

AIR LIFT 1000

BY

60728A0

Rear Toyota Landcruiser 4x4 S-W 80-100 GX
91 Onwards



LOWER SPRING SEAT



.DRILLING INSTRUCTIONS

1. The spring seat is originally a circle with an segment removed for the straight edge of the bottom of the coil.
2. The original hole is normally **NOT** in the centre of the circle formed by the coil.
3. Find the correct centre of the circle by placing the red bellow with the brass hoesetail pointing downwards inside the coil as a guide.
Put the coil and red bag onto the spring seat, then mark the centre point of the coil where the brass touches the metal.
4. Drill a hole with a hole saw bit 20 to 25mm diameter, using the centre from step 3
5. File the edges of the hole smooth so that the airline will not be chafed

6. The picture above shows the expected result **after** drilling the hole in step 4.

7. After installation, if the air line is not in the centre of the spring seat hole, it will bend the barb on the red bellow and finally leak or damage the bellow over time.



Airlift 1000 Kits

**FAILURE TO MAINTAIN AIR
PRESSURE WILL VOID
WARRANTY**

MAINTENANCE / OPERATION

MINIMUM Air Pressure

MAXIMUM Air Pressure

0.4 Bar

2.4 Bar

Maintenance Tips:

- 1) Check pressure weekly!
- 2) Always maintain at least 0.4 Bar 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 the bellow.

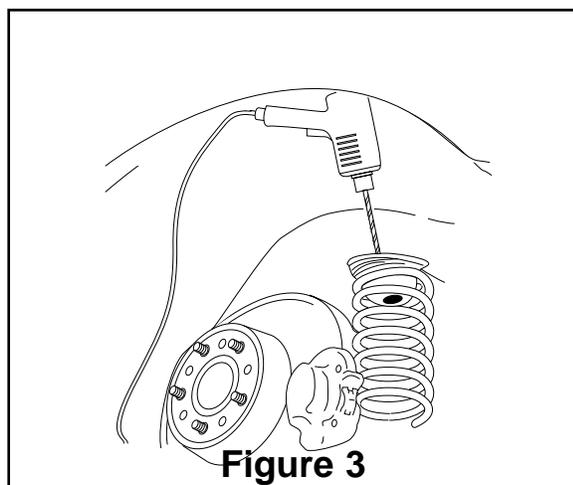
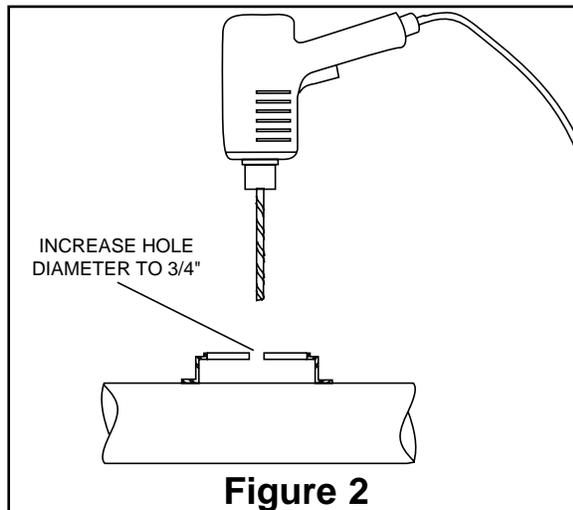
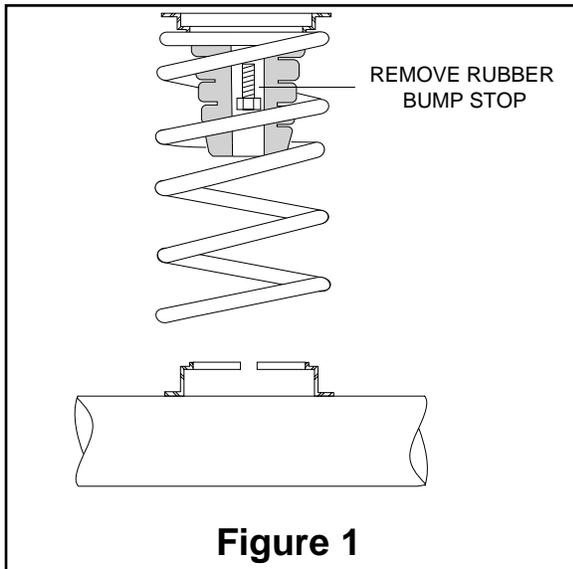
Inflation Procedures:

- 1) Inflate your air springs to 1.7 Bar before adding the payload. This will allow the air cylinder to properly mesh with the coil spring. After the vehicle is loaded, adjust your air pressure (down) to level the vehicle and ride for comfort.
- 2) When you are carrying a payload it will be helpful to increase the tyre inflation pressure in proportion to any overload condition. Do not exceed the tyre manufacturer's maximum recommended pressure.
- 3) If the air spring bellow bulges out more than half the diameter of the coil spring, reduce the air pressure in the bellow to rectify. This condition means that your vehicle is overloaded, or the air springs are over pressurised.

