350 S. St. Charles St. Jasper, In. 47546
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Part # 19002003
2000lb Air Spring Kit – Side Frame Upper / Weld On Lower

Components:

2	90007076	Rolling sleeve air spring
2	90000001	Weld-on axle bracket
2	90000002	Bolt-on upper bracket
2	31952201	1/8” npt x ¼” tube 90 degree air line fitting

Hardware:

8	99371004	3/8” x 1 1/4” USS bolt	Upper bracket to frame
8	99372002	3/8” USS Nylok nut	Upper bracket to frame
2	99371003	3/8” x 1” USS bolt	Air spring to lower bracket
2	99373005	3/8” lock washer	Air spring to lower bracket
10	99373003	3/8” SAE flat washer	Air spring mounting
2	99752004	3/4” SAE jam nut	Air spring to upper bracket

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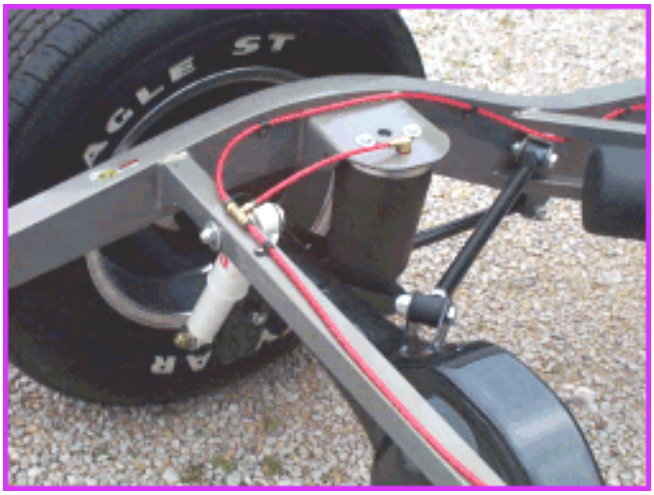
AIR RIDE INSTALLATION ON REARENDS [using weld-on brackets]

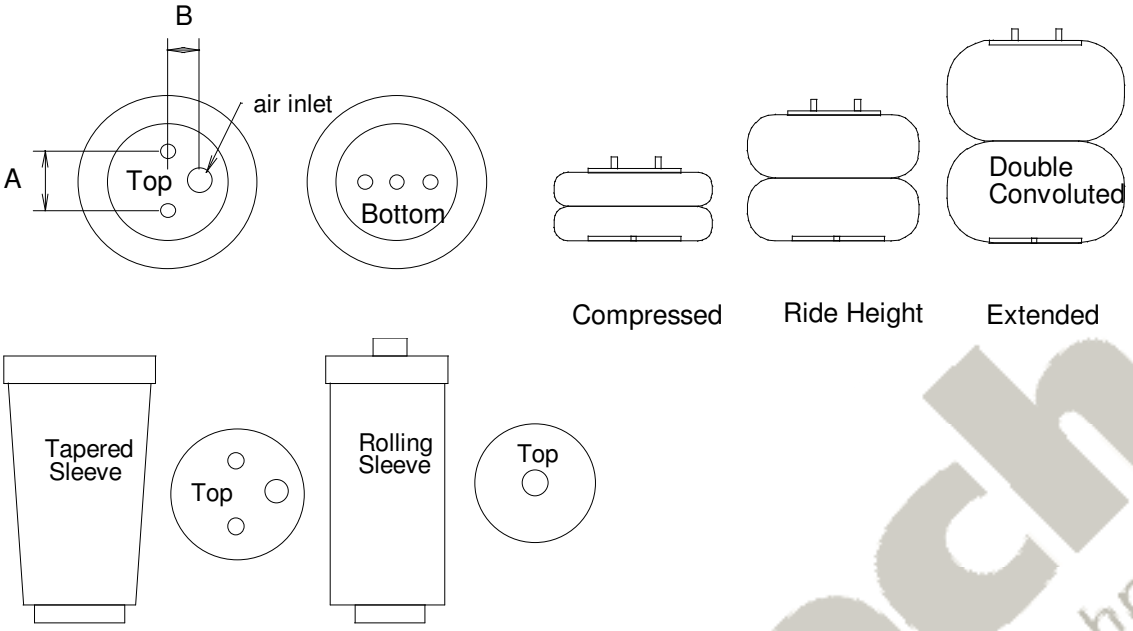
1. Set rear of vehicle at ride height. You may have to remove the coilsprings or some of the leafs to let the vehicle settle to the desired ride height. Remember that this is the height that you want the car to go down the road at. You will have approx. 4" of drop available from this point.[Note: You must leave at least 2 leafs in the leafspring pack for lateral stability. If the vehicle is not low enough at that point, a 4 link or ladder bar suspension should be considered.]
2. Record measurement of axle and fender lip so this relationship can be recreated at a comfortable working height.
3. When the vehicle is safely supported at working height, determine where the axle mount will be placed. The weld-on axle mount can be positioned a number of different ways, but should be level [with the vehicle]. Examine the area closely for obstructions such as exhaust and brake lines. Remember that the inflated diameter may be substantially larger than the uninflected diameter. [Refer to the dimension chart.]
Remember: ***THE AIRSPRING BELLOWS MUST NOT TOUCH ANYTHING AT ANYTIME!***
At ride height, the airspring brackets should be aligned and parallel.
TIP: Temporarily joining the lower and upper brackets together with a length of all-thread and some nuts and washers at the correct installed height will help keep them aligned and parallel during installation.
4. After the brackets are tack welded, install the airspring and run the suspension through its travel to ensure NOTHING touches the airspring. Make adjustments if necessary. When final welding, take precautions to minimize axle tube warpage.
5. A bump stop must be installed to maintain at least 2" of ground clearance when the airsprings are fully deflated. This bump stop must also prevent the vehicle from resting on the airspring at full deflation. Refer to the minimum height in the airspring dimension chart to determine the proper bumpstop position.
6. The lower bracket has a 7/16 hole for mounting the shock absorber. The upper shock mount will be welded to the frame or to the upper airspring bracket. Make sure the shock "tops out" before the airspring exceeds its maximum height. [This dimension is in the airspring dimension chart].This will let the shock "capture" the suspension, and will ensure that the airspring is not damaged by over-extension. Also make sure the vehicle will rest on a bump stop before the shock "bottoms out".



