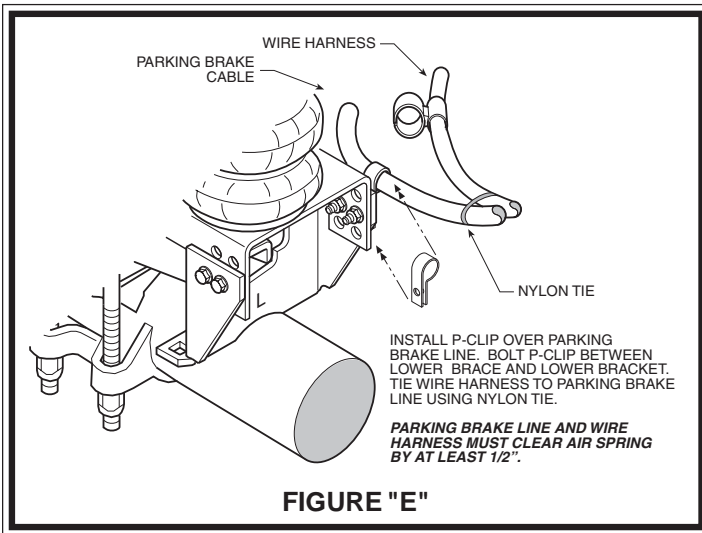


FIGURE "E"

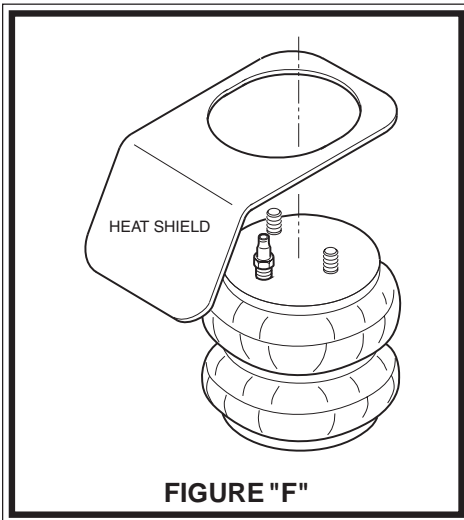


FIGURE "F"

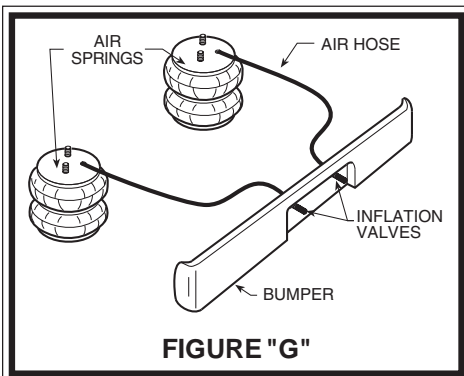


FIGURE "G"

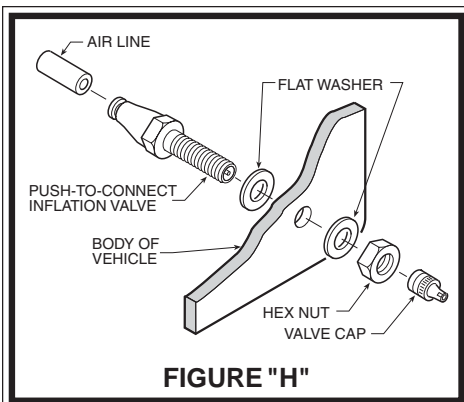


FIGURE "H"

STEP 7 - CHECK THE AIR SYSTEM

Once the inflation valves are installed, inflate the air springs and check the fittings for air leaks with an applied solution of soap and water. If a leak is detected at a tubing connection, check to make sure that the tube is cut as square as possible and that it is pushed completely into the fitting. The tubing can easily be removed from the fittings. First, release the air pressure from the system. Push the collar towards the body of the fitting and pull out the tube. If a leak is detected where the brass straight fitting screws into the air spring, remove the tubing and screw the brass fitting into the spring one additional turn or until the leak stops. Reinsert the tubing and inflate the air springs and check for leaks as noted above.