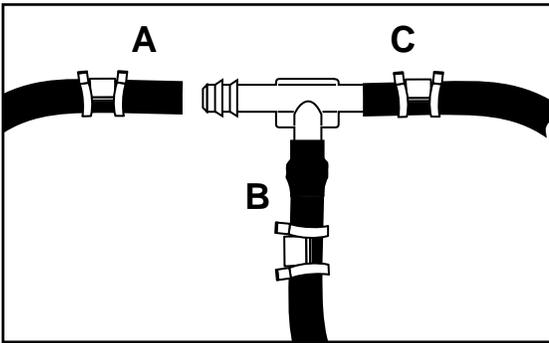
**CAUTION: DO NOT EXCEED THE VEHICLE
MANUFACTURER'S GROSS VEHICLE WEIGHT RATING**

SAFETY WARNING

If your vehicle is fitted with a rear brake-proportioning valve, we recommend that you have the setting professionally checked by a brake specialist after installing this kit.

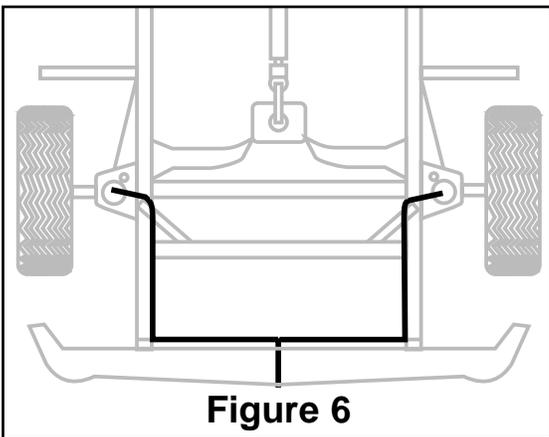
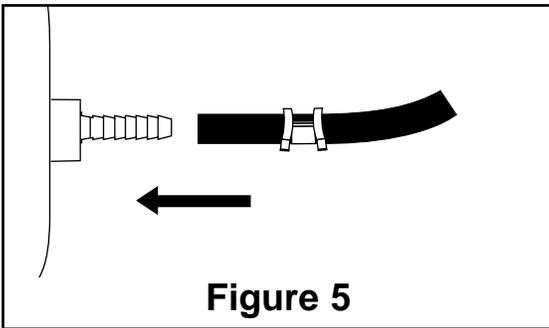


1. Jack up rear of vehicle or raise on hoist. Support frame with safety stands. Remove lower shock absorber attaching bolts.
2. Lower axle or raise body or vehicle until suspension is fully extended. **CAUTION: Observe tension on brake line - do not strain.** Remove coil springs noting location of the end of the coil spring in the lower spring seat.
3. Using a 3/4" drill enlarge the diameter of the hole in the lower spring seat to 3/4". Remove all burrs and sharp edges (Figure 2).
4. Using a socket and extension, remove the rubber bump stop from the upper spring seat and discard (Figure 1).
5. Insert air cylinder into coil spring with stem at bottom (Figure 3).
6. Raise the axle or lower the body to install coil spring into spring seats and rotate to proper location. Attach lower shock absorber attaching bolts. Torque to 25 ft. lbs.
7. Install air line as detailed on pages 2 and 3. A tee air line installation is recommended unless weight in vehicle varies from one side to the other and unequal pressures are needed to level load (or compensate for axle torque transfer in racing application). Dual air lines are used in this case. Proceed with TEE AIR LINE ROUTING or DUAL AIR LINE ROUTING
8. Inflate cylinders to 25 lbs. air pressure. Test for air leaks by applying a liquid soap and water solution to all valve cores, fittings and connections.
9. Lower vehicle to the ground. Read Maintenance & Operation Tips for proper care of your air cylinders. Recheck air pressure after 24 hours. A 2-4 p.s.i. loss after initial installation is normal. If pressure has dropped more than 5 lbs. re-test for leaks with soapy water solution.



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.



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. Push the air line over one side of the tee until all the barbs are covered. Repeat procedure for other leg of tee.

- D. With pliers slide the air line clamp forward until it fully covers the barbed section. Repeat for other leg of tee (Figure 4).

- E. Route along cross member and either lower control arm or upper spring seat to air cylinder.

- F. Insert air line through lower spring seat then slide on air line clamp.

- G. Push the air line onto the stem, covering all the barbs. With pliers slide the air line clamp upward until it fully covers the barbed section (Figure 5).

