



Installation Manual

ACCUAIR: Rocker Switch

Congratulations!

Thank you for purchasing the revolutionary e-Level™ system by AccuAir.

This system manages the height of up to 4 Air Springs and offers never before seen accuracy in all applications by constantly learning your vehicle's characteristics. Through the use of advanced height monitoring techniques, this system automatically corrects for changes in load, whether driving or parked, minimizing user input and maximizing accuracy throughout your driving experience. To enhance the entire system's performance and reliability, the AccuAir e-Level™ also manages your Air Compressor(s) to keep onboard air at an ideal pressure for your application.

To maximize functionality, the AccuAir e-Level™ allows you to select from three distinct vehicle heights through a Rocker Switch:

- 1.) **Ride Height** (The height that you will typically drive your vehicle at).
- 2.) **Low/Cruise** (Typically set at 10% of your total suspension travel).
- 3.) **High/Extra Clearance** (Typically set at 90% of your total suspension travel to increase mobility and clear driving obstacles).

A yellow circular callout with a black scalloped border containing the following text:

THE SYSTEM
MUST BE
CALIBRATED
BEFORE USE
SEE Opp Man
PAGE 6.

Table Of Contents

<u>Description</u>	<u>Page Number</u>
Terms & Conditions	3
Wiring Diagram	4-5
Installation Overview	6
Mounting & Wiring Instructions	7-12
Testing Mechanical & Electrical Hookup	13
Ride Height Sensor Installation	14-20
Setup Programming	21
Mounting Templates	22-26

Terms & Conditions:

AccuAir Control Systems, L.L.C. is hereby referred to as **ACCUAIR**. The Purchaser, end-user, or installer is hereby referred to as **CUSTOMER**.

Warranty

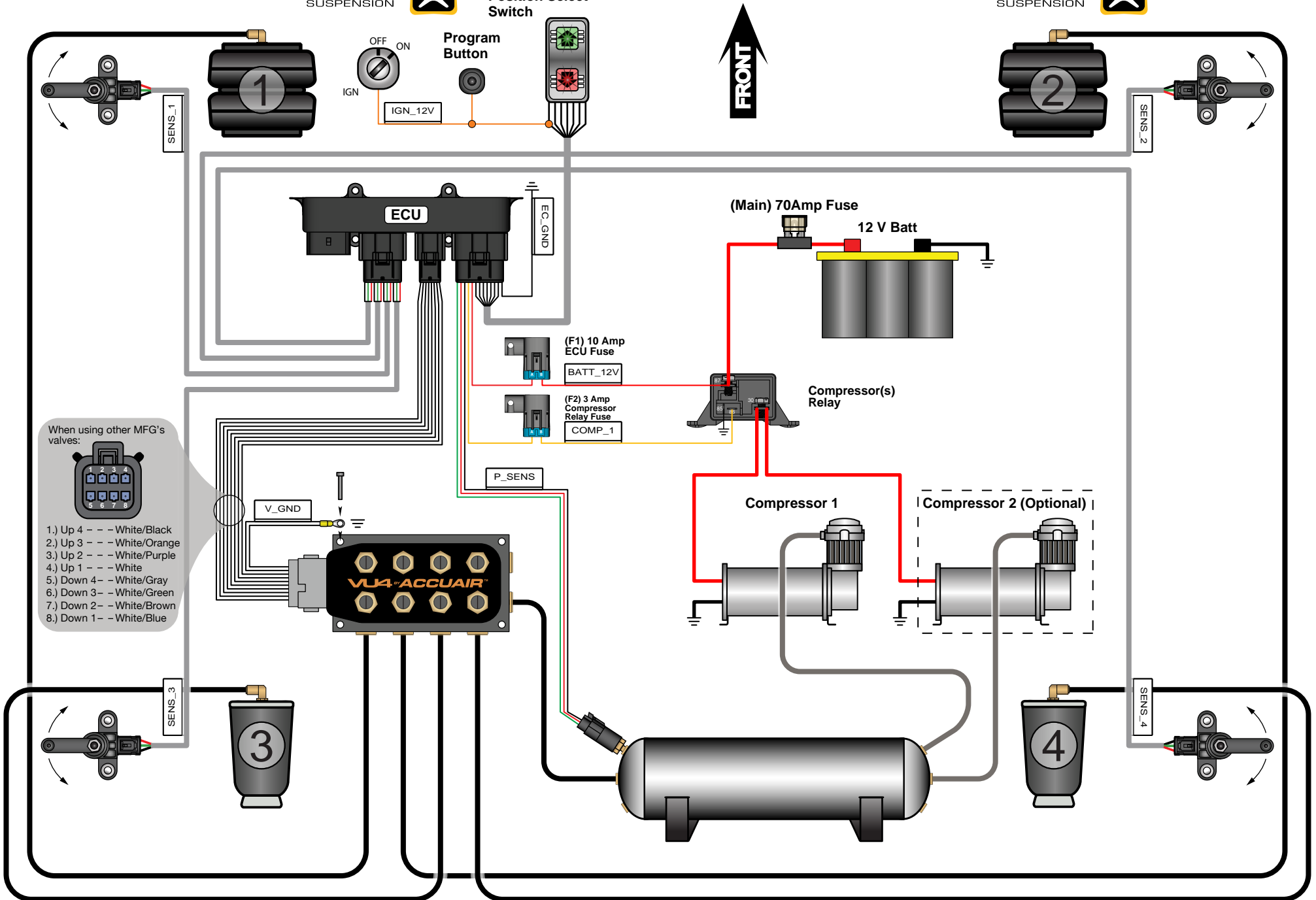
ACCUAIR will repair or replace any failed components for the life of the vehicle given that the components were installed and operated as intended by **ACCUAIR**. Upon the return of a failed component(s), **ACCUAIR** will determine the cause of failure. If it is due to improper installation, or misuse of the system, a repair charge will be assessed and the customer will be contacted before work is performed or replacement parts are shipped. If the failure is due to faulty parts, then **ACCUAIR** will repair or replace the failed components at their own discretion and in a timely manner.

Legal Disclaimer

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- System operation and installation is at the **CUSTOMER's** own risk. **ACCUAIR** accepts no liability for damage of property or persons caused by its products, components, accessories, installation instructions or otherwise.
- ACCUAIR** accepts no responsibility for systems, products or components provided by other manufacturers for use with or around the **ACCUAIR** system. For components other than **ACCUAIR's**, follow the manufacturer's instructions for installation and operation.



WARNING: No part of the vehicle should be able to contact the ground when all air is out of the air springs.



- When using other MFG's valves:
-
- 1.) Up 4 --- White/Black
 - 2.) Up 3 --- White/Orange
 - 3.) Up 2 --- White/Purple
 - 4.) Up 1 --- White
 - 5.) Down 4 --- White/Gray
 - 6.) Down 3 --- White/Green
 - 7.) Down 2 --- White/Brown
 - 8.) Down 1 --- White/Blue

Installation Overview:

After your Air Springs and Suspension Components have been installed, you can begin installing the AccuAir components in the following order:

- 1.) Install VU4 (Valve Unit)
- 2.) Install ECU (Electronic Control Unit)
- 3.) Install Height Selection Rocker Switch
- 4.) Install Tank Pressure Sensor
- 5.) Install Air Compressor(s)
- 6.) Install Wiring Harnesses
- 7.) Test Wiring and Mechanical Components
- 8.) Install Ride Height Sensors
- 9.) **CALIBRATE SYSTEM**

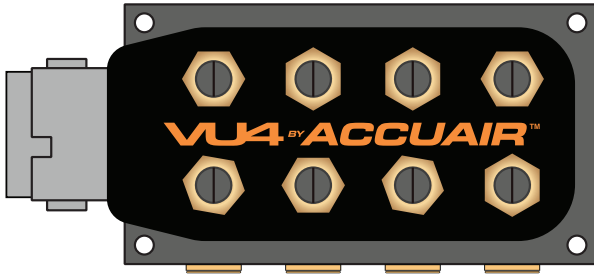


WARNING: Make sure to disconnect the vehicle battery ground terminal throughout the wiring process.

VU4 (Valve Unit) Mounting:

Valve Mounting Considerations

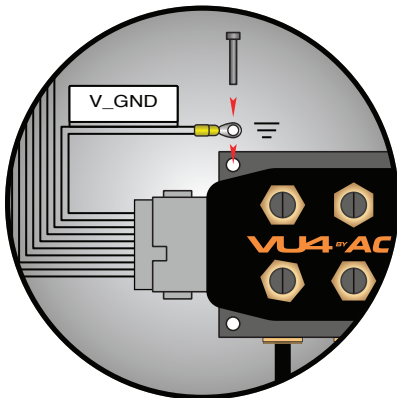
- These valves are 100% weather-proof and can be mounted under vehicle.
- You will need to mount the ECU near the valves, so make sure that there is enough space for both items.



Step-by-Step

- 1.) Find a flat location to mount the VU4. This should allow enough room for the airlines to be inserted without too much bending.
- 2.) Transfer hole pattern from the **VU4 Mounting Template** on page 22.
- 3.) Drill holes with a 3/16" drill bit and bolt the VU4 down with the included #10-24 Allen head cap screws.
- 4.) Place the ground eyelet from the VU4 wiring harness under one of the cap-screws and make sure that this screw has good contact to chassis ground. (Remove paint or coatings to expose bare metal)
- 5.) You may use this same location to place the ECU ground, so do not tighten yet.

