

**AIR SHOCK INSTALLATION INSTRUCTION SHEET**  
**HOJA DE INSTRUCCIONES PARA LA INSTALACIÓN DE AMORTIGUADORES DE AIRE**  
**FEUILLE D'INSTRUCTIONS POUR L'INSTALLATION D'UN AMORTISSEUR PNEUMATIQUE**

- These units are designed to provide adjustment of vehicle height to compensate for heavy loads.
- They are not to be used on any installation that does not have sufficient operational clearance with the air units completely deflated. Operating the vehicle above normal unloaded height or without complete clearance for the air units and air lines which results in evidence of rubbing or scuffing on the unit voids the warranty.
- Prolonged operation above 90 psi may place undue stress on vehicle mounting brackets and may decrease the life of the air unit and mounting bushings.
- Vehicle should never be loaded or used under circumstances that exceed the manufacturers load ratings, resulting in an unsafe condition.

**AIR PRESSURE**

- Minimum air pressure = 20 psi
- Maximum air pressure = 150 psi (With the vehicle in a fully loaded condition)

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**W A R N I N G !**

- Always wear safety glasses for eye protection.
  - Use safety stands whenever a procedure requires you to be under a vehicle.
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Inspect all original parts as removed from the cartons for correct quantity and damage. Obtain replacements when necessary.

**INSTALLATION PROCEDURE FOR AIR SHOCK ABSORBER**

1. Study this instruction sheet and any instructions printed on the parts package carefully prior to removing the old shocks from the vehicle.

2. Unless otherwise specified, install these units with the air fittings pointing toward the center of the vehicle. Some units are marked with an "L" or "R" after the part number to designate left and right hand units. Be sure to install these units on the proper side of the vehicle. (L = Driver, R = Passenger)

3. (FIG. 1.) Check for adequate clearance at A, B, & C. Tighten all mountings securely.

**INSTALLATION AND ROUTING OF AIR FITTING AND LINES**

4. Make sure that the exhaust pipe clears the air boot on the shock. Again, check with the vehicle body both up and down. If necessary, reposition the exhaust pipe at "C" (FIG. 1) to obtain proper clearance.

5. (FIG. 2) The fill valve (D) may be located at the owners discretion. Select a location that will protect it from damage and allow clearance for inflating with an air hose.

6. (FIG. 2) Drill a 5/16" (8mm) diameter hole for mounting the fill valve (D). Install the fill valve into the hole using the nut (F) and dust cap (G) supplied. Tighten lightly as this component is plastic material.

7. Cover the ends of the air line with masking tape to prevent dirt from contaminating the system while installing lines.

8. (FIG. 3.) Route the air line (H) from fitting on the shock to the tee-valve previously installed. Make sure you allow extra length for unit movement. Locate the air lines along the sides of the frame, cross members, or brackets. You may use the clips (J) supplied to make the installation neater by drilling a 1/4" (6mm) diameter hole (K) at the desired mounting location.

**NOTE:** Do not mount lines on the underside of any part of the vehicle as this will result in possible damage or icing of the lines. Keep lines at least 4" (10 cm) from exhaust pipes or any other item likely to melt plastic lines. Avoid sharp bends, kinks, and pinch points when routing lines. Make sure that hydraulic brake lines clear the shock. Check with the vehicle body both up and down (with wheels hanging and with body pushed down) to be sure brake lines will not be pinched or chafed. Check metal brake lines at "A" (FIG. 1) and flexible lines at "B" (FIG. 1). If necessary, carefully bend or twist brake line slightly to obtain proper clearance.

**ATTACHING AIR LINES TO FITTINGS**

9. (FIG. 4.) Cut off end of air line (H) square with a razor blade and position the plastic nut (L) and O-ring (M) on air line. Insert air line (H) into fitting (N). Be sure that it is seated properly. Slide O-ring (M) and plastic nut (L) onto fitting and tighten nut finger tight only – enough to hold the air line from pulling out.

**IMPORTANT:** Tighten plastic nut by hand – finger tight only. Never use a wrench or pliers. Over tightening causes the O-ring to close the air line (FIG. 4).

10. Inflate units to 90 psi and check fittings for air leaks with a soapy water solution. If units fail to inflate, the air line has probably become closed at the fitting on the shock or at the Tee valve. Disassemble plastic nut and O-ring, cut off crimped section, and carefully reassemble.

**NOTE:** It is specifically recommended that these units never be operated in the fully extended position. Always operate these units with at least 20 psi to ensure good boot life.