STEP 8 - COMPLETION

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 40 lbs. of load for each P.S.I. of inflation pressure (per pair). For example, 50 P.S.I. of inflation pressure will support a load of 2000 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 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 5 P.S.I. IN THE AIR HELPER SPRINGS AT ALL TIMES.**

NOTE:

MIN PRESSURE	5 PSI
MAX PRESSURE (LOADED)	100 PSI

NOTE:

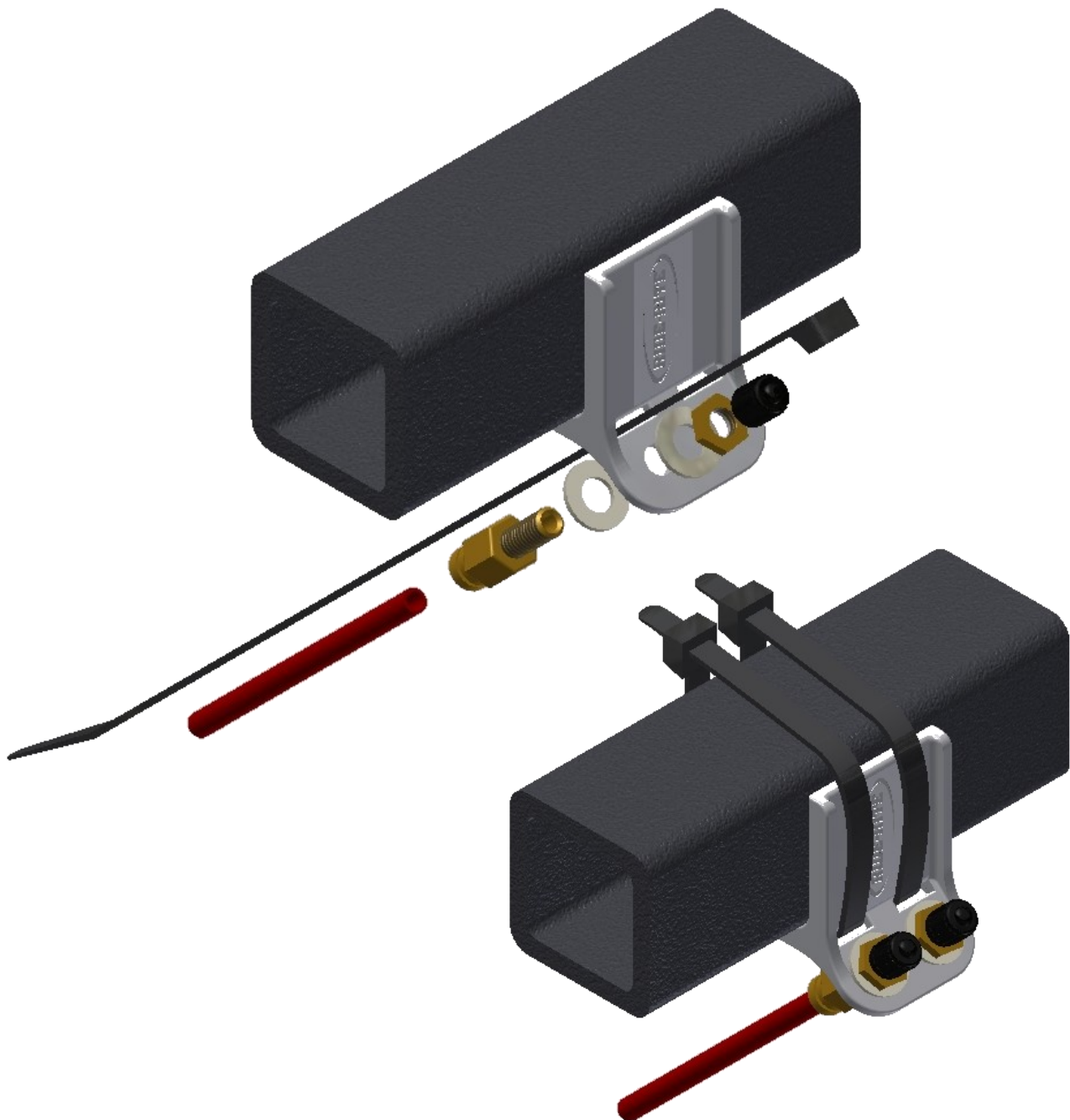
Once the air helper springs are installed, it is recommended that the vehicle not be lifted by the frame, as over-extension may occur, resulting in damage to the air springs. However, should it become necessary to raise the vehicle by the frame, deflate both air helper springs completely.