Ground Eyelet Installation



Wire Color Description

When using other MFG's valves:



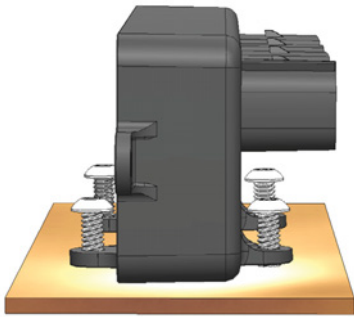
- 1.) Up 4 — — — — White/Black
- 2.) Up 3 — — — — White/Orange
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- 4.) Up 1 — — — — White
- 5.) Down 4 — — — — White/Gray
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- 7.) Down 2 — — — — White/Brown
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ECU Mounting:

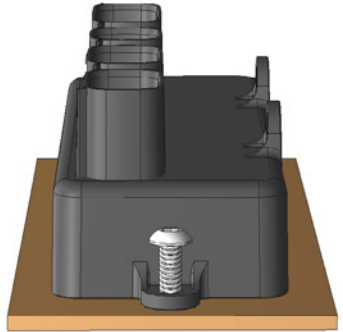
ECU Mounting Considerations

- The ECU is 100% weather-proof and can be mounted under vehicle next to the valves.
- The ECU can be mounted upright or on its back as seen below. (If back mounted, back tabs must be removed)
- The following diagrams illustrate both “Standard” and “Optional” mounting configurations.

Bottom Mounting (Standard):
See ECU Mounting Template
on page 24.

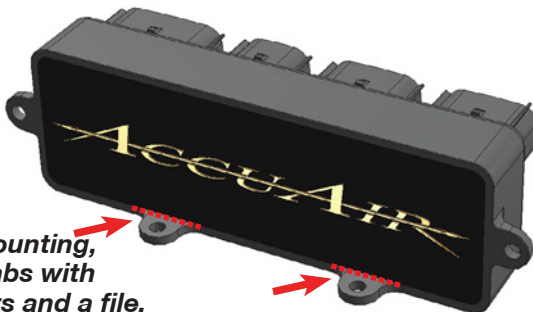


Back Mounting (Optional):
See ECU Mounting Template
on page 26.



Step-by-Step

- 1.) Find a flat location near the VU4 (Valve Unit) to mount the ECU.
- 2.) Plug-In the Valve Harness while finding the mounting position to make sure that it reaches.
- 3.) Transfer hole pattern from the ***ECU Mounting Template*** on pages 24 & 26.
- 4.) Drill holes with a 3/16” drill bit and bolt the ECU down with the included #10-32 Allen head cap screws.



***For optional mounting,
remove back tabs with
diagonal cutters and a file.***

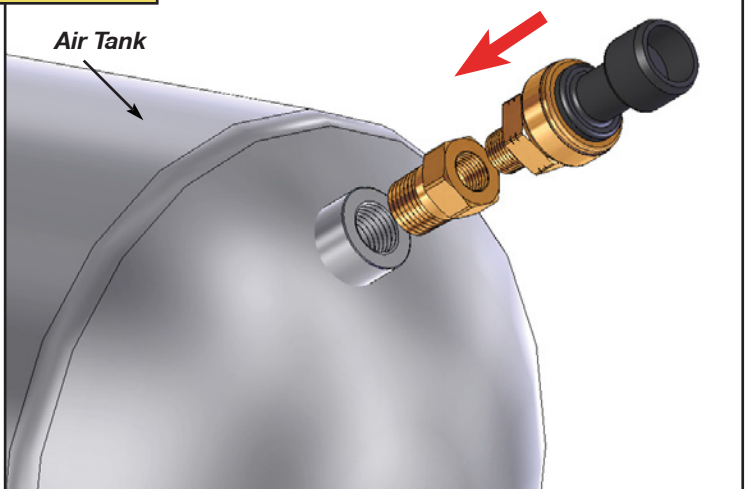


Pressure Sensor Mounting:

Tank Pressure Sensor Mounting Considerations

- Mount the Pressure Sensor vertically with the threads aiming downward to avoid moisture build up in the sensor.
- Mount the Sensor close to the ECU to connect the pre-terminated sensor harness that is part of the Main ECU Harness.

Example 1:
Pressure Sensor Mounting.
(In the top of the tank)



⚠ WARNING: e-Level™ System is NOT compatible with any other Pressure Sensor or Switch.

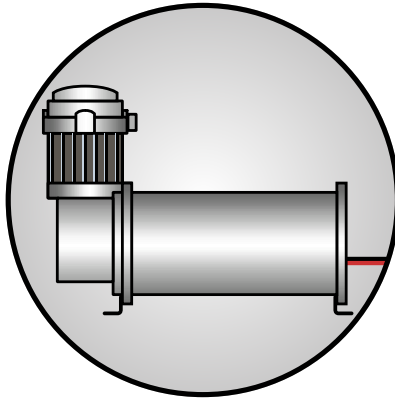
Step-By-Step

- 1.) Coat the threads of the Sensor and any threaded fitting or adapter used in the air supply system with a thread sealer to help prevent air leaks. We recommend a liquid thread sealer for best results but Teflon tape will work also. We strongly recommend an Anaerobic Thread Sealer such as **Loctite's (P/N: 565)**
- 2.) After tightening the sensor wipe off the excess thread sealer.

Installing & Wiring Air Compressor(s):

Air Compressor(s) Mounting Considerations

- There should be a fuse in between the Compressor(s) and the battery.
- The Compressor(s) get very **HOT** during operation. Make sure to leave space between items that are susceptible to heat. (Wires, Nylon-Air Line, etc.)



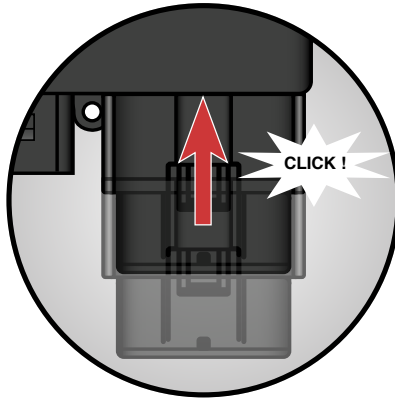
Step-By-Step

- 1.) Find a location for the Compressor(s) to be mounted with good air circulation.
- 2.) Transfer the hole pattern of the Compressor using the Air Compressor as your template.
- 3.) Drill holes and bolt the Air Compressor(s) down.
- 4.) Install the Power Wire to the vehicle battery (12v+) with an inline fuse (30Amps per Compressor) that is included with your Compressor(s) near the vehicle battery (12v+).
- 5.) Install the Compressor Relay inline with the Compressor's power line.
- 6.) Install the Ground Wire to vehicle/chassis ground. (Make sure to remove any rust or paint to ensure a thorough ground)

Install Wiring Harnesses:

Wiring Harness Installation Considerations

- The plugs that connect to the ECU will only fit in the desired orientation. Do not force the connectors into the wrong mating connector.
- Make sure to press all connectors on firmly until an audible “click” sound can be heard from the lock.
- Route all wiring away from exhaust or other hi-temp areas.
- Use Rubber Grommets for areas where sharp metal could eventually wear through the wire insulation.



Step-By-Step

•ECU Main Harness

- 1.) First connect the Main Harness at the ECU then route each section to each component on the vehicle.
- 2.) Route the Rocker Switch sub harness (gray 7-wire bundle) to the inside of the vehicle and leave until later in installation.
- 3.) Route the 3-wire Tank Pressure Sensor sub harness (green, red, and black wires) labeled “P_SENS” to the sensor.
- 5.) Route the single yellow wire labeled “COMP_1” with a 3 Amp fuse to trigger the Compressor Relay(s).
- 6.) Route the single red wire labeled “BATT_12V” with a 10 Amp fuse to the vehicle battery.
- 7.) Mount the single black wire labeled “EC_GND” with the VU4 ground.

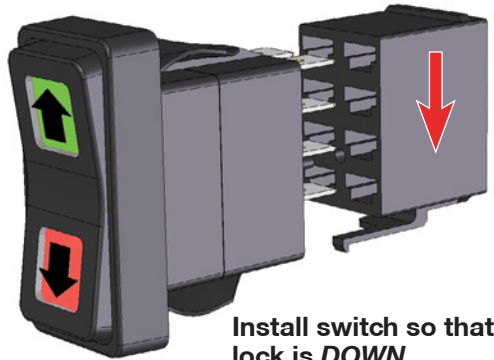
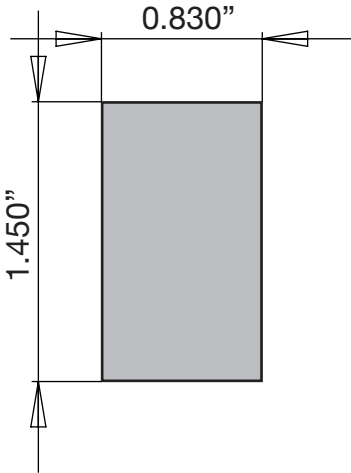
*See System Diagram
on pages 4-5.*

Rocker Switch Mounting:

Height Selection Rocker Switch Mounting

- Choose a mounting location that will allow the driver to operate and view the switch from the driver's seat. Once your target mounting position has been found, use the template below to cut a hole in the panel.
- Once the Rocker Switch is mounted inside the vehicle route the single orange wire labeled "IGN_12V" to the vehicle ignition. Check the manufacturer's specs for an ignition source inside the vehicle.

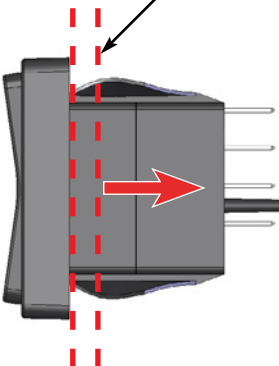
Rocker Switch Cutout Template:



Install switch so that lock is **DOWN**.

