

FIGURE 1

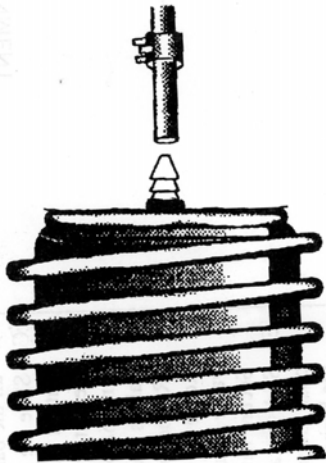




FIGURE 2

Option 1   
 Option 2 

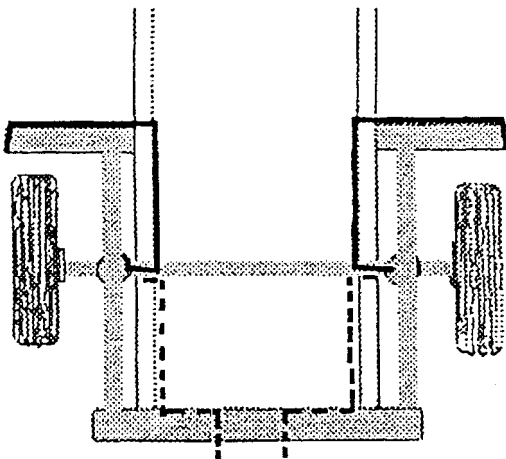


FIGURE 3

**NOTE:** The Polyair kit locates vertically in front and as close as possible to the axle housing. If necessary it can be moved further forward to clear the lower shock mount but keep assembly vertical. The kit should be a snug fit between the chassis rail and leaf spring with the vehicle unladen and sitting on its wheels. It may be possible to utilise an existing bump stop bolt (Figure 1) but a hole must usually be drilled for each end of the upper bracket.

1. Before working on vehicle, ensure vehicle is located on safety stands and is secure.
2. Assemble lower bracket (without bottom clamp bar) as per diagram overleaf and determine location of whole assembly as per above notes. There is some offset in the lower bracket which can be used to obtain clearance or enhance positioning.
3. Disconnect upper bracket from bag/coil assembly.
4. Using centre holes in upper bracket as a template, drill 1/4" holes in the chassis rail, at the determined location. If an existing bounce rubber bolt can be used, then only the forward hole need be drilled. A side hole can be used at one or both ends if some offset is required. It may be easier to begin drilling with a 1 1/16" pilot hole.
5. Secure bracket to chassis rail using the self tappers, one for each end. Some grease on the self tappers makes this easier (or re-use existing bounce rubber bolt).
6. Select a location for the inflation valves in the rocker sills or rear floor pan ensuring that each valve will be protected and accessible with an air hose (Figure 3).
7. Determine hose routing and cut adequate length of tube.

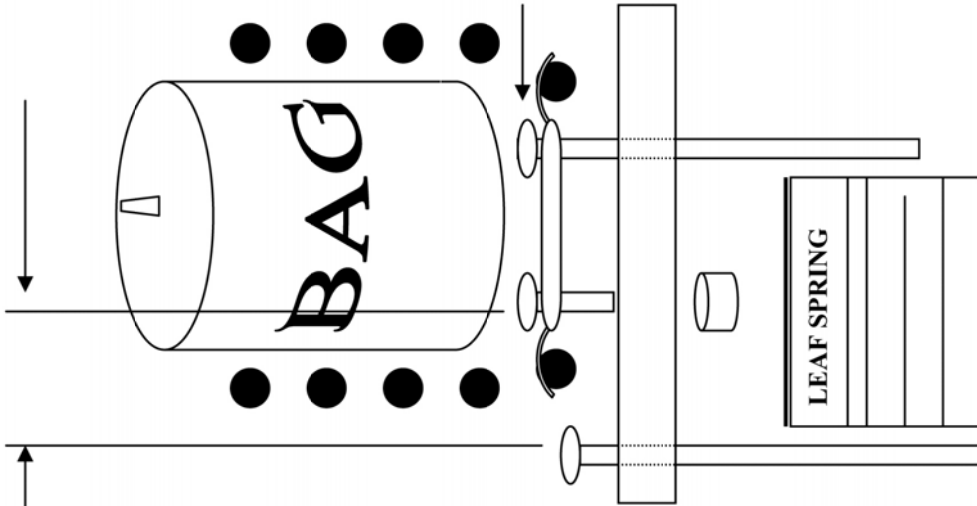
**CAUTION:**

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

8. Attach air hose to bag (Figure 2, refer A B C overleaf) and thread airline through upper bracket.
9. Reconnect bag/coil assembly to upper bracket and affix airlines.
10. Raise axle or lower body to enable attachment of lower clamp bar.
11. Cut excess bolt length to suit.

**IMPORTANT! Offset in lower assembly must be used to achieve clearances from disc brake calliper. Side hole of the upper bracket attaching to the chassis rail can be used to match.**

Use offset to enhance clearance and vertical alignment



This bolt head may be ground down to seat better in base plate



Wind curved base plate into coil spring until 1cm of coil wire overhangs (insert bolts beforehand)



\*

Excess threaded bolt may be cut to suit

\* ENSURE LOWER CLAMP IS CUPPED UPWARD

**BASE CLAMP ASSEMBLY**

- A. Slide metal hose clamp onto cut tubing.
- B. Push the tube onto the stem, covering all the barbs.
- C. Slide the metal hose clamp forward until it fully covers barbed section. Repeat process for right side.
- D. Drill 5/16" (8.0 mm) hole for inflation valves and mount as illustrated. (Rubber washer for outside weather seal). Route tubing along frame to inflation valve location and cut off excess. Secure with plastic straps.
- E. Slide metal hose clamp onto tubing and push tubing onto the fitting, covering all the barbs.
- F. Slide the metal hose clamp forward until it fully covers the barbed section.



Initial Inflation procedures

**CAUTION -**

Inflate before loading

To operate the air spring units, inflate the cylinders to the pressure indicated below. Load the vehicle then decrease the pressure until the vehicle is level. Do not attempt to raise a loaded vehicle by inflating the air springs. "Jack" up body of vehicle until level and then inflate to the desired pressure.

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

- G. Raise axle or lower body until air cylinders lightly touch upper and lower spring seats.
- H. Check TAIL PIPE clearance and ensure that it is at least 3 – 4 inches (75 – 100 mm) from air cylinders. If necessary, loosen clamps and rotate or move to obtain additional clearance.
- I. Inflate cylinders to 25-lbs. (170kpa) air pressure.
- J. Test for air leaks by applying a liquid soap solution to all valve cores, fittings and connections.
- K. Deflate Polyair Springs to determine best ride and handling. Sufficient air pressure must be maintained to help prevent bottoming-out.

**AN ABSOLUTE MINIMUM OF 5 PSI MUST BE KEPT AT ALL TIMES**

**CAUTION: DONOT EXCEED VEHICLE MANUFACTURER'S GROSS VEHICLE WEIGHT RATING.**

**MINIMUM PRESSURE  
5 PSI**

**MAXIMUM PRESSURE  
30 PSI**