No Drill Inflation Valve Bracket

Parts List

Description	Part Number	Quantity
Inflation Valve Bracket	9483	1
Large Nylon Tie	9488	2

This bracket is designed to mount on receiver hitches round or square. Simply use the two provided large Nylon ties to affix the bracket to the receiver hitch tube. Install the air inflation valves on the bracket using two 5/16" flat washers per valve as supports. Then push the end of each air line tubing into the inflation valve as far as possible.



Firestone

**World's Number 1
Air Spring.**



FIRESTONE INDUSTRIAL PRODUCTS COMPANY



Operating Instructions and Trouble Shooting Guide

Thank you for purchasing Firestone air helper springs. You have purchased a quality product from the world's number one air spring manufacturer.

This guide will provide answers to some of your questions regarding the use and operation of your new air helper springs. Following the guidelines in this manual will help provide you with many years of trouble-free service from your Firestone air helper springs.

For vehicle applications, air pressure requirements, air compressor CFM, maintenance, or air spring technical data, contact us at:

**www.ride-rite.com
1-800-888-0650**

INSTALLER: Please leave this manual with the vehicle's owner.

WARRANTY QUESTIONS

Go to **www.riderite.com/installation-support**
Select "Warranty Info" tab

SAFETY TIPS

Never exceed the manufacturer's recommended Gross Vehicle Weight Rating (GVWR)

As with your vehicle's tires, an air helper spring is a pneumatic device that supports a portion of the vehicle's weight. The air helper spring may fail as a result of punctures, impact damage, improper inflation, improper installation, or improper usage. To reduce the risk of failure, we strongly recommend the following:

Never overload your vehicle. The manufacturer's gross vehicle weight rating (GVWR) is stated on the specification plate on the chassis. You should weigh your vehicle on a truck scale when it is fully loaded and in a level condition to determine if you are exceeding the manufacturer's recommended GVWR.

Inspect the inflated air springs to verify that they do not contact any component of the vehicle under normal suspension operation. The air helper spring must flex and expand during normal operation. There must be at least 1/2" of clearance between the inflated air spring and any other component of the vehicle under normal suspension operation.

The kit is designed to clear all chassis components. If there is **any** interference, please call Firestone at 1 (800) 888-0650.

Inspect the air line tubing and the air spring to verify that they have not been too close to the exhaust system. If the distance between any portion of the air spring or air line tubing and the exhaust system is less than 6", a heat shield should be used.

Never inflate the air helper springs beyond the maximum pressure indicated in the installation manual.

Never attempt to remove any component of the air spring assembly when the air springs are inflated.

If an air helper spring has failed while you are on the road, operate your vehicle at reduced speeds. High speed over rough roads will result in severe bottoming of the air spring and may damage other vehicle components.

Never attempt to drive the vehicle in an unlevelled condition. Failure to level a heavily loaded vehicle may result in excessive body roll and possible damage or injury.

If unidentifiable problems exist with your air helper spring kit, visit Firestone on the web at www.riderite.com or call 1 (800) 888-0650 for technical assistance.

Never cut, weld, or modify the air helper springs or brackets.

Do not use aerosol tire repair products in the air helper springs or a tire patch of any kind on the air helper spring. If there is a hole in the air spring it must be replaced.

GENERAL INFORMATION

Firestone air helper springs are heavy duty, quality air springs designed to supplement your vehicle's existing suspension system. These durable air springs allow you to maximize your vehicle's load carrying capacity through the use of air pressure. Proper installation, use, and operation will provide the maximum service life and performance your air spring kit is capable of delivering. These instructions will help you obtain the maximum benefits available from your air spring kit.