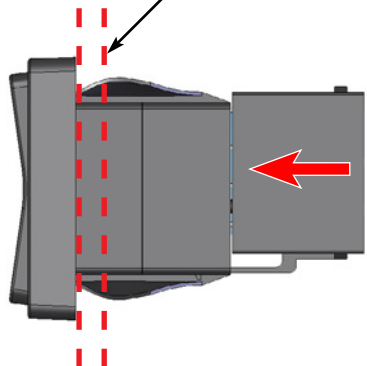
Push the Height Selection Rocker Switch in from the front of the panel until flush.

Mounting Panel



Now install the plug from the rear, (make sure to press until firmly seated).

Mounting Panel



Now connect the Orange wire labeled "  " to a 12 Volt Vehicle Ignition Source.

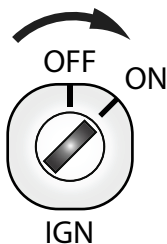
Testing Wiring & Mechanical Components:

Now that the majority of your system components are installed, plumbed, and wired (Mechanical Air Suspension Components, Compressor(s), Tank(s), Tank Pressure Sensor, Valves, Air Line, ECU, and Height Selection Rocker Switch), it is time to test the system and begin the height sensor installation.

NOTE: This process can be done manually with jacks or electronically using the following instructions.

To Begin Testing The System:

Turn the vehicle Ignition ON, or start the vehicle. (You will need to be charging your electrical system either by running the vehicle or by using a high amperage battery charger). The Air Compressor(s) will turn ON and begin filling the Tank(s). Wait until the system reaches max pressure and turns the Air Compressor(s) OFF. This process can take from 1-8 minutes depending on the size of your Compressor(s) and Tank(s).




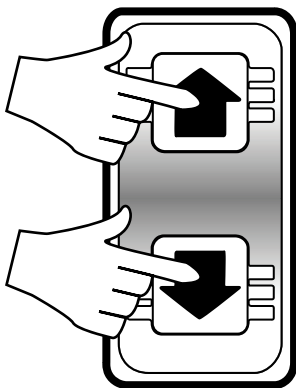
You can now **Raise/Lower** all 4 Air Springs by simply pressing the “” or “” Buttons on the Height Selection Rocker Switch.

As you consume air pressure by raising the vehicle, the Air Compressor(s) will automatically turn ON when necessary.

This is a good time to do some mechanical system checking:

Look for mechanical interference throughout the range of travel for the Air Springs and all moving suspension components.

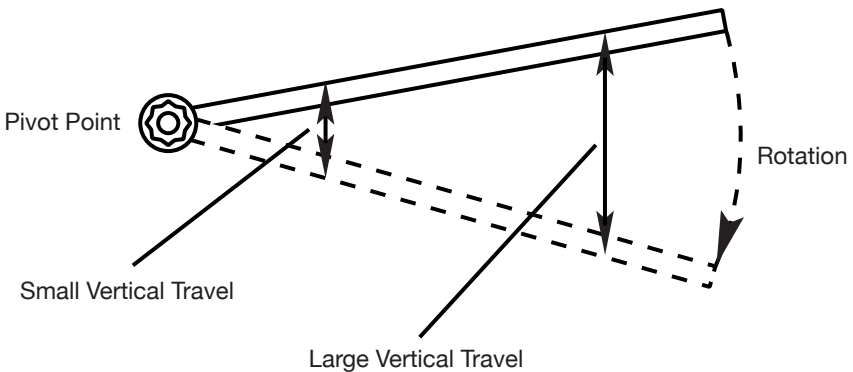
Test for air leaks at all fittings and pipe threaded joints using a soapy spray bottle. To fix any air leaks first lower the Air Springs “”, then turn the ignition OFF and depressurize the Air Storage Tank(s).



Height Sensor Installation:

⚠ DANGER: Sensor installation requires viewing suspension movement from underneath the vehicle. This must be done on a lift with ramps for safety. Do not attempt to get under the vehicle while it is on the ground or on jack stands for this process!!!

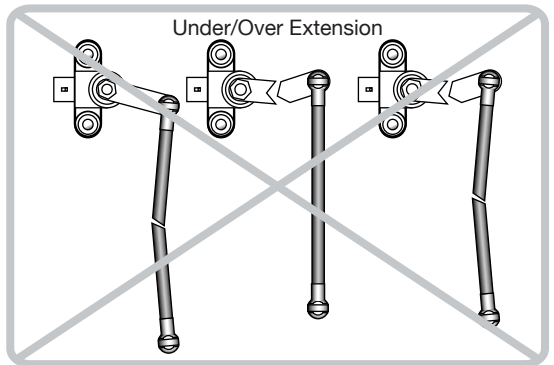
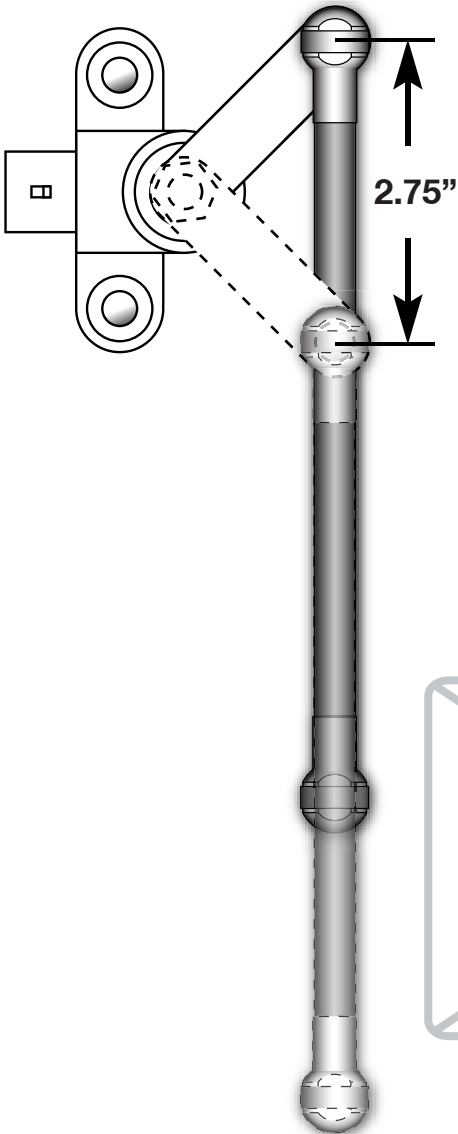
Understanding suspension movement is the key to sensor mounting. The term “vertical travel” means the amount of up and down distance that a point on a suspension arm moves as it rotates. Realize that there is no “vertical travel” at the arm’s pivot point. If you mount a sensor very close to a pivot point it will barely travel at all. If you mount a sensor too far out on an arm, it will travel too far and damage the sensor. See the following diagram for an illustration of this theory:



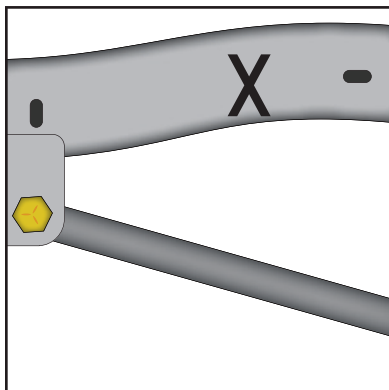
Height Sensor Installation:



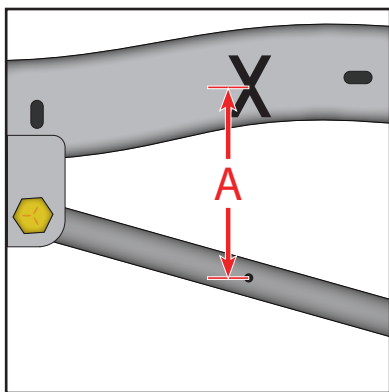
WARNING: Sensor travel is limited to 2.75". Over extension or over compression will damage the sensor.



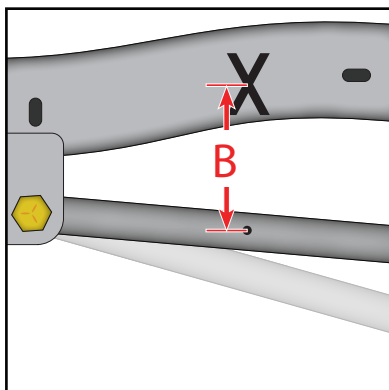
Height Sensor Installation:



Step 1.) Choose a stationary mounting point on the frame where you hope to mount the sensor, (Mark an “X” here). All of the following measurements will be taken from this point.



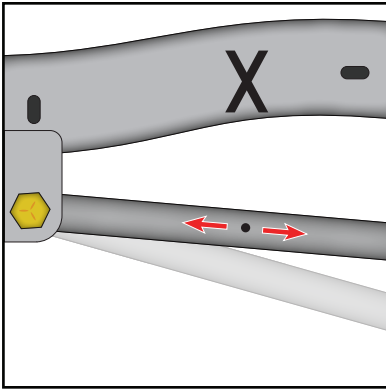
Step 2.) Mark a Dot on the moving suspension arm directly under the “X” from step 1, (This will be your target ball stud mounting point). With the vehicle at the top of its travel (aired all the way up), measure from your dot up to the center of your “X”. We will call this distance “A”.



Step 3.) While standing clear, exhaust the vehicle to the very bottom of its travel. Now re-measure from your dot up to the center of your “X”. We will call this distance “B”.

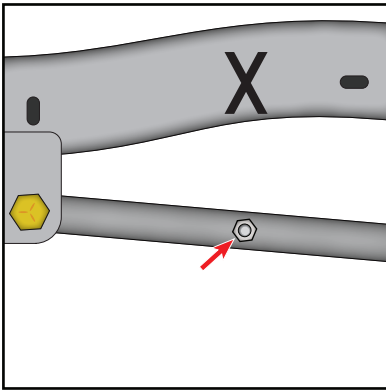
Calculate the sensor travel by subtracting B from A, (Sensor Travel = A-B).

