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W21-760-2320

INSTALLATION INSTRUCTIONS

All work should be carried out in a properly equipped workshop with due regard to Health and Safety Regulations. No further reference to Health and Safety Regulations will be made, but they must be considered at all times.

The kit should be opened and the contents checked against the parts list provided.

Identify the various components and familiarise yourself with them using drawings and information provided.

WARNING

Do not inflate this assembly when it is unrestricted. When installed, a minimum of 10 psi should be maintained in the air bellows at all times to avoid damage. Do not inflate beyond 100 psi.

IMPORTANT

This kit is not designed to increase the GVW of your vehicle. For your safety and to prevent possible damage to your vehicle, do not exceed the maximum load recommended by the vehicle manufacturer.

AIR SPRINGS	9000	2	3/8" SPECIAL FLAT WASHERS	8
UPPER BRACKETS	5377	2	3/8"-16 X 3.62" X 3" BAIL CLAMP	4
LOWER BRACKETS	5505	2	5/16" FLAT WASHERS	4
3/8" NUT PLATES	5245	4	PUSH TO CONNECT	
DISK	5260	2	INFLATION VALVES 3098	2
BRACKET STRAPS	5086	2	VALVE CAPS	2
BRAKE LINE BRACKET(Ford)	5375	1	PUSH TO CONNECT	
AIR LINE TUBING		1	ELBOW FITTINGS 3101	2
3/8"-16 X 1-1/2" HEX BOLTS		8	NYLON TIES	6
3/8"-16 FLANGE LOCK NUTS		8	THERMAL SLEEVES	2
3/8"-16 X 3/4" HEX BOLTS		6		

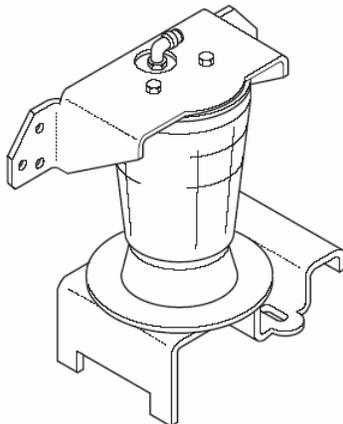


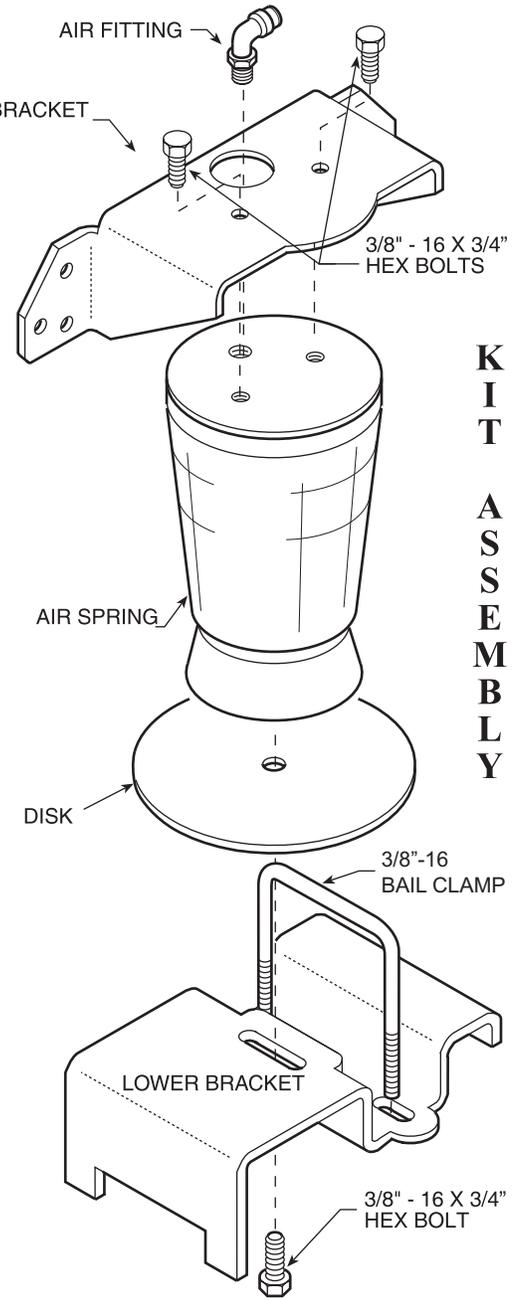
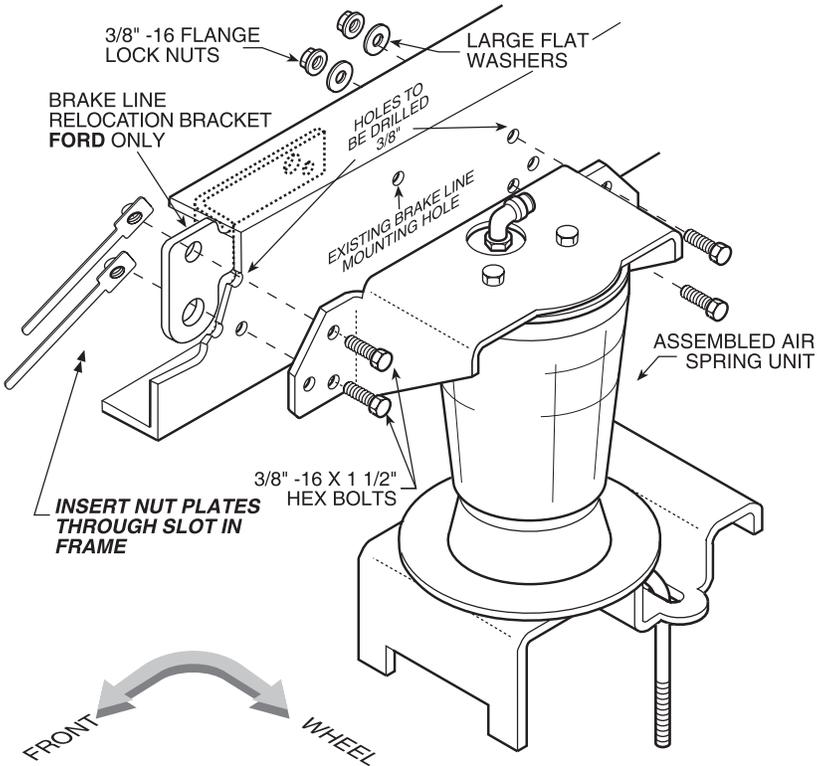
FIGURE "A"

