

# AIR LIFT 1000

ADJUSTABLE AIR SPRING SUSPENSION

by



MN-410  
(01907)  
NPR2712

## KIT No. 60754

Please read these instructions completely before proceeding with installation

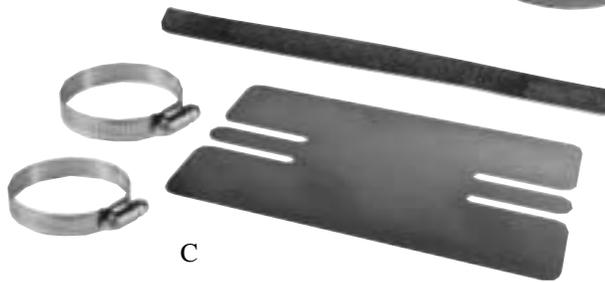
### Air Spring Kit Parts List

Item	Description	Quantity
A	Air Spring	2
B	Lower Protectors	2
C	Heat Shield Kit	1

B



A



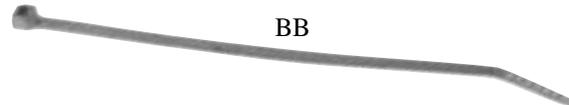
C

### Air Line Assembly Parts List

Item	Description	Quantity
AA	Air Line Assembly	1
BB	Tie Strap	6
CC	Valve Caps	2
DD	5/16" Flat Washer	2
EE	Rubber Washer	2
FF	Star Washer	2
GG	5/16" Hex Nut	4
HH	Plastic Tee	1
JJ	Line Clips	6
KK	Inflation Valve	1



AA



BB



CC



DD



EE



FF



GG



HH



JJ

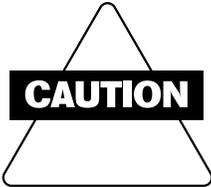


KK

## Tools Needed

Open-end or box wrenches  
Pliers  
Ratchet with deep well sockets  
Drill and 5/16" bit

Hoist or Floor Jacks  
Safety Stands  
Safety Glasses  
Air Compressor, or Compressed Air Source  
Spray Bottle with Dish Soap/Water Solution



Compressed air can cause injury and damage to the vehicle and components if it is not handled properly. For your safety, do not try to inflate the air springs until they have been properly secured to the vehicle.



Disconnect the sway bar links.

Raise the vehicle



If the vehicle is raised with an axle contact hoist, place axle stands under the frame and lower the axle as needed . . .

or . . .



If the vehicle is raised with a frame contact hoist, place axle stands under the axle and lower the frame as needed . . .

or . . .



If the vehicle is raised with a jack on the axle, place axle stands under the frame and lower the axle as needed...

But do not perform the next step without restraining the axle from falling.



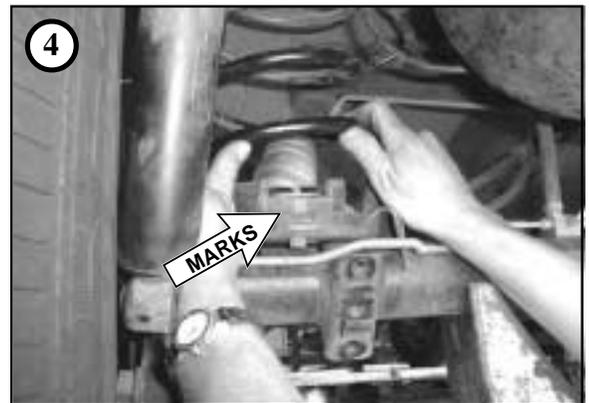
Disconnect both lower shock mountings.

Pry or pull jounce bumper out of pocket in lower spring seat. Jounce bumper must be loose to remove spring in next step.



Drop the axle so the coil springs can be removed.

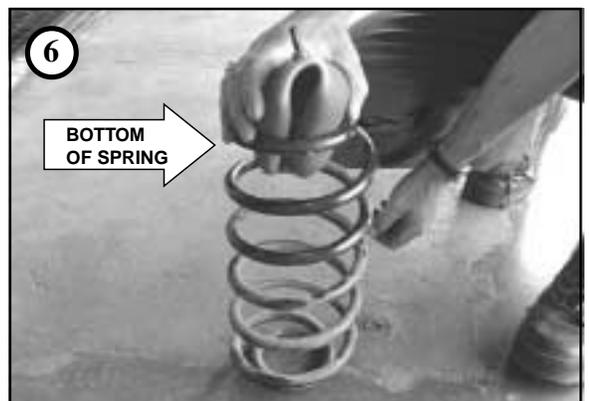
Mark the spring and retainer for orientation and pull coil spring up out of lower spring retainer and remove. Discard jounce bumper.