Height Sensor Installation:

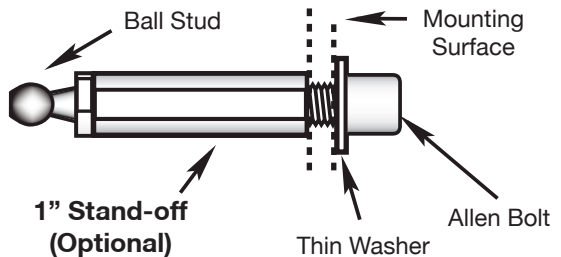


Step 4.) If your sensor travel is less than 2.75" then move further away from the pivot point of your suspension arm and repeat steps 1 through 3. If your sensor travel is more than 2.75" then move closer toward the pivot point of your suspension arm and repeat steps 1 through 3.

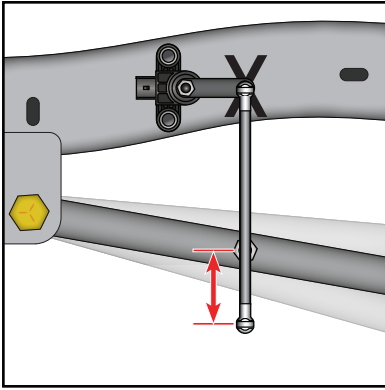
(We understand that getting the sensor travel right on 2.7500" is not possible, so make the travel less than 2.75" rather than greater than 2.75" when you come to this point.)



Step 5.) Once you have established your ball stud mounting point that yields 2.75" of sensor travel drill or weld to attach the supplied ball stud at this exact point.

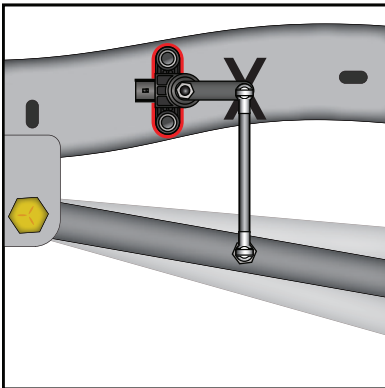
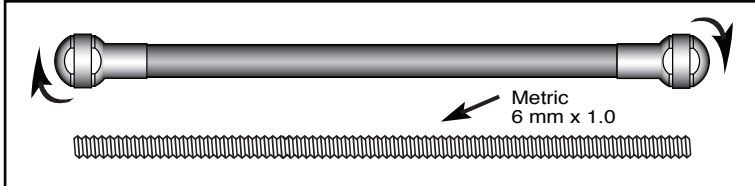


Height Sensor Installation:



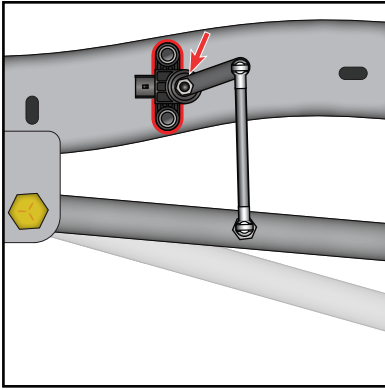
Step 6.) With the sensor linkage installed on the sensor arm and the vehicle at the middle of the travel, hold the sensor apparatus up as if it were attached to the ball stud that you installed in Step 5. Determine if you will need to shorten the linkage. If not continue to step 8. If so unscrew the end-links and cut the threaded rod, (Make sure to restart the threads nicely). Then cut the plastic tubing 5/8" shorter than your new total rod length, (you want 5/16" worth of thread engagement on each end). Then re-assemble the

rod. Note that the end links do not need to get tight on the rod, because once installed the ball stud prevents them from rotating loose.

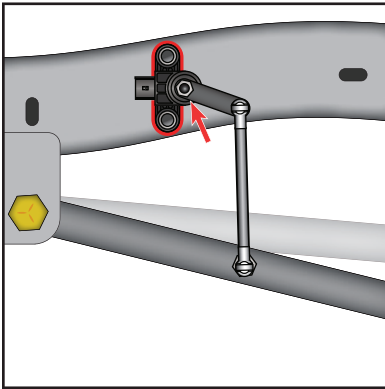


Step 7.) Attach the lower end-link to the ball stud. With the vehicle about half way through the travel, find the exact sensor mounting point that keeps the mounting holes and linkage rod vertical. Once established, trace the outline of the sensor to the frame.

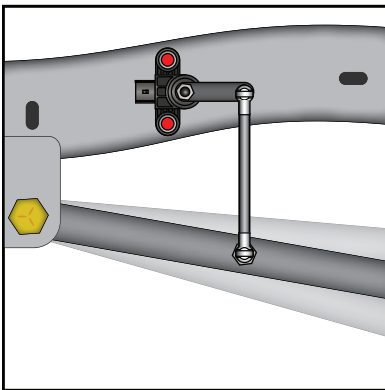
Height Sensor Installation:



Step 8.) With the vehicle at the very bottom of the travel, hold the sensor at the same location traced on the frame in step 7. Either rotate the sensor slightly, or adjust the linkage so that there is about 1/4" of clearance between the upper plastic stop and the rotating arm. Visually note this amount.



Step 9.) With the vehicle at the very top of the travel, compare the clearance found in step 8, to the clearance between the lower plastic stop and the rotating arm. Repeat Step 8 and 9 until the upper and lower clearance is approximately equal.

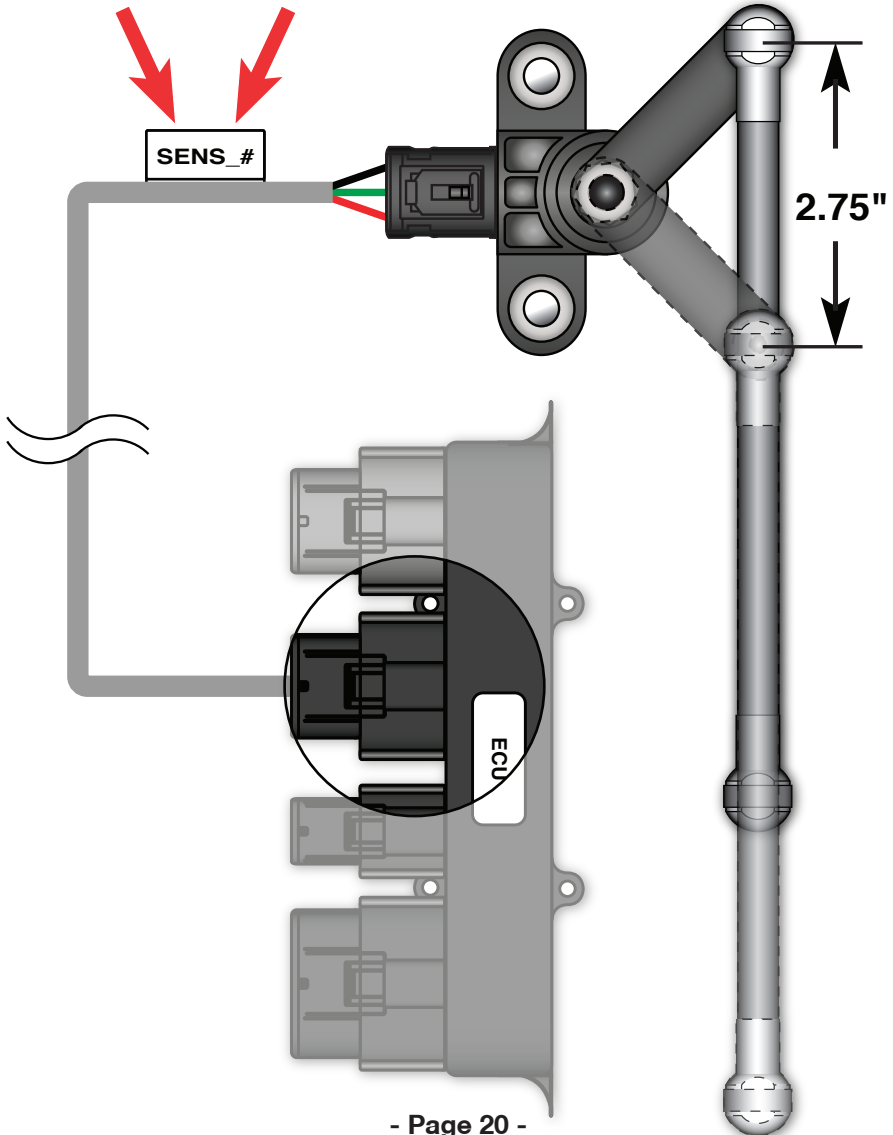


Step 10.) Use the final sensor location to mark the two mounting holes to be drilled through the frame. Drill the holes and install the sensor mounting hardware. **(BE CAREFUL NOT OVER TIGHTEN!)**

Step 11.) Now that the sensor is mounted, repeat Step 8 and Step 9 to make sure that the clearance is still equal. Adjust the linkage if necessary.

Height Sensor Installation:

⚠ NOTE: It is **EXTREMELY** important to wire the Ride-Height Sensors correctly. Identify the number label on each sensor cable and route it to the correct corner of the car based on the system diagram in the front of this manual.