RIDE-RITE™ AIR HELPER SPRINGS

Ride-Rite™ air helper springs are installed between the frame and the suspension of trucks, vans, and motorhomes. Ride-Rite™ air helper springs are capable of supporting loads up to 5000 lbs per pair.*

SPORT-RITE™ AIR HELPER SPRINGS

Sport-Rite™ air helper springs are installed between the frame and suspension of light trucks, and utilize a sleeve-style air spring to enhance the ride when the vehicle is loaded or unloaded. Sport-Rite™ air helper springs are capable of supporting loads up to 3000 lbs per pair.*

LEVEL-RITE™ AIR HELPER SPRINGS

Level-Rite™ air helper springs replace the existing shock absorber with a fully-protected, reversible sleeve air spring paired it with a high-performance Bilstein monotube shock absorber for perfectly matched performance characteristics over the entire operation spectrum. Level-Rite™ air helper springs are capable of supporting loads up to 1000 lbs per pair.*

BASIC OPERATION

As your vehicle is loaded, the stock suspension is compressed under the weight of the load. Your vehicle's stock suspension system has been designed so that it will provide optimum performance and handling with a specific load on the vehicle. When your vehicle is loaded, its performance, handling characteristics, and ride quality may be compromised. As the stock suspension is compressed, the ride may become "mushy", and you may encounter sway and handling problems. As weight is added to the vehicle, the air helper springs become an active part of

*Do not exceed the vehicle's recommended gross vehicle weight rating (GVWR)

the suspension system. As more air pressure is added to the air springs, they will support more weight. You will be able to compensate for a heavy load by adding air pressure to the air springs, thereby reducing sway and handling problems associated with a heavily loaded vehicle.

TABLE "A"	
ALL TORQUE SPECIFICATIONS	
Using a torque wrench, torque the threaded fasteners to the following specifications:	
Fasteners used on studs and blind holes in air springs	15 – 20 ft lbs
Hex nuts installed on carriage bolts	10 – 15 ft lbs
Hex nuts installed on 3/8" hex bolts	28 – 32 ft lbs
Hex nuts and bolts used to secure brackets to frame	28 – 32 ft lbs
Hex nuts installed on U-bolts	15 – 20 ft lbs
Hex bolts securing tapered sleeve style air spring to lower bracket	10 – 12 ft lbs

PREVAILING-TORQUE LOCK NUTS

In order to assure trouble-free operation, your air spring kit includes a variety of self-locking threaded fasteners. Your kit may include prevailing-torque lock nuts. Prevailing-torque lock nuts may be more difficult to install, but will not come loose under normal suspension operation.

THREAD LOCKING COMPOUND

The hex bolts used to secure the air spring to the brackets may have a locking compound applied to the threads. Lock washers are not required when using a fastener with pre-applied thread locking compound. When installing fasteners with thread locking compound, follow the torque recommendations listed in table.

HELICAL LOCK WASHERS

Your air helper spring kit may include helical lock washers. In order to properly use the lock washer, tighten the nut/bolt fastener just enough to flatten the lock washer. Overtightening the fastener may damage the nut or bolt. When using helical lock washers, follow the torque recommendations listed in Table "A".

AIR FITTINGS

Your kit will include one of two types of push-to-connect air fittings: fittings with a thread locking compound pre-applied to the threads or fittings with a Nylon collar in place of the thread locking compound.

The pre-applied thread sealant, thread the air fitting into the air spring and tighten the fitting securely to engage the pre-applied thread sealant.

The Nylon collar, thread the air fitting into the threaded hole on the air spring so that the Nylon collar makes contact with the top of the air spring and then tighten 1/2 turn. No thread sealant is required.

Both types of air fittings allow easy connection between the air fitting and the air line tubing. To install the air line in the fittings, cut the tubing as square as possible using a sharp utility knife or razor blade. Push the air line into the fitting as far as possible. If the tubing must be removed from the fitting, first release the air pressure from the air spring. Push the collar towards the body of the fitting and then pull the tubing out.