Pro Street lower bracket / under-frame bracket:

The “Pro street” lower bracket is designed to drop the airspring 4” below the axle tube. This will accommodate a rear suspension that is very compact [such as a pro street vehicle] or that requires that the airspring be below the frame rail. This bracket also incorporates the lower 4-link mount and/or the lower shock mount.
The upper mount is often best located under the frame rail. Our under frame bracket is fastened to the side of the frame rail and is configured to mount the airspring *under* the frame rail. This bracket may also be turned around to mount the airspring slightly *beside* the frame rail.

DIMENSION CHART



AIRSPRING DIMENSION CHART

PART#	*TYPE*	*Capacity @100psi*	*Compress Height*	*Ride Height*	*Max. Height*	*Max Diameter*	*Bolt Pattern*
255C [F6957]	Double Convoluted	2040#	3”	5”-6”	7”	6.5”	A=1.75 B=.875
224C [F0335	Double Convoluted	3150#	3”	5”-6”	8”	8.0”	A=2.75 B=1.312
26C [F7325]	Double Convoluted	3400#	3”	5”-6”	10”	8.5”	A=2.75 B=1.312
20 [F6908]	Double Convoluted	4790#	3”	7”-8”	11”	9.9”	A=3.50 B=1.75
F2107	Rolling Sleeve	4000#	6”	9” - 12”	16”	9”	A=3.50 B=1.75
F9000	Tapered Sleeve	1500#	4.5	8-9””	13”	5”	A=2.75 B=1.312
F9002	Tapered Sleeve	1500#	4.5	7-7.5”	12”	5”	A=2.75 B=1.312
F9003	Tapered Sleeve	1500#	4.5	6.5-7”	11”	5”	A=2.75 B=1.312
F9010	Tapered Sleeve	2000#	6.5”	10.5”-11.5”	16”	6.5”	.750 SAE/.250npt
7012	Rolling Sleeve	1020#	4”	7.5”-8.5”	13”	5”	.750SAE/.125npt
7076	Rolling Sleeve	800#	3.5”	5”-6”	9”	4”	.750SAE/.125npt

CAUTION!!! EXCEEDING THESE DIMINSIONS MAY RESULT IN SUDDEN AIRSPRING FAILURE! PROPER CLEARANCES MUST BE MAINTAINED AT ALL RIDE HEIGHTS AND STEERING ANGLES. BUMPSTOPS MUST BE USED TO LIMIT SUSPENSION TRAVEL BEFORE THESE DIMENSIONS ARE EXCEEDED.PLEASE CALL AIR RIDE TECHNOLOGIES IF YOU HAVE ANY QUESTIONS. 812.482.2932