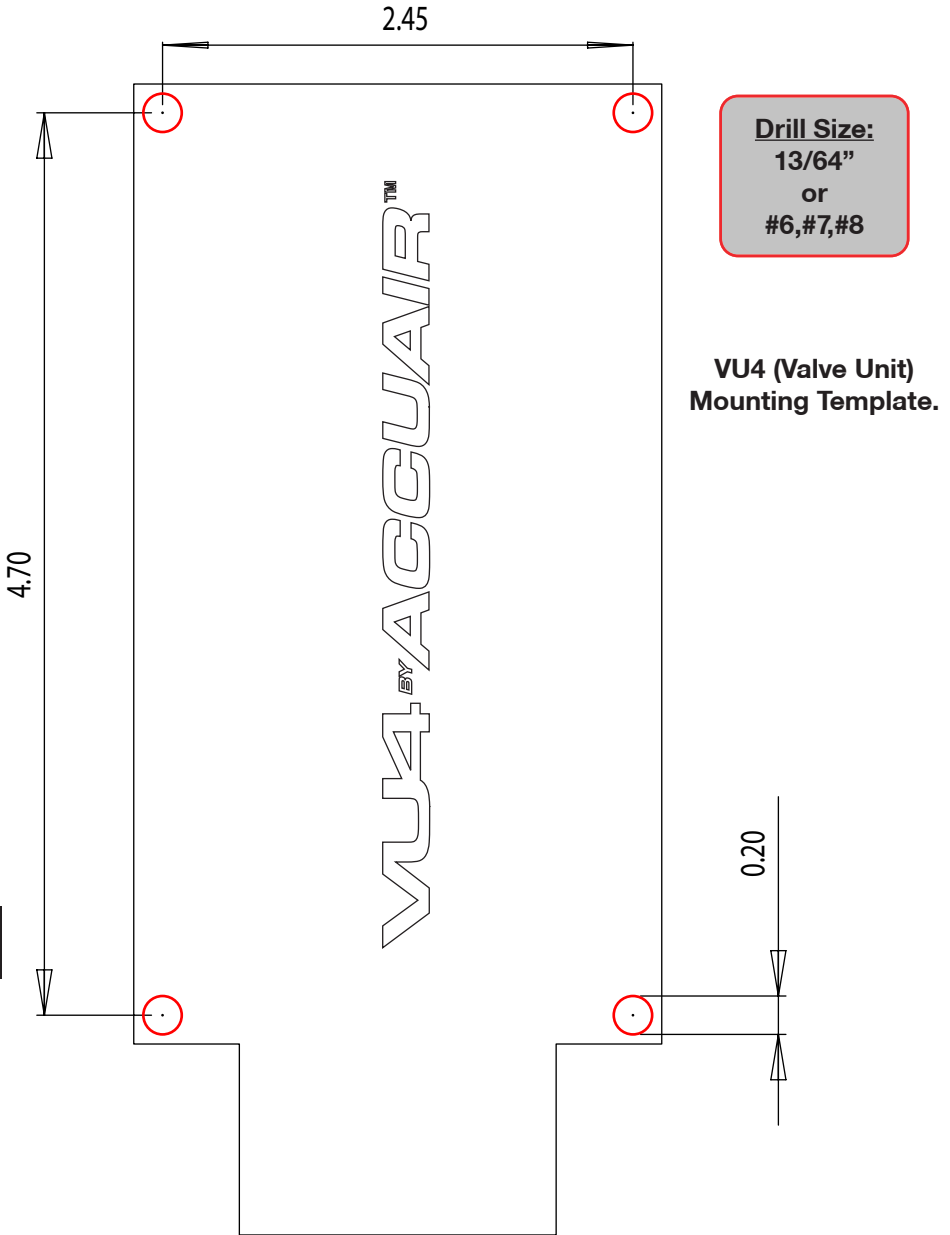
Setup Programming:

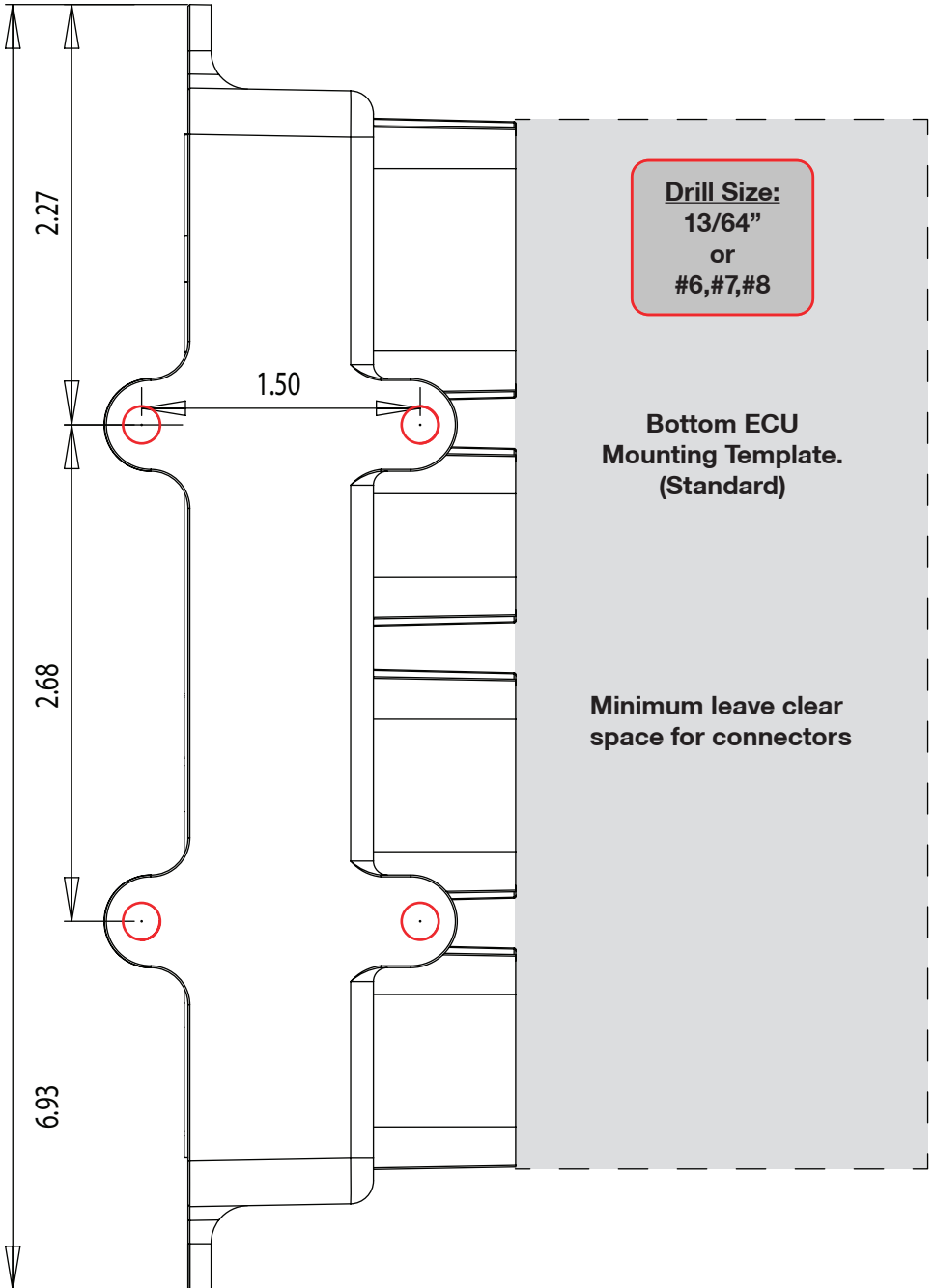
System Calibration

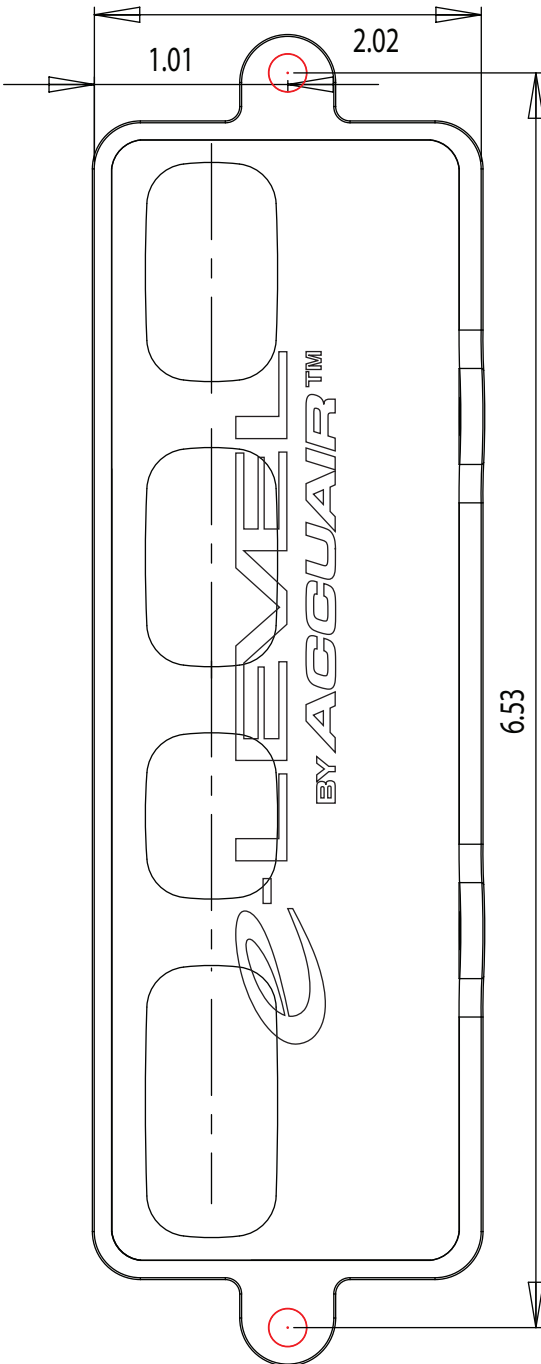
Refer to your OPERATION MANUAL for the System Calibration Procedure.



