

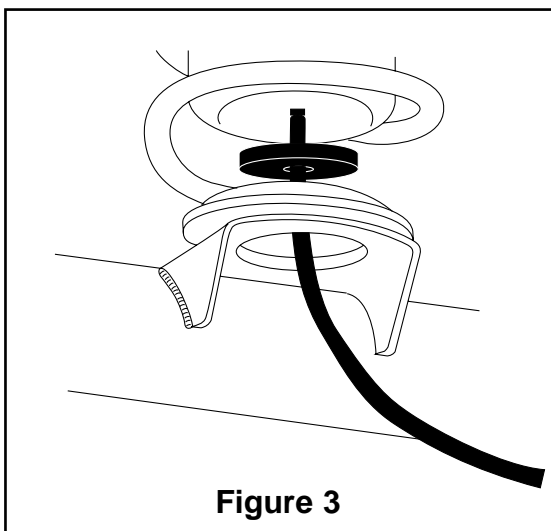
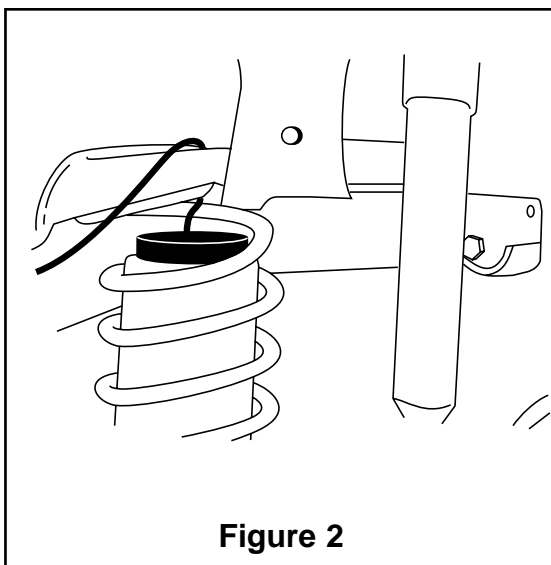
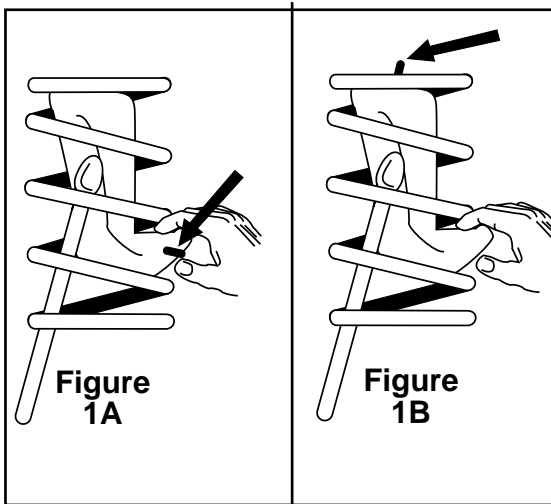
AIR LIFT 1000

BY



MN-133
(15807)
ECN2547

**MULTIPLE APPLICATIONS - SEE SPECIAL NOTES
FOR YOUR PARTICULAR VEHICLE.**



NOTE
**THIS KIT FITS SEVERAL DIFFERENT VEHICLES. PLEASE
CONSULT THE FOLLOWING LISTING FOR THE
APPROPRIATE SECTION FOR YOUR VEHICLE.**

- * General Motors A (Century, Celebrity, Cutlass Ciera 6000) & X (Skylark, Citation, Omega, Phoenix) front wheel drive - w/solid rear axle Cars, Pathfinder (Nissan), Ford, Lincoln, Mercury Full and Mid-Size Cars, Chevy Lumina APV, Olds Silhouette, Pontiac TransSport, Isuzu Trooper and Amigo.....Section **A**
- * Camaro, Firebird, Monza, Skyhawk, Starfire, Astre, Sunbird & VegaSection **B**
- * General Motors E (Toronado, Riviera, El Dorado, SeVille) & H (LeSabre, Electra, Park Ave., DeVille, "88" & "98" and Bonneville) CarsSection **C**