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FIG 1, Check for Clearance, Compruebe que exista el espacio adecuado, Vérifiez l'espace

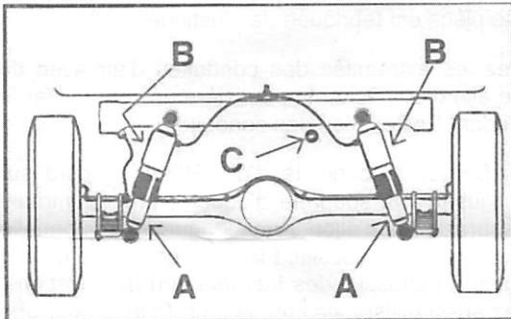


FIG 2, Assembled Components, Componentes montados, Composantes assemblées

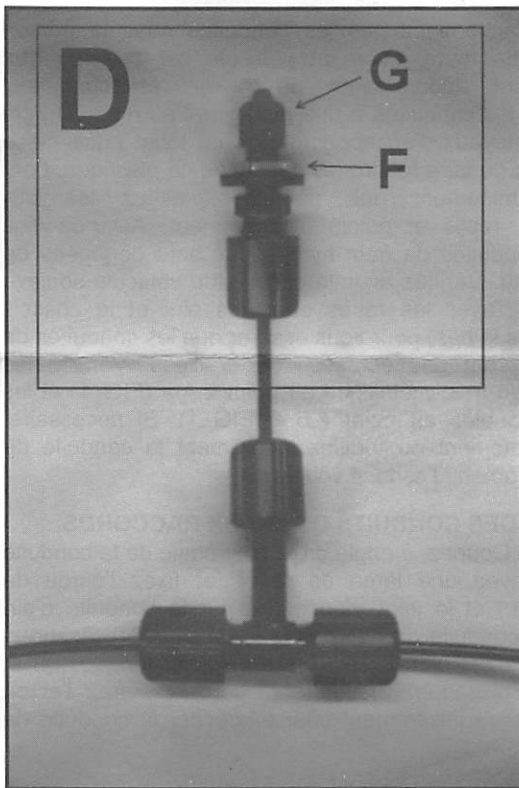


FIG 3, Air Line Routing, Orientación del tubo de aire, Acheminement de la conduite d'air

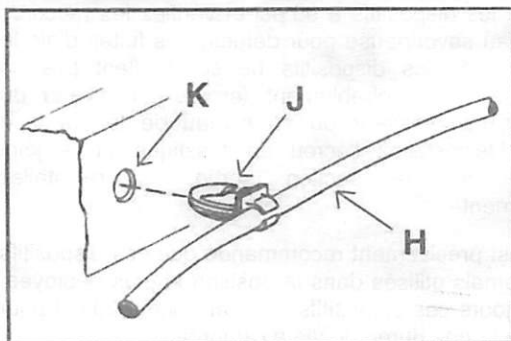


FIG 4, Tighten Plastic Nut by Hand, Apriete la tuerca de plástico manualmente, Serrez l'écrou de plastique avec la main

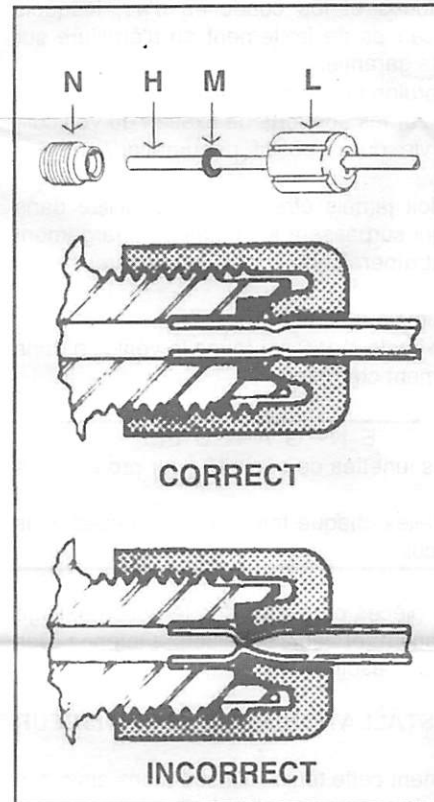
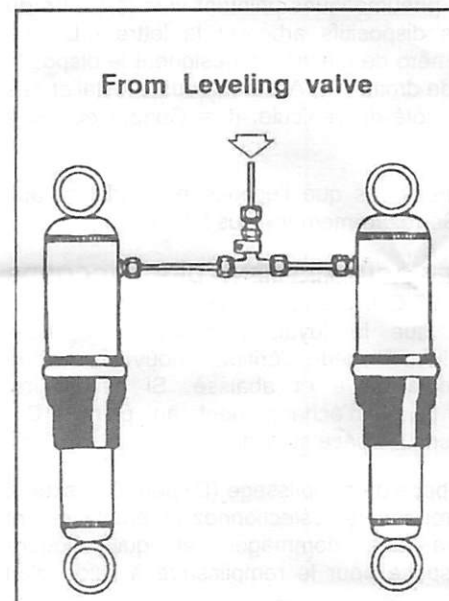


FIG 5, Tee Valve to Shocks, Válvula en T a los



amortiguadores, Soupape d'équerre aux