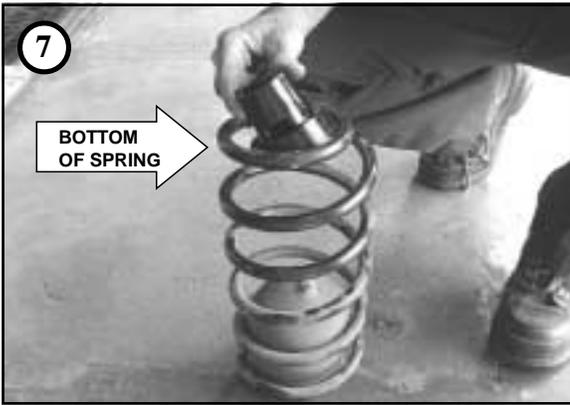


Deflate air cylinder and replace valve cap to keep cylinder deflated.



Insert air cylinder into coil spring with stem towards the bottom of the coil. Spring is shown in picture with bottom up.

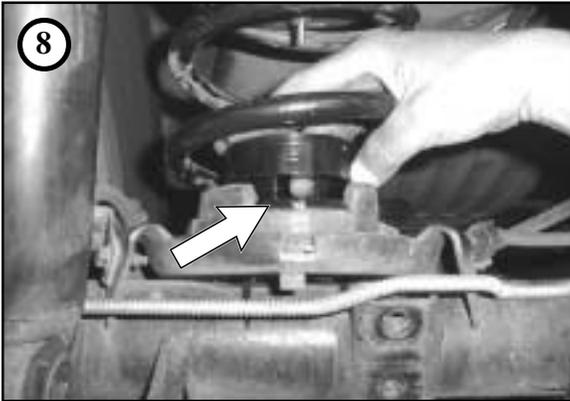




Insert pedestal into the bottom of the coil spring as shown.

Reinstall coil into vehicle. Align the marks made in previous step.

Insert small end of protector into lower spring seat pocket. Make sure side window on protector faces rear of vehicle.



**PROCEED WITH OTHER SIDE OF VEHICLE, FOLLOWING ALL PRIOR STEPS.**

Find a suitable location for the tee, such as along the back side of the axle near the center. Determine and cut adequate lengths of air line to route to both air springs from the tee.

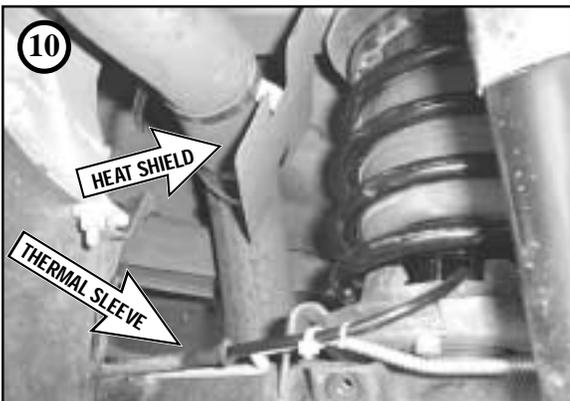


Slide hose clip onto air line. Thread air line through window in protector and attach to air cylinder. Use pliers to open hose clip and slide over end of air line and air cylinder barbed fitting.

Push the cylinder down flat against the protector (Figure 9).

Repeat for other side.

Slide the thermal sleeve onto air line on right side, placing it along air line where it is nearest the exhaust (Figure 10).



This kit requires the installation of an exhaust heat shield. The shield is attached to the exhaust pipe, with the flanges being bent for component clearance. **Bend tabs to provide 1/2" dead air space between exhaust pipes and heat shield and maximum clearance with spring** (Figure 10).

Route air lines along axle, securing line with tie wraps.

Connect the two air lines from the cylinders to opposite legs of the tee. Attach remaining length of air line to last leg of tee.

Determine a location for your inflation valve, such as under the bumper (Figure 11)...

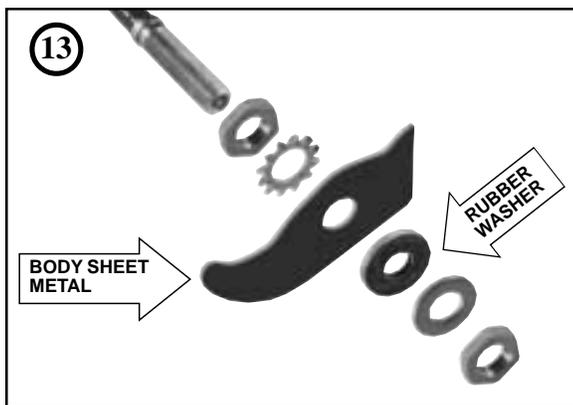


...or on the bumper next to the hitch receiver (Figure 12).