Mounting Templates:







Drill Size:
13/64"
or
#6,#7,#8

**Rear ECU
Mounting Template.
(Optional)**



Operation Manual

ACCUAIR: Rocker Switch

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- ACCUAIR** accepts no responsibility for systems, products or components provided by other manufacturers for use with or around the **ACCUAIR** system. For components other than **ACCUAIR's**, follow the manufacturer's instructions for installation and operation.



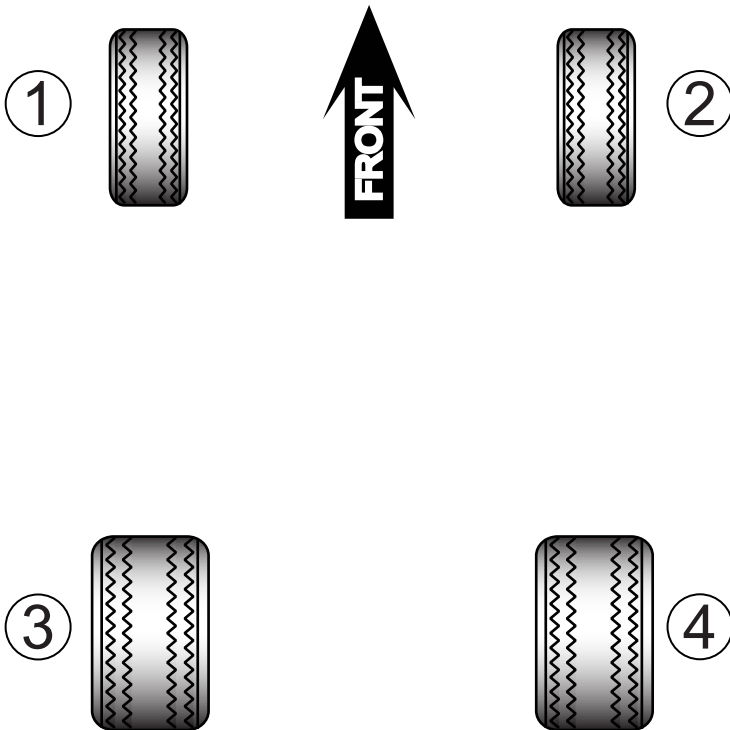
WARNING: No part of the vehicle should be able to contact the ground when all air is out of the air springs.

Service Disable:

 **CAUTION:** For all under vehicle maintenance, you must first disable the air system by removing the main system fuse located near the battery.

General Understanding:

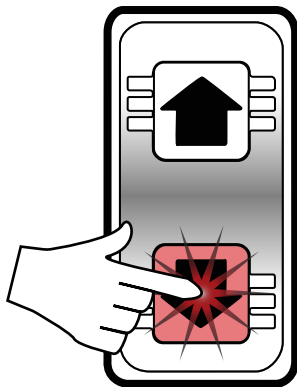
For simplicity of use and understanding we refer to the four wheels of a vehicle by number. Instead of using “Left Front”, or “Right Front” etc. Refer to the following diagram for labeling:





THE SYSTEM
MUST BE
CALIBRATED
BEFORE USE
SEE PAGE 6.


General Operation:

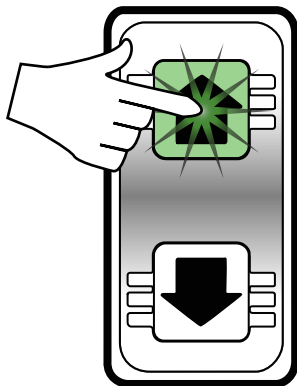


Dump/Kneel

While driving or parked, you may choose to ***Dump/Kneel*** the Air Springs to 10% of their total travel for loading, etc.

Press the “” Button momentarily.


The “” Arrow will flash until ***Ride Height*** is resumed.

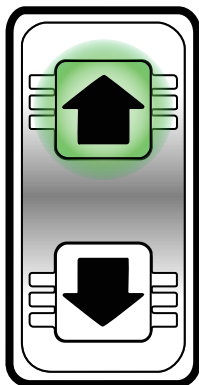


Raise/Extra Clearance:

While driving or parked, you may choose to ***Raise*** the Air Springs to 90% of their total travel to clear an obstacle.

Press the “” Button momentarily.

The “” Arrow will flash until ***Ride Height*** is resumed.




Return To Ride Height:

From ***Dump/Kneel*** Position :

Press the “” Button momentarily.

From the ***Raised/Extra Clearance*** Position:

Press the “” Button momentarily.

The “” Arrow will stay ON while at ***Ride Height***.

Setup Programming:

Automatic System Calibration: (Suggested)

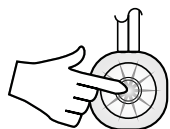
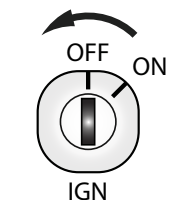
⚠ WARNING: Do NOT use this procedure for **KELDERMAN** Systems because suspension damage will occur. Use the procedure on the next page.

Before the system will operate, it must be calibrated to learn the vehicle characteristics. This process should be repeated if any air suspension components get changed or replaced in the future.

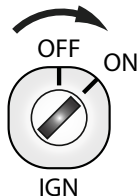
⚠ NOTE: Your system was shipped with the **Tank Pressure Mode** set at **150 PSI**. If you have High Pressure Compressor(s) you can change the **Tank Pressure Mode** to **175 PSI** or **200 PSI** using the Procedure on page 10, before calibrating below.

⚠ CAUTION: The system will automatically **Raise/Lower** the vehicle in the next procedure. Remove all obstructions and keep clear of vehicle before proceeding.

The vehicle needs to be on level ground with the wheels pointed straight ahead. Leave vehicle running to power the Compressor(s) during this procedure.






Program Button



Automatic Calibration:

Turn the Ignition OFF. Then hold Program “Ⓞ” Button while turning the Ignition ON.

The system will then begin adjusting the vehicle throughout its total travel. This process requires no user interaction and should take no more than 15 minutes depending on the size of your Compressor(s) and Tank(s).

Both the “” and “” Arrow will flash slowly during calibration. The “” Arrow will be on when calibration is complete, indicating that the system is at **Ride Height (currently saved at 50% of your total travel)**.

When calibration is complete the positions will be saved as follows:

- Position #1 = **10%** of total suspension travel.
- Position #2 = **50%** of total suspension travel.
- Position #3 = **90%** of total suspension travel.

To re-save these heights to your preference, see page 8.

Setup Programming:

Manual Range System Calibration (Alternative to Automatic Calibration):

Maximum Height will be determined by you; instead of your mechanical suspension limits! This procedure should only be used on suspensions that are likely to over extend.

Your system must be calibrated to learn your vehicle's characteristics before the automatic leveling features can be used. This process should be repeated if any system components are changed or replaced in the future.

⚠ CAUTION: The system will automatically *Raise/Lower* the vehicle in the next procedure. Remove all obstructions and keep clear of vehicle before proceeding.

The vehicle needs to be on level ground with the wheels pointed straight ahead. Leave vehicle running to power the Compressor(s) during this procedure.

With the Ignition ON, use the **Manual Raise/Lower** on page 8 to adjust all four corners until each corner is at your preferred **MAXIMUM TRAVEL** and the vehicle is level from side to side.

Manual Calibration:

Turn the Ignition OFF. Then hold Program “⊙” Button and the Up “⬆” Arrow while turning the Ignition ON.

The system will then begin adjusting the vehicle throughout its total travel. This process requires no user interaction and should take no more than 15 minutes depending on the size of your Compressor(s) and Tank(s).

Both the “⬆” and “⬇” Arrow will flash slowly during calibration. The “⬆” Arrow will be on when calibration is complete, indicating that the system is at **Ride Height (currently saved at 50% of your total travel)**.

When calibration is complete the positions will be saved as follows:

- Position #1 = **10%** of total suspension travel.
- Position #2 = **50%** of total suspension travel.
- Position #3 = **90%** of total suspension travel.

To re-save these heights to your preference, see page 8.



Setup Programming:

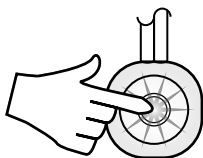
Manually Raise/Lower:

Manual Adjustment to a New Height:

In order to save a ***New Favorite Ride Height***, you must first manually adjust each Air Spring to the height that you wish to save using the procedure outlined below. Once you have achieved the desired height on all corners, see ***"Saving A New Ride Height"*** on page 11.

To Adjust Front Air Springs Together (1&2):

Press the Program "⊙" Button **1-Time**; the "⬇️" Arrow will flash **1-Time** per second. Then within 5 seconds press the "⬆️" Button to fill or the "⬇️" Button to empty the Air Springs.



Program Button

To Adjust Rear Air Springs Together (3&4):

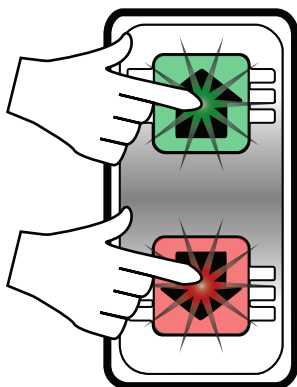
Press the Program "⊙" Button **2-Times**; the "⬇️" Arrow will flash **2-Times** per second. Then within 5 seconds press the "⬆️" Button to fill or the "⬇️" Button to empty the Air Springs.

To Adjust Air Spring # 1:

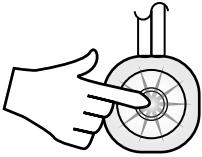
Press the Program "⊙" Button **3-Times**; the "⬆️" Arrow will flash **1-Time** per second. Then within 5 seconds press the "⬆️" Button to fill or the "⬇️" Button to empty Air Spring # 1.

