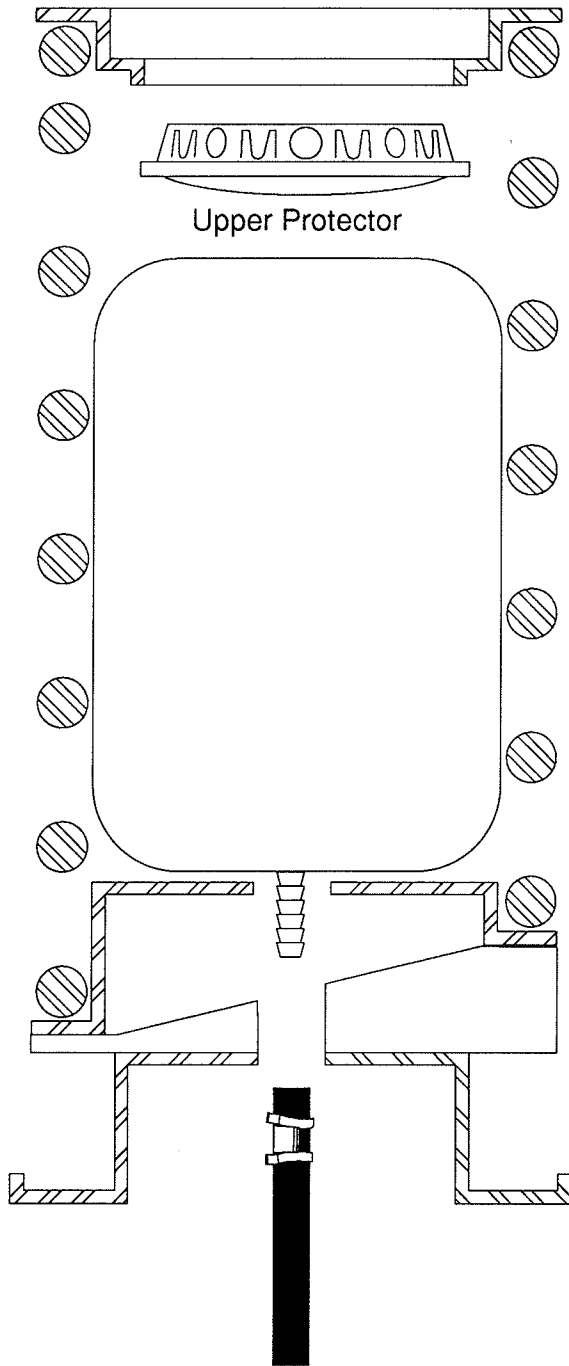




# INSTALLATION INSTRUCTIONS

MN-67  
(08205)

#60725



1. Carefully lower axle or raise body of car until suspension is fully extended.
2. Drill a one-half inch hole in the center of the lower spring seat for Air Lift cylinder valve exit. Use the existing hole as a guide for drilling the half inch hole.
3. Insert the metal protector between the turns of the coil and snap it into the hole in the upper spring seat.
4. Remove red cap and flatten the Air Lift air cylinder by hand, then replace the red cap.
5. Insert the air cylinder into the coil with the valve stem at the bottom.
6. Push the air cylinder up within the coil. A blunt instrument, such as a tire iron may be used to help guide the cylinder to the top of the coil. **DO NOT USE A SCREWDRIVER. DO NOT INFLATE AIR CYLINDER.**
7. When the cylinder is completely within the coil, remove the red cap and allow the cylinder to assume its "as molded" shape.
8. Push the tubing onto the barbed stem. Use pliers to slide the hose clamp over the barbed stem.
9. Read Hose Installation instructions on pages 2 and 3.
10. **DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES. SEE PAGE 4 FOR INFLATION PROCEDURES.**

"T" Hose installation recommended unless weight in vehicle varies from one side to the other and unequal pressures are needed to level the load. Dual hoses are used in this case.

### TEE HOSE ROUTING

- A. Locate desired "tee" location on the frame rail or cross member.
- B. Determine and cut adequate length of tubing to reach from tee to left and right side on air cylinders.