NOTE: Both illustrations are of the left side of the vehicle. Reverse any orientations when assembling and installing the right side of the vehicle. Both airsprings are located just ahead of the vehicle's axle.

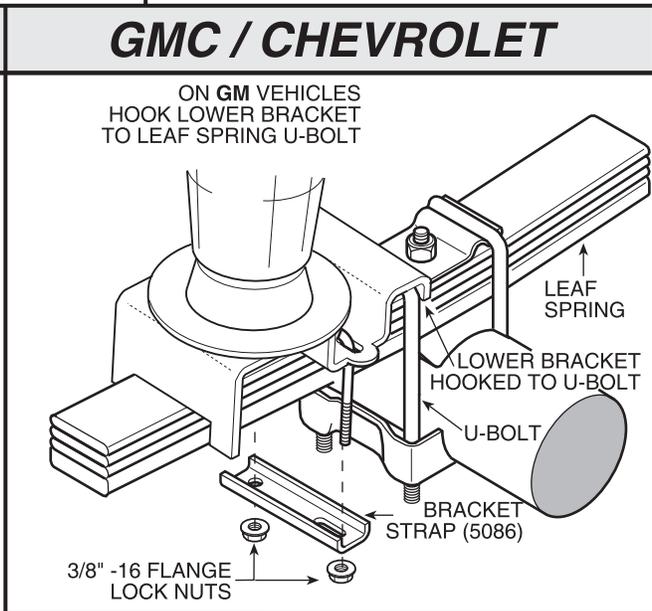
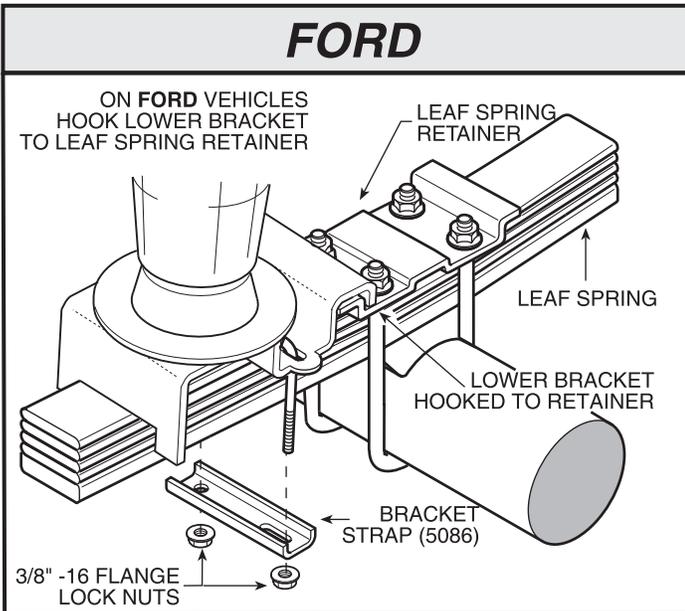
KIT TO FRAME ASSEMBLY