SECTION A INSTALLATION INSTRUCTIONS

1. **NOTE:** Some FORD, LINCOLN, and MERCURY vehicles come equipped with a rubber sleeve inside the rear coil springs. This needs to be removed prior to proceeding with the installation. It can be either cut out or pulled with a pair of vise grips.
2. Air cylinders are shipped in the "as molded" shape. For ease of installation, remove plastic cap from barbed stem on end of cylinder. Push on air cylinder to exhaust as much air as possible. It may be rolled up toward valve stem. Replace cap on stem to maintain flat shape.
3. Lower axle or raise body of vehicle until suspension is fully extended.
4. If necessary, additional clearance between the coil may be obtained by removing the shock absorbers from the lower mountings and lowering the suspension an additional two inches. (CAUTION: OBSERVE TENSION ON BRAKE LINE - DO NOT STRAIN.)
5. Insert stem end of air cylinder into lowest opening of coil (VALVE STEM UP), pushing cylinder upward within the coil by hand or with a blunt instrument such as a spoon-type tire iron (Figure 1B).
6. When the cylinder is completely within the coil, remove the cap and allow the cylinder to assume its "as molded" shape.
7. Push cylinder to the bottom of the coil and insert protector on top of the cylinder (barb stem end) as shown in Figure 2.
8. Complete installation with air line installation instructions. See page 2.

SECTION B

1. Jack up rear of vehicle or raise on hoist. Support frame with safety stands.
2. Detach shock absorber lower ends from axle.
3. Lower axle or raise body to permit removal of the coil spring.
4. **75 & up Vega, Monza, Starfire, Skyhawk & Sunbird only.**
 - A. Remove upper bound bumper/cone assemble with coil spring. These should be discarded as the function will be replaced by the air cylinders (Figure 4).