Route free end of remaining air line to this location, securing with tie wraps.

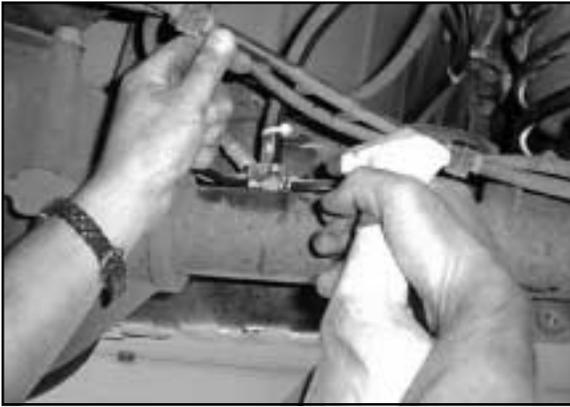


Drill a 5/16" hole for inflation valve and mount as illustrated (rubber washer is for outside weather seal). See Figure 13. Slide hose clip onto free end of remaining line, push line onto inflation valve and put on hose clip to secure line.



Raise the axle back to stock position.  
Reattach shocks to lower shock mountings.  
Reconnect sway bar links (Figure 14).





Inflate air springs to 10 psi. Spray all connections and the inflation valves with a solution of 1/3 dish soap and 2/3 water to check for leaks. You should be able to spot leaks easily by looking for bubbles in the soapy water. Now adjust air pressure for optimal comfort and performance - minimum 5 psi and maximum 35 psi.

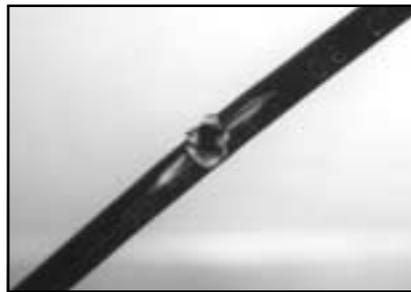


Check the air pressure again after 24 hours. A 2 to 4 psi loss after initial installation is normal. Retest for leaks if the loss is more than 5 psi.

## Troubleshooting Guide



Leak test all air line connections. Repair or replace as needed.



Inspect air line for holes and cracks. Replace as needed.



Inspect air lines to be sure it is not pinched. Tie straps may be too tight. Replace strap.



A kink or fold in the air line. Reroute as needed.



Leak test the inflation valve for leaks at the air line connection or dirt or debris in the valve core.

You have now tested for all of the most probable leak conditions that can be easily fixed. At this point the problem is most likely a failed air spring - either a factory defect or an operating problem. We suggest that you return the vehicle to your installer. If self-installed or you are the professional installer, please call Air Lift at 1-800-248-0892 for assistance or a replacement air spring.

## Post Installation Checklist (TO BE COMPLETED BY OWNER)

- \_\_\_\_\_ 1. Overnight Leakdown Test - Recheck air pressure after vehicle has been used for 24 hours. If pressure has dropped more than 5 psi, you have a leak that must be fixed. Either fix the leak yourself or return to the installer for service.
- \_\_\_\_\_ 2. Air Pressure Requirements - I understand that the air pressure requirements of my air spring system are as follows:

Minimum \_\_\_\_\_ Maximum \_\_\_\_\_

Exceeding the maximum recommended air pressure will result in the air spring "bulging out" between the coils of the spring which may cause the air spring to be pinched or may rub a hole into the cylinder.

## Maintenance and Operations

<b>MINIMUM AIR PRESSURE</b>	<b>MAXIMUM AIR PRESSURE</b>
<b>5 psi</b>	<b>35 psi</b>

**By following these steps, vehicle owners should obtain the longest life and best results from their air springs.**

1. Check the air pressure in the air springs weekly.
2. Always maintain at least the recommended minimum air pressure to prevent the air spring from being pinched. Never inflate beyond the recommended maximum air pressure.
3. If you develop a leak in the system, use a soapy water solution to check all air line connections and the inflation valve core before deflating and removing the air spring.
4. Always add air to springs in small quantities, checking the pressure frequently. Air springs require less air volume than a tire and inflate quickly.



*Thank you for purchasing Air Lift Products*

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**FOR TECHNICAL ASSISTANCE CALL 1-800-248-0892**