

FIGURE 1

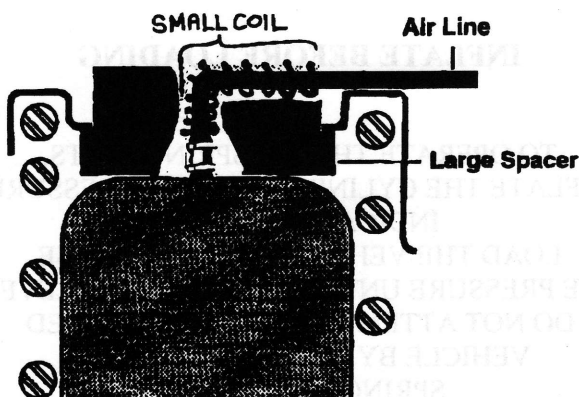




FIGURE 2

Option 1 
 Option 2 

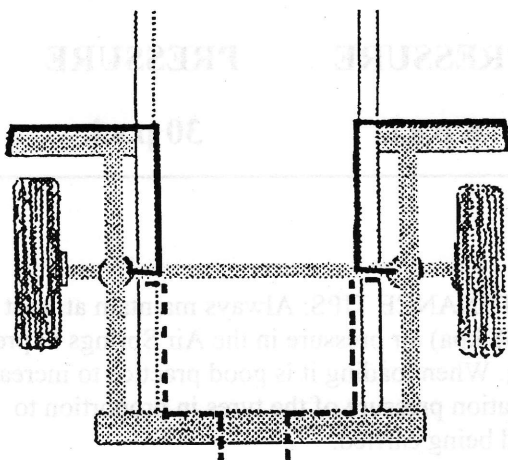


FIGURE 3

1. Before working on vehicle, ensure vehicle is located on safety stands and is secure.
2. Lower axle or raise body of vehicle until suspension is fully extended.
3. Coil springs must be removed from vehicle. Refer workshop manual if uncertain of method. Generally, lower shock absorber mounts and maybe panhard rod must be disconnected.

CAUTION:

**OBSERVE TENSION ON BRAKE HOSE
-DO NOT STRAIN -**

4. 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).
5. Determine hose routing and cut adequate length of tube.

CAUTION:

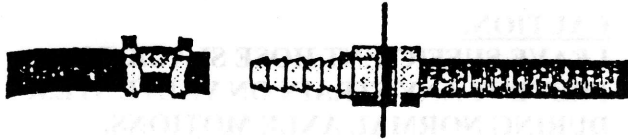
**LEAVE SUFFICIENT HOSE SLACK TO
PREVENT ANY STRAIN ON VALVE STEM
DURING NORMAL AXLE MOTIONS.**

6. Insert rubber block into hole in upper spring seat. Align trench cavity in upper surface with intended direction of air hose. (Figure 2).
7. Attach air hose to bag (Refer A, B, C Overleaf) and thread air line through small wire coil. This is to prevent kinking in rubber block. (Figure 2).
8. Insert small coil over airline until it reaches bag nubbin. Secure with insulation tape if desired. Repeat this process for the other side. (Figure 2).
9. Push air bag into coil with hose / stem at top of coil.
10. Thread hose and small wire coil into rubber block then re-install coil.

**FOR GU MODELS, TO ENSURE UPPER
BLOCK IS HELD SECURELY, THE INNER
FLANGE OF THE UPPER SPRING SEAT
MAY BE BENT SLIGHTLY INWARDS.**

**FOR COIL CAB UTES, ENSURE EDGES OF
CHASSIS REINFORCING - DO NOT -
PROTRUDE CLOSE TO BAG AREA.
BEND OR CUT AWAY IF THEY DO.**

- 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" (8.0mm) 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.



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 25lbs. (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:
DO NOT EXCEED VEHICLE
MANUFACTURER'S GROSS
VEHICLE WEIGHT RATING.**

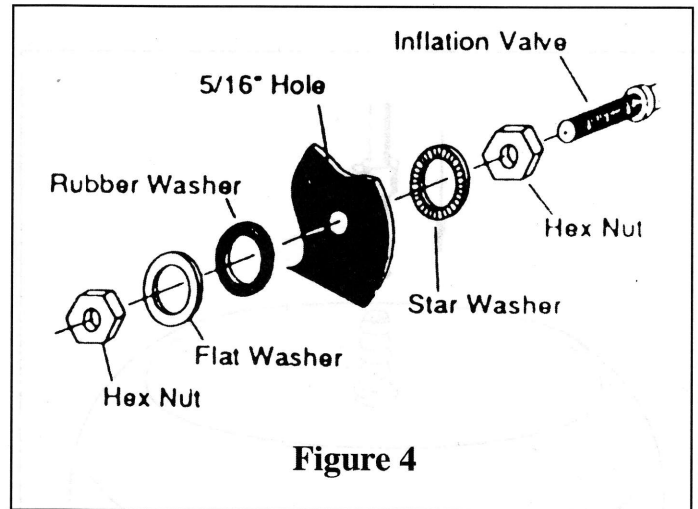


Figure 4

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 IF LOADED.

"JACK" UP BODY OF VEHICLE UNTIL LEVEL. AND THEN INFLATE TO THE DESIRED PRESSURE.

MINIMUM PRESSURE	MAXIMUM PRESSURE
5 p.s.i.	30 p.s.i.

MAINTENANCE TIPS: Always maintain at least 5 lbs (38 kpa) air pressure in the Air Springs to prevent chafing. When loading it is good practice to increase the inflation pressure of the tyres in proportion to the load being carried.