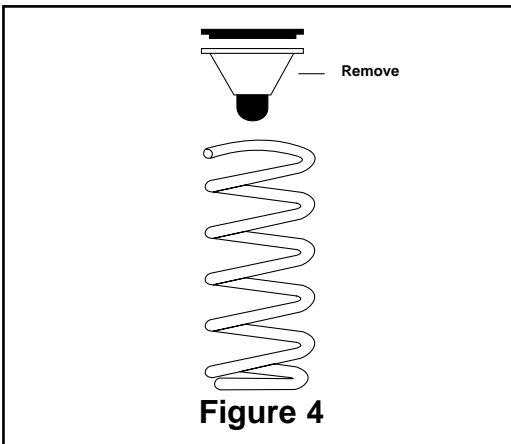


Figure 4

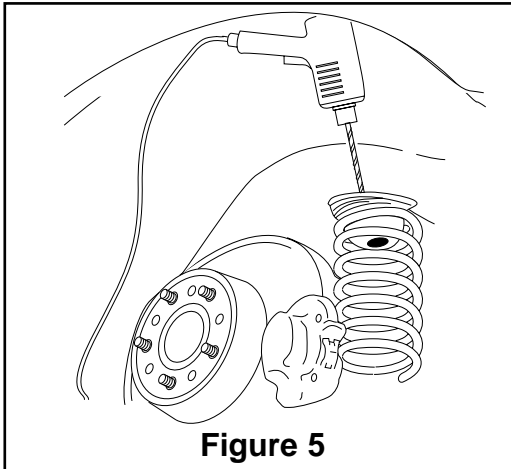


Figure 5

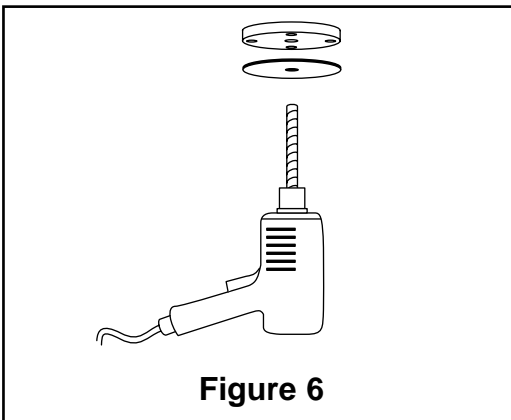
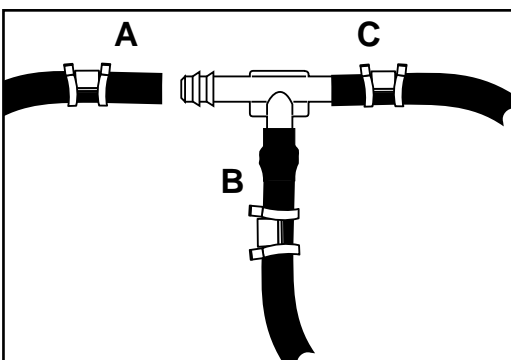


Figure 6



Use this procedure for all air line connections:
A. Slide air line clamp onto the air line
B. Push the air line over the barbed stem.
C. Compress the ears on the air line clamp with pliers and slide it forward to fully cover the barbed section.

Figure 7

- B. Cut out circle "C" on template and place onto lower spring seats with a dab of grease to hold in position. Center punch and drill a 1/2" hole (Figure 6).
5. Insert air cylinder into coil springs with BARBED STEM DOWN (Figure 1A).
6. When the cylinder is completely within the coil, remove the cap and allow the cylinder to assume its "as molded" shape.
7. If removed, place upper spring insulator on top of coil spring. Index it so that notch fits on end of spring.
8. Replace the coil springs and air cylinder assembly into vehicle spring seats, insuring that the end of the spring is indexed properly into the notch in the seat.
9. Push cylinder to the top of the coil spring and insert protector on top of lower spring seat.
10. Complete installation with air line installation instructions.

SECTION C

1. Jack up rear of vehicle or raise on hoist. Support frame with safety stands.
2. Lower axle or raise body until suspension is fully extended.
3. Some of the vehicles in this section do not have a hole in the lower spring. Cut out circle "D" on the template and place into lower spring seat and hold into place with a dab of grease. Center punch and drill a 1/2" hole (Figure 6).
4. Air cylinders are shipped in the "as molded" shape. For ease of installation, remove plastic cap from barbed stem on end of cylinder. Push on air cylinder to exhaust as much air as possible. It may be rolled up toward valve stem. Replace cap on stem to maintain flat shape.
5. Insert stem of air cylinder into lowest opening of coil (VALVE STEM DOWN), pushing cylinder upward within the coil by hand or with a blunt instrument such as a spoon-type tire iron (Figure 1A).
6. When the cylinder is completely within the coil, remove the cap and allow the cylinder to assume its "as molded" shape.
7. Push the cylinder to the top of the coil and insert protector on bottom of the cylinder (barb stem end).
8. See below for complete installation with air line installation.

Tee air line installation recommended unless weight in vehicle varies from one side to the other and unequal pressures are needed to level the load. Dual air lines are used in this case.