To Adjust Air Spring # 2:

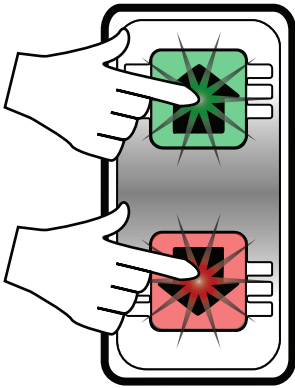
Press the Program "⊙" Button **4-Times**; the "⬆️" Arrow will flash **2-Times** per second. Then within 5 seconds press the "⬆️" Button to fill or the "⬇️" Button to empty Air Spring # 2.



Setup Programming:







Program Button






Manually Raise/Lower, Cont.:

To Adjust Air Spring # 3:

Press the Program “” Button **5-Times**;
the “” Arrow will flash **3-Times** per second.
Then within 5 seconds press the “” Button
to fill or the “” Button to empty
Air Spring # 3.

To Adjust Air Spring # 4:

Press the Program “” Button **6-Times**;
the “” Arrow will flash **4-Times** per second.
Then within 5 seconds press the “” Button
to fill or the “” Button to empty
Air Spring # 4.

If you pass this 5 second window, simply start the process over. When you get finished adjusting one corner, you may increment to the next corner by simply pressing the Program “” Button **1-Time** within the 5 second window.

Setup Programming:

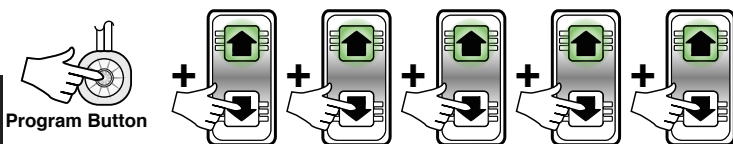
Tank Pressure Mode:

Your system was shipped with the **Tank Pressure Mode** set at 150 PSI. If you have High Pressure Compressor(s) you can change the **Tank Pressure Mode** to 175 PSI or 200 PSI using the following Procedure:

⚠ NOTE: *The new Tank Pressure setting will NOT take affect until the system is RE-CALIBRATED using the procedure on page 6 or 7.*

Changing Tank Pressure To 150 Mode: (Factory Setting)

Hold the Program “⊙” Button for approximately 3 seconds until both the “🏠” and “⬇️” Arrows flash; then Press the “⬇️” Button 5-Times to set the Tank Pressure Mode to 150 Mode.

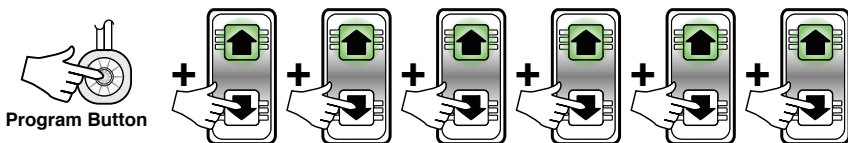


The “⬇️” Arrow will turn **ON** when in **150 Mode**.

- 150 Mode:**
- 110 psi ON / 150 psi OFF
- 175 Mode:**
- 135 psi ON / 175 psi OFF
- 200 Mode:**
- 160 psi ON / 200 psi OFF

Changing Tank Pressure To 175 Mode:

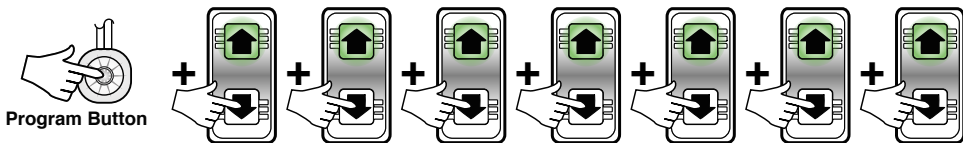
Hold the Program “⊙” Button for approximately 3 seconds until both the “🏠” and “⬇️” Arrows flash; then Press the “⬇️” Button 6-Times to set the Tank Pressure Mode to 175 Mode.



The “🏠” and “⬇️” Arrows will turn **ON** when in **175 Mode**.

Changing Tank Pressure To 200 Mode:

Hold the Program “⊙” Button for approximately 3 seconds until both the “🏠” and “⬇️” Arrows flash; then Press the “⬇️” Button 7-Times to set the Tank Pressure Mode to 200 Mode.

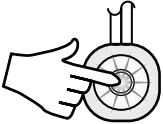


The “🏠” Arrow will turn **ON** when in **200 Mode**.

Setup Programming:

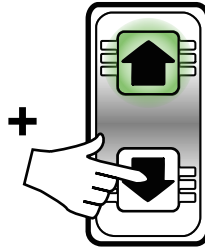
Saving A New Dump/Kneel Height:

Once you have manually adjusted each Air Springs to the height that you wish to save: **Hold the Program “⊙” Button for approximately 3 seconds until both the “↑” and “↓” Arrows flash; then Press the “↓” Button 1-Time to save a New Dump/Kneel Height.**



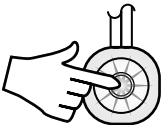
Program Button

The “↑” Arrow will flash 1-Time.



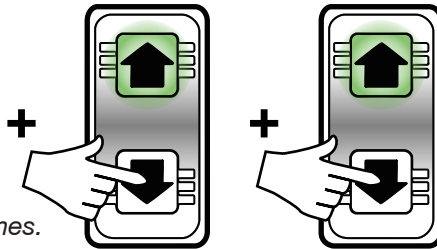
Saving A New Ride Height:

Once you have manually adjusted each Air Springs to the height that you wish to save: **Hold the Program “⊙” Button for approximately 3 seconds until both the “↑” and “↓” Arrows flash; then Press the “↓” Button 2-Times to save a New Ride Height.**



Program Button

The “↑” Arrow will flash 2-Times.



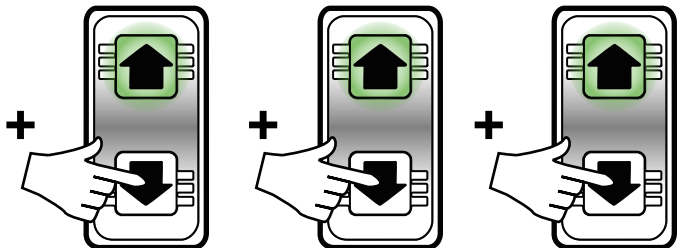
Saving A New Raise/Extra Clearance Height:

Once you have manually adjusted each Air Springs to the height that you wish to save: **Hold the Program “⊙” Button for approximately 3 seconds until both the “↑” and “↓” Arrows flash; then Press the “↓” Button 3-Times to save a New Raise/Extra Clearance Height.**



Program Button

The “↑” Arrow will flash 3-Times.





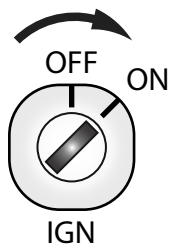
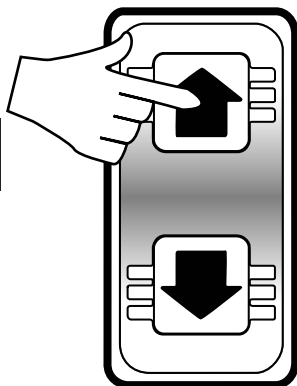
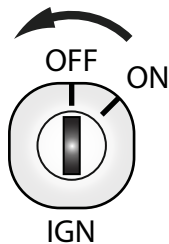
Setup Programming:

Turning Ride-Height-On-Start ON/OFF:

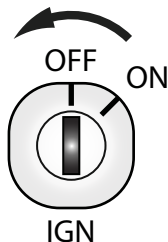
Your system was shipped with **Ride-Height-On-Start** enabled (ON). You may wish to disable (OFF) or re-enable (ON) this feature. When this feature is ON, the system will automatically re-level the vehicle to **Ride Height** every time that the IGN is switched ON. When this feature is OFF, the system will remain at the last height the vehicle was at when the IGN is switched ON.

To Turn Ride-Height-On-Start (ON)/(OFF):
First, turn the Ignition OFF. Then hold “” while turning Ignition ON.

If this feature was previously ON, then it will be turned OFF and the “” Arrow will light momentarily.
If this feature was previously OFF, then it will be turned ON and the “” Arrow will light momentarily.

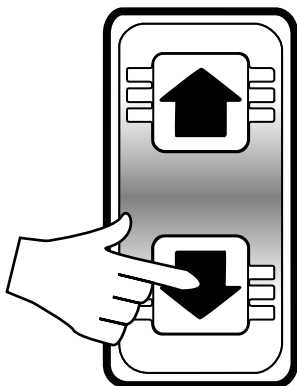


Setup Programming:

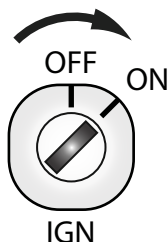


Turning RideMonitor™ Mode ON/OFF:

Your system was shipped with **RideMonitor™ Mode** enabled (ON). You may wish to disable (OFF) or re-enable (ON) this feature. When **RideMonitor™ Mode** is ON, the system will Monitor the vehicle's height whenever the IGN is ON and make adjustments for changes in load when deemed necessary. When this feature is OFF, the system will only adjust when prompted by pressing the height selection switch – It will not Monitor the vehicle's height and will not make any adjustments for changes in load.



NOTE: **RideMonitor™ Mode** should be left ON for maximum accuracy. The only case that it should be turned OFF is if you feel that the system is adjusting too often or inaccurately while driving. In this case, first try re-calibrating the system using the instructions on Page 6. If this does not solve the problem, turn the **RideMonitor™ Mode** OFF and contact the manufacturer for further assistance.



To Turn RideMonitor™ Mode (ON)/(OFF):

First, turn the Ignition OFF. Then hold “” while turning Ignition ON.


If this feature was previously ON, then it will be turned OFF and the “” Arrow will light momentarily.

If this feature was previously OFF, then it will be turned ON and the “” Arrow will light momentarily.