PRESSURE DIFFERENTIAL BETWEEN AIR SPRINGS

It is not uncommon to have different pressures between the air springs after the vehicle has been brought to a level condition. If the vehicle is within the manufacturer's recommended gross vehicle weight and you have not achieved a level condition after inflating the air springs to 100 psi, there may be a problem with your stock suspension. The leaf springs may have become fatigued over time or a leaf spring may be fractured. There may be an obstruction in the air system, not allowing the air pressure to reach the air helper springs.

AIR SPRING ALIGNMENT AND HEIGHT

Upon completion of the installation, the air springs should be inspected for proper alignment. Although the air helper springs can function with some misalignment, it is preferred that the air springs be mounted so that they are aligned with as little top to bottom offset as possible.

Check the distance between the upper bracket and lower bracket (design height). The dimensions shown on **Page 5** are a guide to assist in determining the ideal operating height for your air helper springs.

INFLATING THE AIR SPRINGS

With the air helper springs installed on your vehicle and the vehicle sitting on a level surface, visually verify that the vehicle is in a level state. If the vehicle is not level (front-to-back or from side-to-side) it can be brought to a level position by inflating the air springs. Each air spring has a separate inflation valve. To level the vehicle from front-to-back, add air pressure to both air springs in equal amounts. To level the vehicle from side-to-side, add more air pressure to the air spring on the lower side of the vehicle. When inflating the air springs, add air pressure in small quantities, checking the pressure frequently. The air spring requires much less air volume than a tire, and therefore, will inflate and deflate quickly.

WARNING: DO NOT EXCEED THE MAXIMUM PRESSURE AS INDICATED IN THE INSTALLATION MANUAL

LEVELING THE VEHICLE

Check the level of your vehicle visually. If it is not level, either from front to back or from side to side, level it by inflating your air springs. (If your vehicle is equipped with a cab control unit or automatic control system refer to the directions for that device.) There is one inflation valve for each air spring. To level from front to back, add air pressure to both air springs equally. For side to side, add air pressure to the air springs on the side of the vehicle that is low. When adding air pressure to the air springs, remember that they have a much smaller volume of air than a tire so they will inflate much quicker. Add air pressure in short bursts until the vehicle is level. (NEVER EXCEED 100psi IN EACH AIR SPRING.)

MAINTENANCE

It is considered normal for air helper springs to lose some air pressure over time. Normal pressure loss should not exceed 3 – 4 psi per week when the air springs are inflated to 50 psi. If the pressure loss is greater than 3 – 4 psi per week, there may be a leak in the system. Each time you check the pressure in the air springs, you will lose 1 – 3 psi. The air pressure should be checked at regular intervals.

It is recommended that the air pressure be checked according to the following guidelines:

At least monthly intervals during the continuous operation of the vehicle (see above)

When the vehicle is removed from long-term storage

If the air springs are used to assist in leveling an RV or camper on uneven ground, ensure that the vehicle is returned to a level ride height before departing.

The brackets used to secure the air helper spring to the vehicle should be inspected periodically for damage and for loose fasteners. Ensure that the air line tubing is clear of any sharp edges and routed away from the exhaust system. The brackets and air line tubing should be inspected every 6 months. Ensure that the threaded fasteners are torqued to the specifications listed on **Page 3**.