NOTE: FORD vehicles ONLY use supplied brake line bracket to relocate brake line.

GM vehicle frame rails may have reinforcing ribs on the frame rail. DO NOT drill through these ribs, simply allow the upper bracket flange to rest on the rib (refer to step 5).



KIT ASSEMBLY



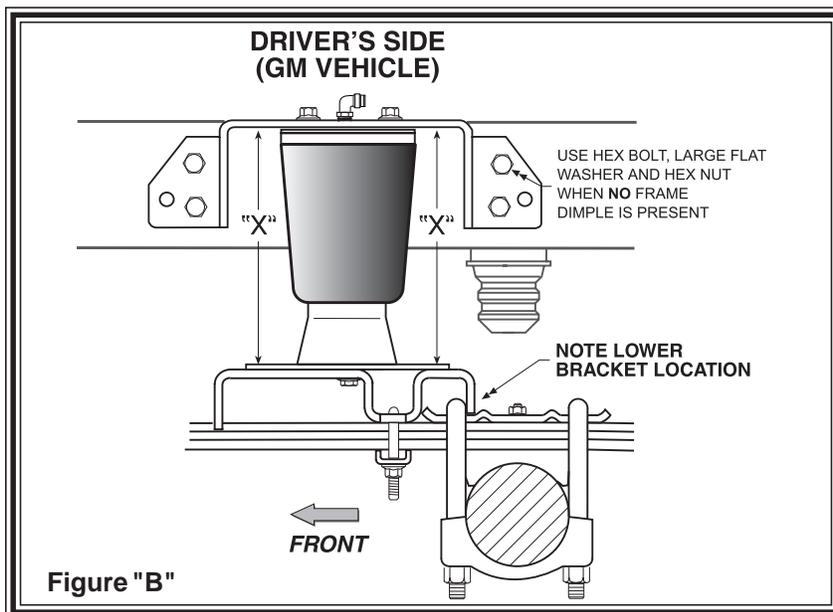


Figure "B"

STEP 1 - PREPARE THE VEHICLE

First, measure the distance between the tire and frame. If there is less than 6" of clearance, **do not proceed**. There should be no extra weight in the bed of the truck so that the initial ride height of your air helper spring kit will be correct. With the vehicle on a solid, level surface chock the front wheels. Raise the vehicle by the axle and remove the rear wheels. After the removal of the wheels, lower the vehicle so the axle rests on jack stands rated for your vehicles weight. Remove the negative battery cable.

THE "X" DIMENSION.

Throughout this manual we refer to an "X" dimension. This is the initial, un-inflated overall height of the air spring. Both right and left sides should be installed at the same height. The "X" dimension on this air spring is 7" to 9". The air spring may require some stretching to achieve this dimension.

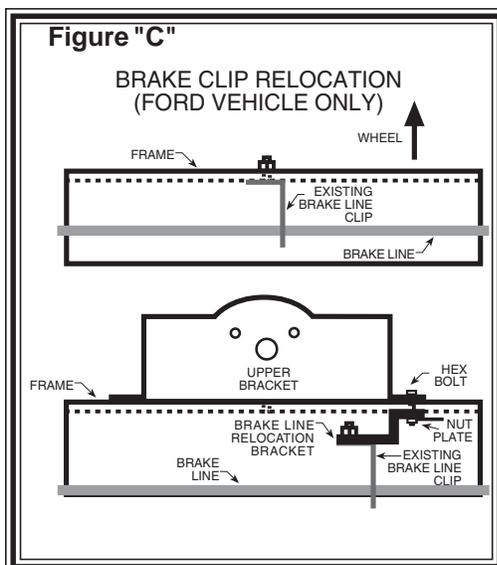


Figure "C"