Setup Programming:

RideMonitor™ Mode Accuracy Level:

RideMonitor™ Mode Accuracy Level will determine the acceptable variation from saved height for your vehicle (in other words, the distance away from saved height that it will not make a correction for). If you decide that you would prefer that the system was more or less accurate, you can use the procedure on the following page to either increase the accuracy by 8% (Level 3), or decrease the accuracy by 15% (Level 1).

 **NOTE:** *The only time that this setting should be changed is if you feel that the system is adjusting too often, or not often enough in it's factory setting (Level 2).*

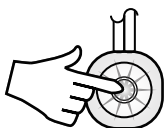
- 1 = Lower Accuracy & Fewest Adjustments.**
- 2 = Moderate Accuracy & Moderate Adjustments (Factory Setting).**
- 3 = Higher Accuracy & Most Adjustments.**

Setup Programming:

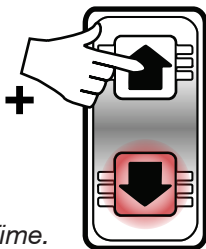
Adjusting Active Accuracy Level:

LEVEL 1 = Lower Accuracy & Fewest Adjustments:

Hold the Program “” Button for approximately 3 seconds until both the “” and “” Arrows flash; then Press the “” Button 1-Time to set to Active Level 1.



Program Button

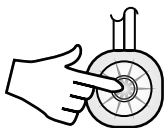


The “” Arrow will flash 1-Time.

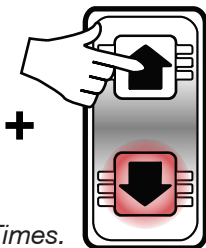
*1 = Lower Accuracy & Fewest Adjustments.
2 = Moderate Accuracy & Moderate Adjustments.
3 = Higher Accuracy & Most Adjustments.*

LEVEL 2 = Moderate Accuracy & Moderate Adjustments:

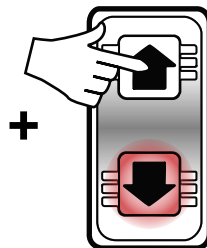
Hold the Program “” Button for approximately 3 seconds until both the “” and “” Arrows flash; then Press the “” Button 2-Times to set to Active Level 2.



Program Button

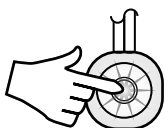


The “” Arrow will flash 2-Times.

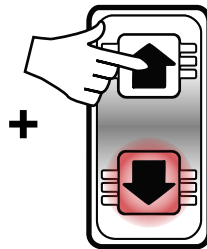
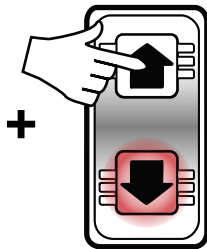
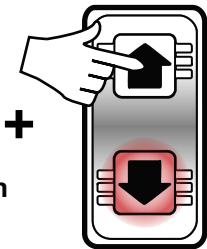


LEVEL 3 = Higher Accuracy & Most Adjustments:

Hold the Program “” Button for approximately 3 seconds until both the “” and “” Arrows flash; then Press the “” Button 3-Times to set to Active Level 3.







Program Button












The “” Arrow will flash 3-Times.









Operation Trouble Indication/Diagnosis:



In the unlikely case of a system component failure during operation, both the “” and “” Arrows will flash simultaneously and sequentially to indicate the potential failures outlined below.



NOTE: *This is the ONLY time that both the “” and “” Arrows will light up simultaneously during normal operation.*

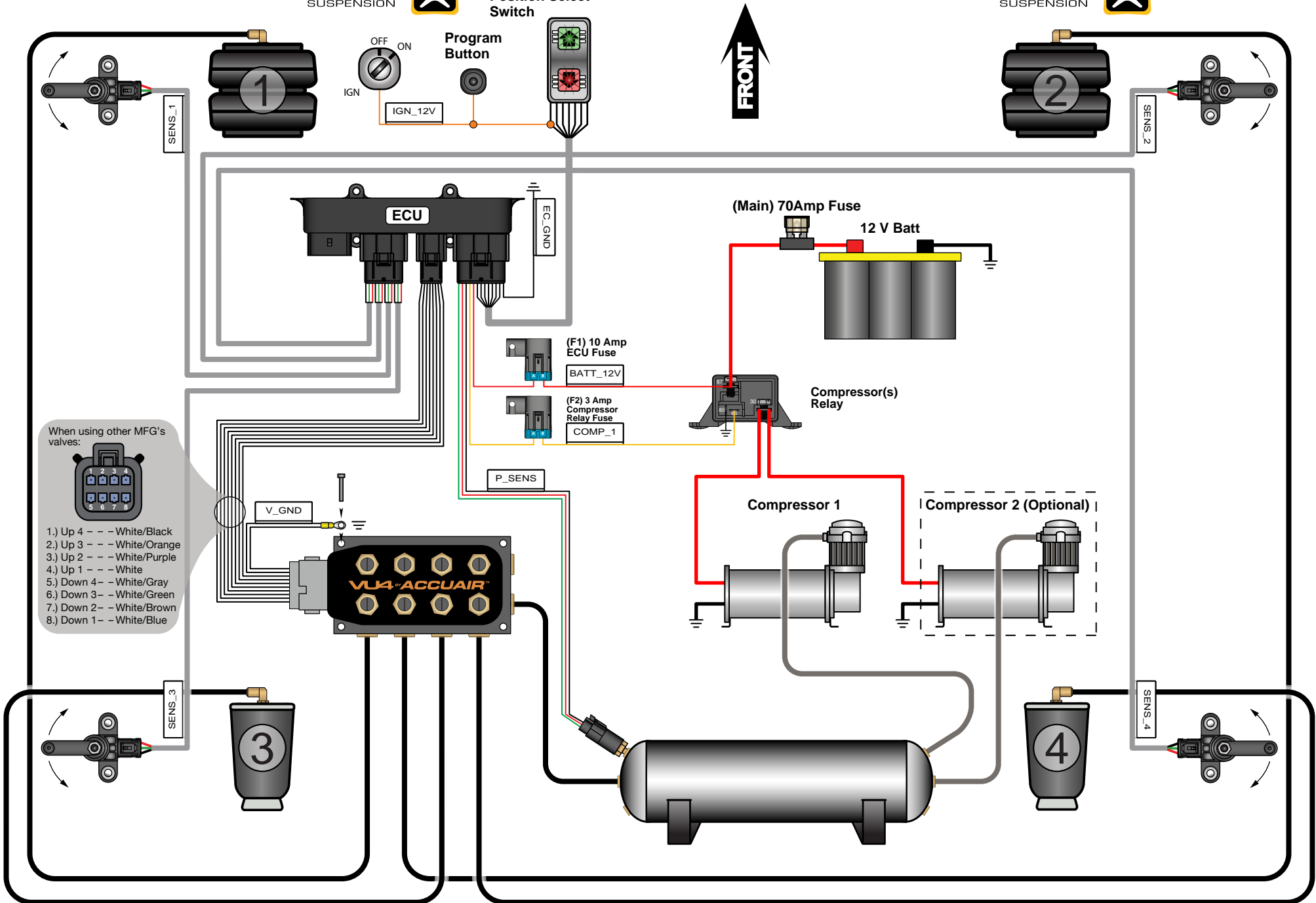
Warning Indication:	Diagnosis:	Possible Cause:
Low Pressure Warning		
 Both Flash Together  +  } 1-time per second	Tank pressure is not increasing after the ECU turns the Compressor(s) ON.	Verify Compressor circuit wiring connections. Check Compressor fuse F2 or F3. Verify Compressor plumbing connections. Check for Compressor relay failure. Check for Compressor failure. Check for Pressure Sensor failure.
Pressure Sensor Warning		
 Stays On  +  Flashes 1-time per second	Pressure Sensor is not reading.	Verify wiring to Pressure Sensor. Check Pressure Sensor for failure.
Valve Operation Warning		
 Flashes multiple times  +  Flashes 1-time per second	Valve(s) are not opening after the ECU turns them ON.	Verify Valve harness wiring connections. Verify Valves plumbing connections. Check Valves for failure.

Operation Trouble Indication/Diagnosis:

Warning Indication:	Diagnosis:	Possible Cause:
Ride Height Sensor Warning		
 Flashes 1-time per second  Stays On	Ride Height Sensor #1 is not reading.	Verify wiring to Ride Height Sensor #1. Check Ride Height Sensor #1 for failure.
 Flashes 2-times per second  Stays On	Ride Height Sensor #2 is not reading.	Verify wiring to Ride Height Sensor #2. Check Ride Height Sensor #2 for failure.
 Flashes 3-times per second  Stays On	Ride Height Sensor #3 is not reading.	Verify wiring to Ride Height Sensor #3. Check Ride Height Sensor #3 for failure.
 Flashes 4-times per second  Stays On	Ride Height Sensor #4 is not reading.	Verify wiring to Ride Height Sensor #4. Check Ride Height Sensor #4 for failure.

Ride Height Sensor Travel Warning		
  Both Flash Rapidly.	Ride Height Sensors travel is found to be too small during calibration.	Verify Sensor Mechanical Linkage Connections. The Ride Height Sensor needs to be remounted to a point in the suspension with more travel.

Low Voltage Warning		
  Both Flash Alternating.	System Voltage has dropped below 10.5V / compressor(s) have been shut OFF.	Start the vehicle to charge the battery. System will then resume normal operation.



- When using other MFG's valves:
-
- 1.) Up 4 --- White/Black
 - 2.) Up 3 --- White/Orange
 - 3.) Up 2 --- White/Purple
 - 4.) Up 1 --- White
 - 5.) Down 4 --- White/Gray
 - 6.) Down 3 --- White/Green
 - 7.) Down 2 --- White/Brown
 - 8.) Down 1 --- White/Blue