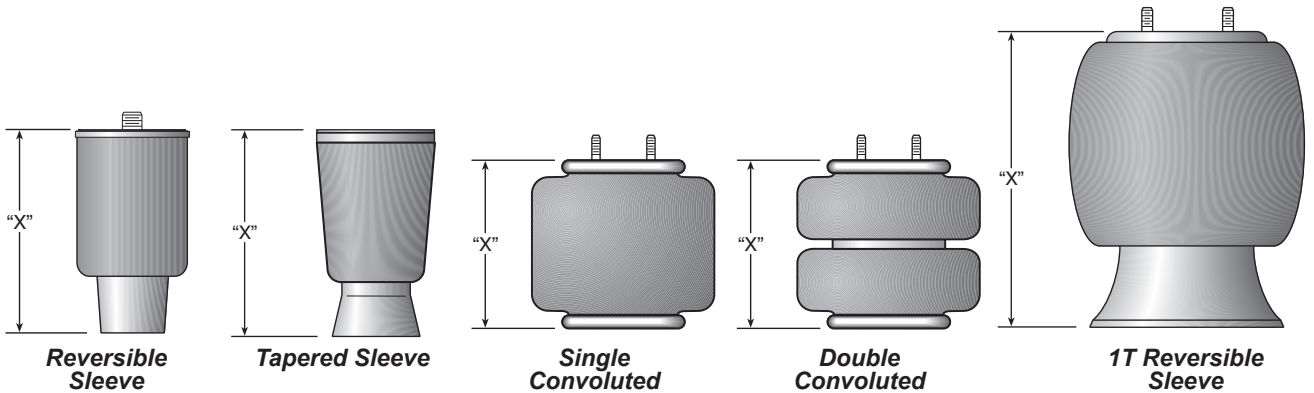
Accumulated sand, gravel, or other road debris on the air springs or brackets should be rinsed away with a garden hose each time the vehicle is washed.

If it is necessary to lift the vehicle by the frame, first release the air pressure from the air springs. This will allow the air springs to extend to their maximum length without being damaged. The uninflated air springs are capable of supporting the weight of the axle when the vehicle is lifted by the frame. After servicing of the vehicle is complete, lower the vehicle to the ground and reinflate the air helper springs to the desired pressure. **NOTE:** On Sport-Rite kits the air helper springs must be aired up to 50 psi and then release the air until the air helper springs are to the desired pressure.

ONLINE AUCTION PURCHASES

Firestone will not replace missing components from any kit purchased through an online auction.

AIR SPRING TECHNICAL DATA












Part Number	Description	Style	"X" Ride Height	Min/Max Air Pressure	Max Load @100 psi (per pair)
6868	Single Convoluted	160BY	5.0" - 6.0"	5 / 100 psi	3600 lbs
6762 6764 6766	Double Convoluted	268C	4.5" - 5.5"	5 / 100 psi	3200 lbs
6397 6410 6781	Double Convoluted	267C1.5	5.5" - 6.5"	5 / 100 psi	4800 lbs
6401 6873 6859	Double Convoluted	224C	5.5" - 7.0"	5 / 100 psi	5000 lbs
7689 7701	Double Convoluted	26C	7.0" - 8.0"	5 / 100 psi	5640 lbs
7076	Reversible Sleeve	70mm	6.0" x 8.0"	10 / 100 psi	2000 lbs
9000	Tapered Sleeve	110/70 mm	7.75" - 8.75"	10 / 100 psi	3000 lbs
9001	Tapered Sleeve	110/70 mm	5.88" - 6.88"	10 / 100 psi	3000 lbs
9002	Tapered Sleeve	110/70 mm	6.75" - 7.75"	10 / 100 psi	3000 lbs
5405	1T Reversible Sleeve	1T14C-3	8.0" - 12.0"	5 / 100 psi	6400 lbs

This information is provided for reference purposes only. The bracketry and air springs in the Ride-Rite™ and Sport-Rite™ kits are designed to work with the original suspension and within the manufacture's Gross Vehicle Weight Rating (GVWR) for the intended vehicle. Brackets and air springs should not be interchanged or modified.

Air Command™ Air Control Systems

Firestone has expanded the offering of Air-Rite™ Air Control Systems, which provides an instant air source for air suspension products. Adjust the ride for various load and road conditions with a flip of a switch or even a click on a remote. Individual air accessory components are also available, including compressors, air tanks and mounting solutions, providing a wide variety of air control assist solutions.