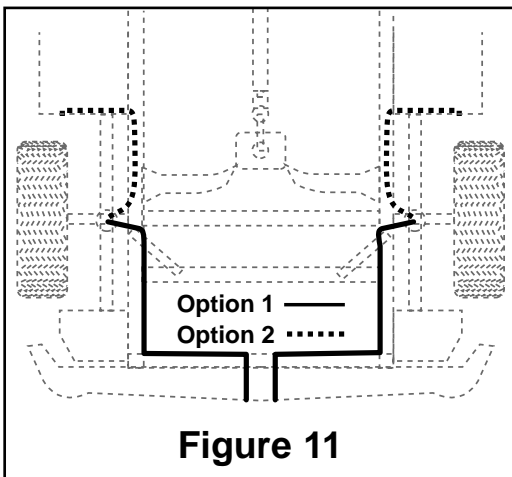
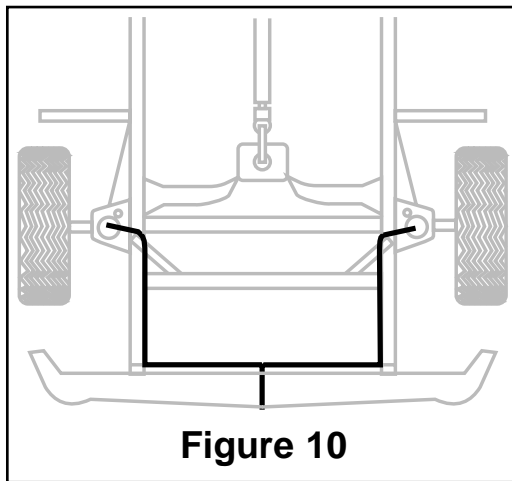
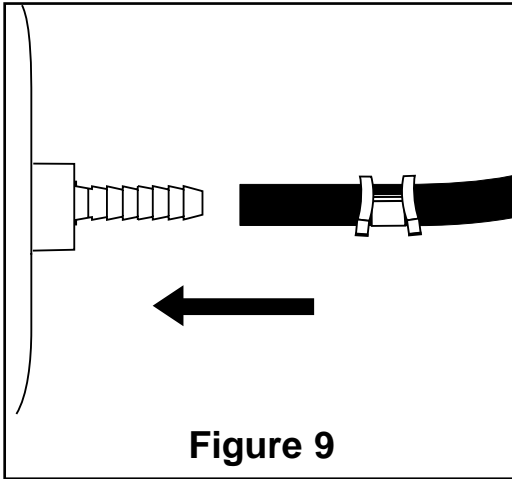
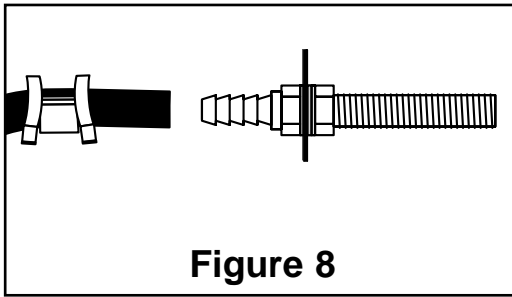
TEE AIR LINE ROUTING

TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST EIGHT INCHES FROM EXHAUST SYSTEM.

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

CAUTION: LEAVE SUFFICIENT AIR LINE SLACK TO PREVENT ANY STRAIN ON FITTING DURING AXLE MOTIONS.

- C. Slide air line clamp onto the air line.



- D. Push the air line over one side of the tee until all the barbs are covered. Repeat procedure for other leg of tee. With pliers slide the air line clamp forward until it fully covers the barbed section. Repeat for other leg of tee (Figure 7).
- E. Route along cross member and either lower control arm or upper spring seat to air cylinder.
- F. Insert air line through spring seat and spacers.
- G. Push the air line onto the stem, covering all the barbs (Figure 9). With pliers slide the air line clamp upward until it fully covers the barbed section.
- H. Push the remaining air line over the last fitting on tee and route along frame to desired inflation valve location (Figure 10). Attach with plastic straps or wire.
- I. 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 protected and accessible with an air hose.
- J. Drill a 5/16" hole for inflation valve and mount as in illustration (Figure 12). Rubber washer is for outside weather seal.
- K. Slide air line clamp over the air line. Push air line onto fitting covering all barbs, with pliers slide the air line clamp forward until it fully covers the barbed section (Figure 8).
- 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 2-3 inches from air cylinder. If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shield is provided, install. Attach shock absorbers if removed earlier in the installation.