**CAUTION: LEAVE SUFFICIENT HOSE SLACK TO PREVENT ANY STRAIN ON FITTINGS DURING AXLE MOTIONS.**

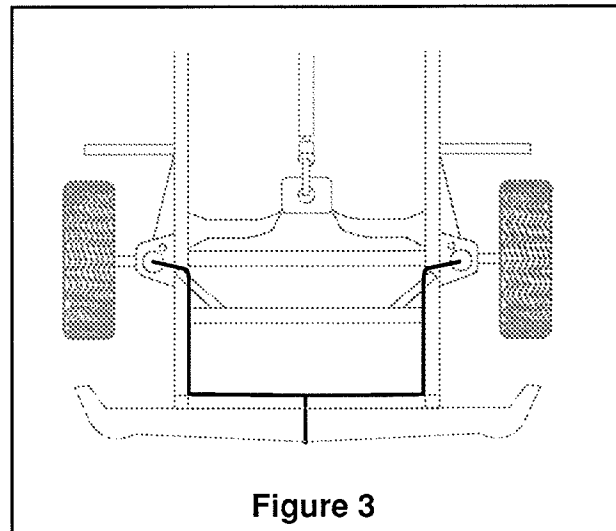
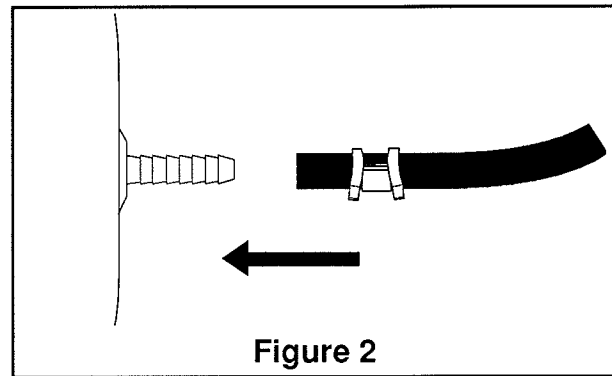
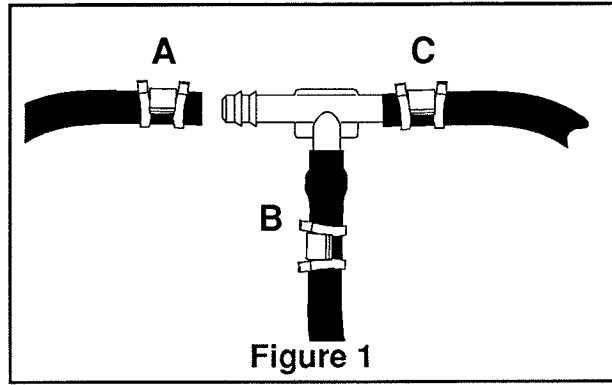
- C. Slide a hose clamp onto the tubing.
- D. Push the tubing over one side of the "tee" until all the barbs are covered. Repeat procedure for other leg of tee (Figure 1).
- E. With pliers slide the hose clamp forward until it fully covers the barbed section. Repeat for the other leg of tee (Figure 1).
- F. Route tubing along cross member and either lower control arm or upper spring seat to left and right air cylinder.
- G. Insert tubing through spring seat, spacer and slide on a hose clamp.
- H. Push the tubing onto the stem, covering all the barbs (Figure 2).
- I. With pliers slide the hose clamp upward until it fully covers the barbed section.
- J. Push the remaining tubing over the last fitting on tee and route along frame to desired inflation valve location (Figure 3). Attach with plastic straps or wire.

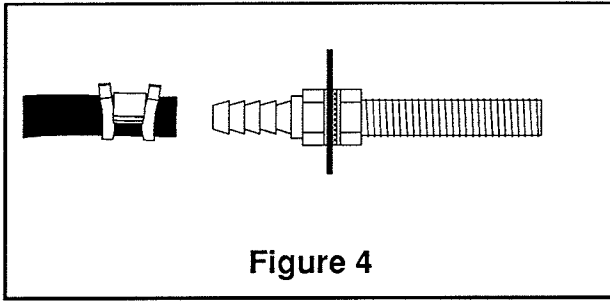
**TO PREVENT TUBING FROM MELTING, KEEP IT AT LEAST TWELVE INCHES FROM EXHAUST SYSTEM.**

- K. Select a location for inflation valve in the gas cap well, the trunk, rear bumper, fender flange or behind the license plate, insuring that the valve will be protector and accessible with air hose.
- L. Drill a 5/16" hole for inflation valve and mount as in illustration (Rubber washer is for outside weather seal).
- M. Slide a hose clamp over hose. Push tubing onto fitting covering all barbs. With pliers slide the hose clamp forward until it fully covers the barbed section (Figure 4).
- N. Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.
- O. Check TAILPIPE clearance and insure that it is at least 3-4 inches from air cylinder. If necessary, loosen clamps and rotate or move to obtain additional clearance.

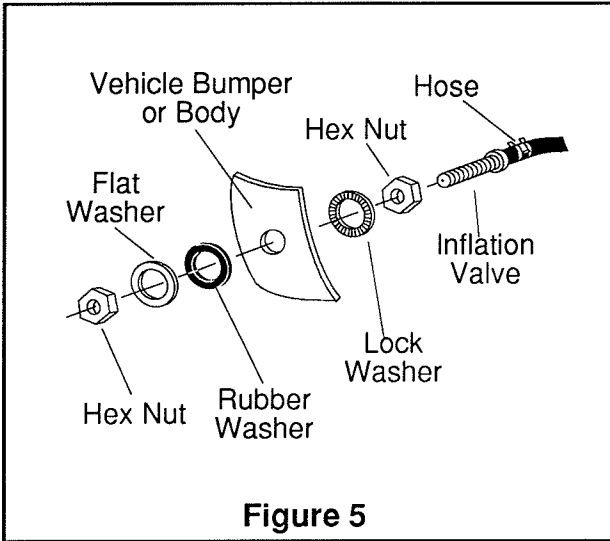
Attach shock absorbers if removed earlier in the installation.

**DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES.**

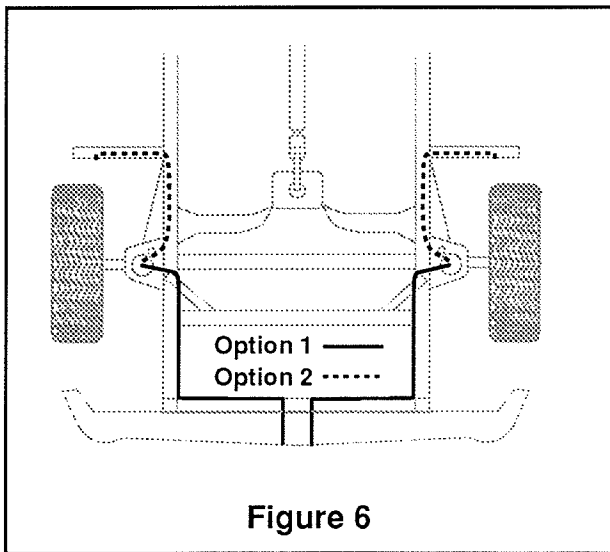




**Figure 4**



**Figure 5**



**Figure 6**

## DUAL HOSE ROUTING

- A. Select a location for the inflation valves in the rocker panel flange, rear floor pan, or rear bumper, insuring that each valve will be protected and accessible with an air hose (Figure 6).
- B. Determine and cut adequate length, not longer than 90" of tubing to reach from valve location to left side air cylinder.

**CAUTION: LEAVE SUFFICIENT HOSE SLACK TO PREVENT ANY STRAIN ON VALVE STEM DURING NORMAL AXLE MOTIONS.**

- C. Insert the tubing through the spring seat and spacer.
- D. Slide a hose clamp onto the cut tubing.
- E. Push the tube onto the stem, covering all the barbs.
- F. With pliers slide the hose clamp forward until it fully covers barbed section (Figure 2).
- G. Repeat process for right side.
- H. Drill 5/16" hole for inflating valves and mount as illustrated (Rubber washer for outside weather seal - Figure 5).
- I. Route tubing along control arm and frame to inflation valve location and cut off excess.
- J. Slide a hose clamp on tubing and push tubing onto the fitting, covering all the barbs.
- K. With pliers slide the hose clamp forward until it fully covers the barbed section.
- L. Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.
- M. Check TAILPIPE clearance and insure that it is at least 3-4 inches from air cylinders, If necessary, loosen clamps and rotate or move to obtain additional clearance.

Attach shock absorbers if removed earlier in the installation.

**DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES.**

## MAINTENANCE/OPERATION

**MINIMUM AIR PRESSURE**  
**4 PSI**

**MAXIMUM AIR PRESSURE**  
**25 PSI**

**MAINTENANCE TIPS:**

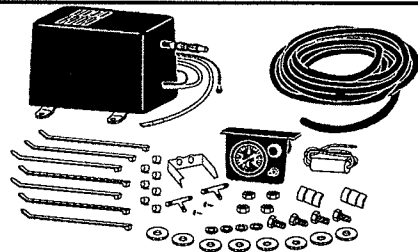
1. Check pressure monthly!
2. Always maintain at least 4 psi air pressure to prevent chafing or coil pinch.
3. If you develop an air leak in the system, use a soapy solution to check all hose connections and the valve core before removing cylinder.

**OPERATING TIPS:**

1. Inflate your air springs to 25 psi before adding the payload. This will allow the air cylinder to properly mesh with the coil spring. After vehicle is loaded, adjust your air pressure (down) to level the vehicle and for ride comfort.
2. When you are carrying a payload it will be helpful to increase the tire inflation pressure in proportion to any overload condition. We recommend a 2 psi increase above normal (not to exceed tire manufacturer's maximum) for each 100 lbs. total overload on the axle.

### Increase your Air Spring's versatility with our easy-to-install Load Controller System

- Use with **LOADLIFTER 1000** or **LOADLIFTER 2500** air springs.
- Compressor mounts easily in engine compartment.
- Dash-mounted 0 - 100 psi gauge with fill and deflate controls.
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*Thank you for purchasing Air Lift Products*



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**CAUTION: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.**