- H. Push the remaining air line over the last fitting on tee and route along frame to desired inflation valve location (Figure 6). 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, assuring that the valve will be protected and accessible with an air hose (Figure 6).

- J. Drill a 5/16" hole for inflation valve and mount as in illustration (Figure 8). 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 6).

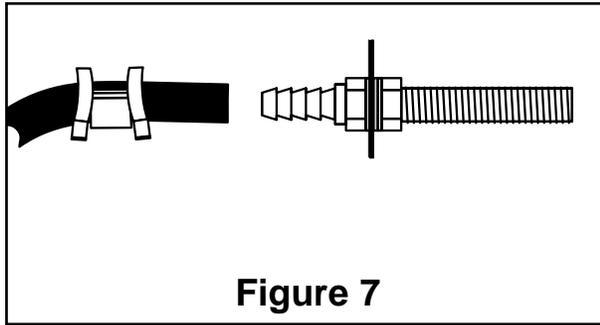
- L. Raise axle or lower body until air cylinders lightly touch the upper and lower spring seat.

- 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 it.

NOTE: Attach shock absorbers if removed earlier in the installation.

- N. Continue with step 8, page 1.

DO NOT INFLATE AIR CYLINDERS BEFORE READING MAINTENANCE/OPERATION TIPS.

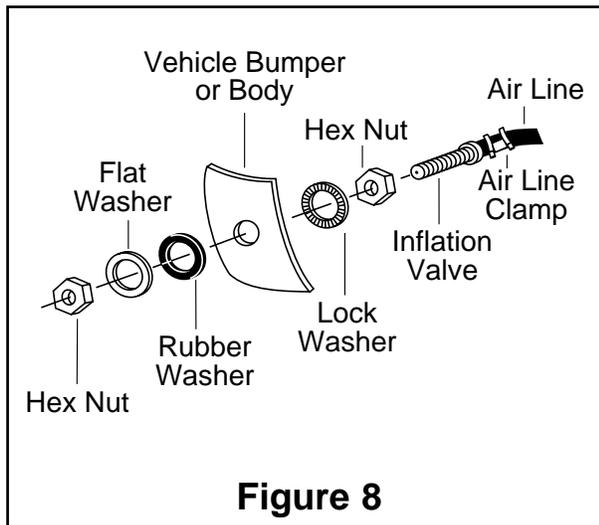


DUAL AIR LINE ROUTING

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

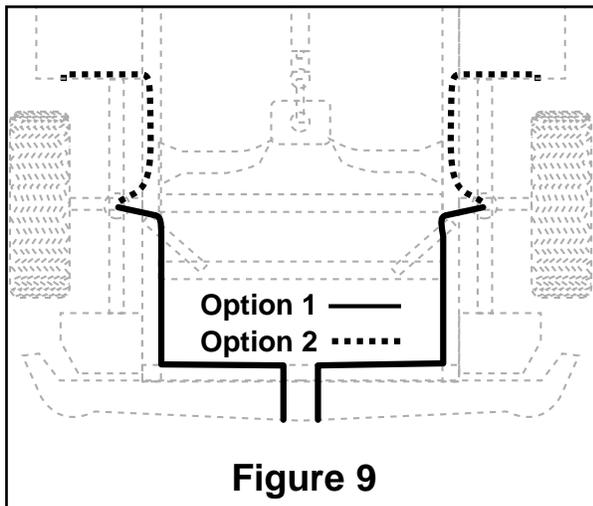
- A. Select a location for the inflation valves in the rocker panel flange, or rear bumper, assuring that each valve will be protected and accessible with an air hose (Figure 9).
- B. Determine and cut adequate length of air line to reach from valve location to left side air cylinder.

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



- C. Insert the air line through the lower spring seat.
- D. Slide air line clamp onto the cut air line. Push the air line onto the stem, covering all the barbed section. With pliers slide the air line clamp forward until it fully covers barbed section (Figure 5).
- E. Repeat process for right side.
- F. Drill 5/16" hole for inflating valves and mount as illustrated. Rubber washer is for outside weather seal (Figure 8).

- G. Route air line along control arm and frame to inflation valve location and cut off excess air line.
- H. Slide air line 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.



- I. Raise axle or lower body until air cylinders lightly touch the upper and lower spring seat.
- J. 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.

NOTE: Attach shock absorbers if removed earlier in the installation.

- K. Continue with step 8, page 1.

DO NOT INFLATE AIR CYLINDERS BEFORE READING MAINTENANCE/OPERATION TIPS.

FAILURE TO MAINTAIN MINIMUM PRESSURE WILL VOID THE WARRANTY

MINIMUM AIR PRESSURE 5 P.S.I.	MAXIMUM AIR PRESSURE 25 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/water 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 25 p.s.i. 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 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>	