DO NOT INFLATE AIR CYLINDERS BEFORE READING MAINTENANCE & OPERATING TIPS.

N. Continue with step 11, page 4.

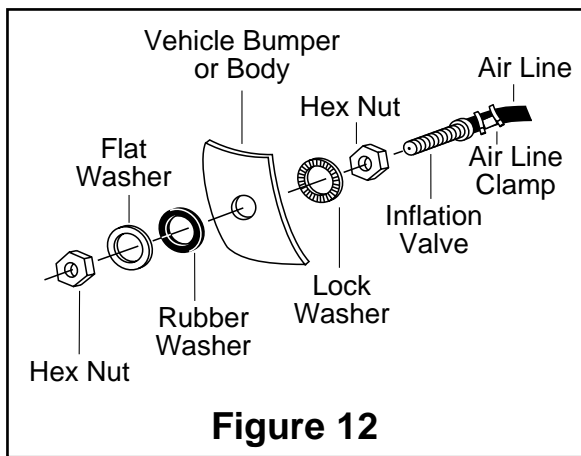
DUAL AIR LINE ROUTING

TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST EIGHT INCHES FROM EXHAUST SYSTEM.

- A. Select a location for the inflation valves in the rocker panel flange, or rear bumper, assuring that each valve will be protected and accessible with an air hose (Figure 11).
- B. Determine and cut adequate length of air line to reach from valve location to left side air cylinder.

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

- C. Insert the air line through the spring seat and spacer.
- D. Slide air line clamp onto the cut air line.
- E. Push the air line onto the stem, covering all the barbed section (Figure 9). With pliers slide the air line clamp forward until it fully covers barbed section.
- F. Repeat process for right side.
- G. Drill 5/16" hole for inflating valves and mount as illustrated. Rubber washer is for outside weather seal (Figure 12).
- H. Route air line along control arm and frame to inflation valve location and cut off excess.



- I. Slide a clamp onto the air line and push the air line over the fitting, covering all the barbs. With pliers slide the air line clamp forward until it fully covers the barbed section (Figure 8).
- J. Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.
- K. Check TAILPIPE clearance and insure that it is at least 2-3 inches from air cylinders, If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shields are supplied, install them. Attach shock absorbers if removed earlier in the installation.

DO NOT INFLATE AIR CYLINDERS BEFORE READING MAINTENANCE & OPERATING TIPS.

L. Continue with step 11.

11. Inflate cylinders to 35 lbs. air pressure. Test for air leaks by applying a liquid soap/water solution to all valve cores, fittings and connections.

12. Lower vehicle to the ground. Read Maintenance/Operation Tips for proper care of your air cylinders.

13. Recheck air pressure after 24 hours. A 2-4 PSI loss after initial installation is normal. If pressure has dropped more than 5 lbs. Retest for leaks with a soapy/water solution.

FAILURE TO MAINTAIN MINIMUM PRESSURE WILL VOID THE WARRANTY

MINIMUM AIR PRESSURE 5 P.S.I.	MAXIMUM AIR PRESSURE 35 P.S.I.
<p>MAINTENANCE TIPS:</p> <ol style="list-style-type: none"> 1. Check pressure weekly! 2. Always maintain at least 5 p.s.i. 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 air line connections and the valve core before removing cylinder. <p>OPERATING TIPS:</p> <ol style="list-style-type: none"> 1. Inflate your air springs to 35 p.s.i. before adding the payload. 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 p.s.i. increase above normal (not to exceed tire manufacturers maximum) for each 100 lbs. additional load on the axle. 	
<p><i>Thank you for purchasing Air Lift Products</i></p> <p>AIR LIFT COMPANY P.O. BOX 80167 Lansing, MI 48908-0167</p>	
<p>FOR TECHNICAL ASSISTANCE CALL 1-800-248-0892</p>	
<p>Caution: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.</p>	