STEP 2 - PRE-ASSEMBLE THE KIT

Select one air helper spring from your kit. Install the upper bracket by aligning the three holes on the air spring with the holes on the upper bracket. Fasten the upper bracket to the air spring using the 3/8" x 3/4" hex bolts as shown in *Figure "A"*. Install the air fitting as shown in *Figure "A"*. Tighten the air fitting to make contact with the Teflon ring and then tighten an additional 1/2 turn. No thread sealant is needed. Insert the bail clamp into the lower bracket. Next, attach the lower bracket and disk to the air spring using the 3/8" x 3/4" hex bolt (see *Figure "A"*). Note: Finger tighten the bolt securing the lower bracket and disk allowing the air spring to move freely. **This will be tightened after alignment in Step 6.**

STEP 3 - ATTACH LOWER BRACKET TO LEAF SPRING

Place the assembly on the left side on top of the leaf spring stack forward of the axle (see *Figure "A" and "B"*). Note the slight difference in the lower bracket position on top of the leaf spring plate between Ford and GM. Attach the lower bracket to the leaf stack using the bail clamp (installed earlier), the bracket strap, and the flange lock nuts as shown in *Figure "A" and "B"*. (Tighten to 15-20 ft. lbs.)

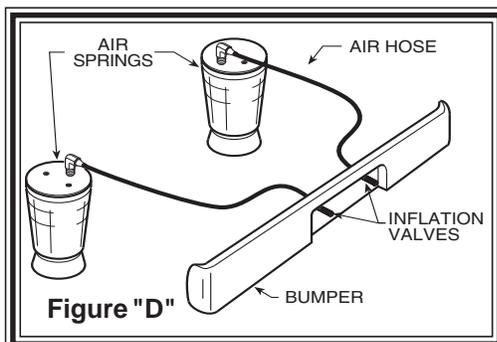


Figure "D"

STEP 4- (GM TRUCKS)

CAUTION: The frame rails on some GM trucks have reinforcing ribs used to strengthen to the frame rail. **DO NOT** drill through these ribs. If the holes in the upper bracket align with these ribs, choose another hole which is not on the rib and let the upper bracket rest against the rib. You must use 2 holes on each side of the upper bracket. *GM trucks with the reinforcing ribs will require a flat washer between the upper bracket and the frame to allow the upper bracket to rest squarely against the rib.*

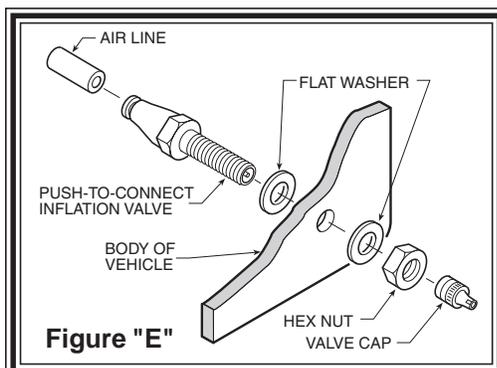


Figure "E"

STEP 4- (FORD TRUCKS)

On FORD vehicles, unbolt the brake line bracket from the left frame rail. Using the existing hardware, attach the brake line bracket onto the brake line relocating bracket provided. This relocating bracket will be attached to the inside of frame using the upper bracket mounting bolts. Relocation is necessary to prevent the original brake line bolt from rubbing the air spring. See *Figures "A" & "C"* for mounting.

STEP 5 – MARK AND DRILL HOLES IN THE FRAME RAIL

Visually align the air spring so that it is vertically straight and the upper and lower brackets are parallel. Place the upper bracket so the top of the bracket is parallel with the top of the frame rail. (*Note: The upper bracket should not extend beyond the top of the frame rail.*) see *Figure “A” and “B”*. Check the “X” dimension on both sides of the air spring, these dimensions should be the same (*refer to Figure “B”*). *Before drilling the holes make sure all electrical, brake and fuel lines are cleared from the path of the drill.* In order to prevent any damage to these lines it is recommended that a piece of wood be placed between the frame rail and the existing lines during drilling. With the air spring assembly in place, mark the upper left hole with a center punch. Drill the hole using a 3/8" drill bit.