- Step 1** Choose the application you need; Single or Dual Leveling. >>
- Step 2** Choose the style you want to control your air; Analog or Wireless. >>
- Step 3** Choose the Duty Cycle needed for your kit/vehicle. Recommended duty cycle is listed in the Application Guide. >>>

Light Duty	<ul style="list-style-type: none"> • 1-Year Warranty • Includes 9377 Compressor • Best for passenger cars, SUVs, vans, small pickups for occasional use and light loads 	
Standard Duty	<ul style="list-style-type: none"> • 1-Year Warranty • Includes 9284 Compressor • Best for moderate usage, including towing boats, trailers 20' or smaller and medium loads 	
Heavy Duty	<ul style="list-style-type: none"> • 2-Year Warranty • Includes 9499 Compressor • Best for 8-lug trucks, trailers larger than 20', slide-in campers and heavy loads 	
Xtra	<ul style="list-style-type: none"> • 2-Year Warranty • Includes 9499 Compressor • Includes Half-Gallon Air Tank • Includes 9006 Air Hose • Best usage same as Heavy Duty, plus motorcycle tire, golf cart tire or trailer tire inflation 	  
Xtreme	<ul style="list-style-type: none"> • 2-Year Warranty • Includes 9287 Compressor • Includes 2-Gallon Air Tank • Includes 2311 Air Hose • Best usage same as Heavy Duty, plus off-road tire or truck tire inflation 	  

Single Leveling System

Equal pressure to the springs on both sides. This applies to most towables using a hitch.



Analog

2538

Mounting Plate: **2497**

2158

Mounting Plate: **2497**

2097

Mounting Plate: **2497**

2266

Mounting Plate: **2530**

2543

Mounting Plate: **2530**

Dual Leveling System

Allows for side-to-side or front-to-back leveling. This applies to work trucks, in-bed campers and off-center loads.



Analog



Wireless

N/A

2581

Mounting Plate: **2588**

2178

Mounting Plate: **2497**

2589

Mounting Plate: **2588**

2219

Mounting Plate: **2497**

2590

Mounting Plate: **2588**

2168

Mounting Plate: **2530**

2591

Mounting Plates: **2588/2496**

2549

Mounting Plate: **2530**

2592

Mounting Plates: **2588/2496**

TROUBLE SHOOTING GUIDE

Air spring will not inflate

Ensure that the air line tubing is inserted into the air fittings as far as possible. The tubing should go in the fitting 3/4 of an inch. You will feel some resistance when the tubing goes past the o-ring.

Clear any dirt or debris from inside the inflation valves.

Inspect the entire length of air line tubing to ensure that it is not kinked, damaged from exhaust heat, or cut due to contact with sharp edges

Air spring will not hold air

Normal pressure loss is no more than 3 - 4 psi per week when the air spring is inflated to 50 psi.

Using the inflation valve cap as a core tool, ensure that the valve stem core is installed securely.

Apply a solution of soap and water to the air fittings, air line, and air springs to check for leaks. Tighten the air fitting or re-install the tubing in the air fitting to stop the leak. Rinse the soap and water solution from the system when complete.

If a leak can not be detected with the soap and water solution, deflate the air springs and remove them from the vehicle. Re-install the tubing and inflation valve on the air spring and inflate the air spring to a maximum of 20 psi. Submerge the air spring in a bucket of water to check for leaks.

Locations of air leaks

Leaks occur most often at the threaded connection between the air fittings and the air springs. Tighten the fitting to engage the pre-applied orange thread sealant or until the nylon collar makes contact with the air spring, plus 1/2 turn, depending on which type of fitting is included in your kit. (See air fittings on page 3)

The end of the air line tubing must be cut square and clean to avoid burrs in the connection to the air fittings. The push-to-connect fittings require a square cut to properly seal. The tubing can be removed from the fitting by first releasing the air pressure from the air spring. Push the collar on the fitting toward the body of the fitting. While holding the collar in, pull out the tubing. Cut the tubing squarely and push the tubing into the fitting as far as possible.

The vehicle is not level

Check for proper inflation of the air springs on each side of the vehicle.

Check for obstructions in the air system or vehicle components that may be restricting suspension travel.

IMPORTANT

NYLON TUBE CUTTING:
FOLLOW THESE INSTRUCTIONS
TO AVOID LEAKS