STEP 6 – (ALL) ATTACHING THE UPPER BRACKET

Your kit includes 3/8" nut plates as well as 3/8" flange nuts that will be used to attach the upper bracket to the frame. These nut plates allow entry into the frame in the areas where it would be difficult to use a wrench. Once the hole has been drilled, attach the upper bracket using a 3/8" x 1 1/2" hex bolt and a nut plate (finger tight). (On Ford vehicles use the brake line relocating bracket) This will allow you to adjust the location of the upper bracket. Once the positioning of the upper bracket is parallel with the lower bracket and the “X” dimensions are the same, drill the remaining holes in the frame rail using the upper bracket as a template. Use the 3/8" x 1 1/2" hex bolts and nut plate on the front portion of the frame rail. Use the 3/8" x 1 1/2" hex bolts, large flat washers (inside of the frame) and the flanged hex nuts to fasten the upper bracket to the frame rail. *Figure “A”*. Tighten the bracket attaching bolts to 28 – 32 ft. lbs. **Once the upper bracket is secure, align the bottom of the air spring side to side to ensure that it is vertical. Tighten the bolt securing the lower bracket to the air spring.**

STEP 7 - INSTALLATION OF THE RIGHT SIDE ASSEMBLY

Follow steps 1-5, reversing all orientations, for assembly and installation of the passenger's side assembly. Both air helper springs will install just to the front of the axle.

STEP 8 - INSTALL THE AIR LINE AND INFLATION VALVE

Uncoil the air tubing and cut it into two equal lengths. *DO NOT FOLD OR KINK THE TUBING.* Try to make the cut as square as possible. Insert one end of the tubing into the elbow fitting installed in the top of the air helper spring. Push the tubing into the fitting as far as possible.

Select a location on the vehicle for the air inflation valves. This can be on the bumper or the body of the vehicle, as long as it is protected so the valves will not be damaged (*see Figure “D”*). Drill a 5/16" hole and install the air inflation valve using two 5/16" flat washers per valve as supports (*see Figure “E”*). Route the tubing from the air helper spring to the inflation valve, avoiding direct heat from the engine, exhaust pipe, and away from sharp edges. The air line tubing should not be bent or curved sharply as it may buckle with age. Secure the tubing in place with the nylon ties provided. Push the end of the air line tubing into the inflation valve as illustrated (*see Figure “E”*).

STEP 9 - CHECK THE AIR SYSTEM

Once the inflation valves are installed, inflate the air helper springs to 50 psi and check the fittings for air leaks with an applied solution of soap and water. If a leak is detected, deflate the air spring by depressing the valve core. The tubing can easily be removed from the fittings by pushing the collar on the fitting towards the body of the fitting while pulling out the tube. Next, check the tubing connection to ensure that the air tubing is cut as square as possible and that it is pushed completely into the fitting.

If a leak is detected where the air fitting screws into the air spring, gently tighten the air fitting into the spring until the leak stops. Also, check the core of the inflation valve. This valve core can be tightened using the cap. Re-inflate the air spring and check for leaks again if needed.

This now completes the installation. Install the wheels and torque the lug nuts to the manufactures specifications. Raise the vehicle by the rear axle and remove the jack stands and lower the vehicle back onto the ground. Re-attach the negative battery cable and remove the wheel chocks from the front wheels. Before proceeding, check once again to be sure you have proper clearance around the air springs. **With a load on your vehicle and the air helper springs inflated, you must have at least 1/2" clearance around the air springs.** As a general rule, the Air Helper Springs will support approximately 30 lbs. of load for each psi of inflation pressure (per pair). For example, 50 psi of inflation pressure will support a load of approximately 1500 lbs. per pair of air helper springs. *FOR BEST RIDE* use only enough air pressure in the air helper springs to level the vehicle when viewed from the side (front to rear). This amount will vary depending on the load, location of load, condition of existing suspension and personal preference.

NOTE:

Too much air pressure in the air helper springs will result in a firmer ride, while too little air pressure will not allow the improvement in ride and handling that is possible. **TOPREVENT POSSIBLE DAMAGE MAINTAIN A MINIMUM OF 10psi IN THE AIR HELPER SPRINGS AT ALL TIMES. AFTER LOADING, YOU MAY USE UP TO 100psi PER SIDE TO LEVEL THE TRUCK.**

WHEN THE TRUCK IS LIFTED INTO THE AIR FOR SERVICE, DEFLATE BOTH AIR SPRINGS COMPLETELY. AFTERWARDS, RE-INFLATE TO 10psi PRIOR TO DRIVING.

OPERATING PRESSURE: MIN. - 10 PSI MAX (LOADED) - 100 PSI