Load CONTROLLER II™

by AIR LIFT®

Kit 25804

160 psi Air Shock Controller

INSTALLATION GUIDE

For maximum effectiveness and safety, please read these instructions completely before proceeding with installation.

Failure to read these instructions can result in an incorrect installation.

MN-203 • (131512) • ECR 8380

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Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the LoadController II system.

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair. The information here includes a hardware list, tool list, step-by-step installation information, maintenance guidelines and operating tips.

IMPORTANT SAFETY NOTICE

The installation of this kit does not alter the Gross Vehicle Weight Rating (GVWR) or payload of the vehicle. Check your vehicle's owner's manual and do not exceed the maximum load listed for your vehicle.

Gross Vehicle Weight Rating: The maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number — along with other weight limits, as well as tire, rim size and inflation pressure data — is shown on the vehicle's Safety Compliance Certification Label.

Payload: The combined, maximum allowable weight of cargo and passengers that the truck is designed to carry. Payload is GVWR minus the Base Curb Weight.

NOTATION EXPLANATION

Hazard notations appear in various locations in this publication. Information which is highlighted by one of these notations must be observed to help minimize risk of personal injury or possible improper installation which may render the vehicle unsafe. Notes are used to help emphasize areas of procedural importance and provide helpful suggestions. The following definitions explain the use of these notations as they appear throughout this guide.

⚠ DANGER — INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.

⚠ WARNING — INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.

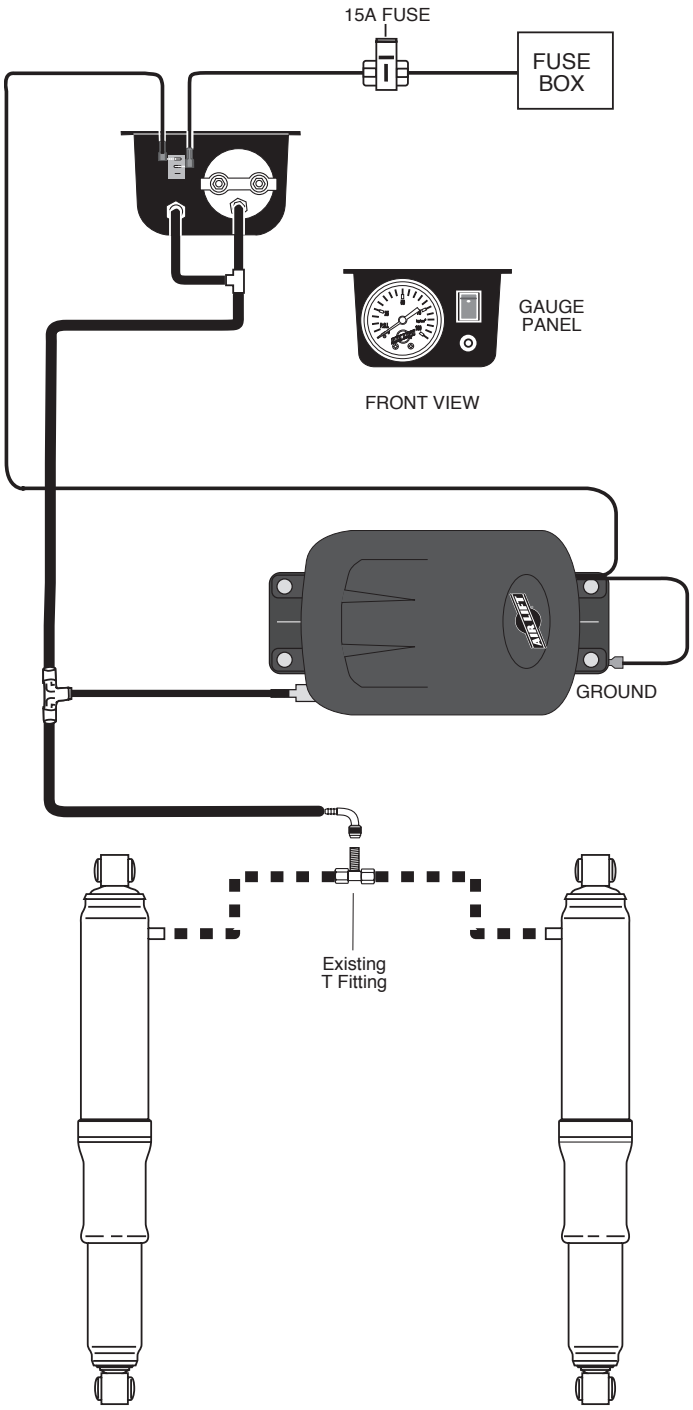
⚠ CAUTION — INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE MACHINE OR MINOR PERSONAL INJURY.

NOTE — *Indicates a procedure, practice or hint which is important to highlight.*

Installation Diagram

Please read these instructions completely before proceeding with the installation.

This kit is designed for air shock systems. Pressures in excess of 160 P.S.I. may result in premature compressor failure and/or air leaks in the air line connections.



All pre-assembled gauge panels have been 100% leak and function tested. DO NOT attempt to tighten, loosen or adjust any fittings or connections. This will likely cause a leak or malfunction and void the warranty.

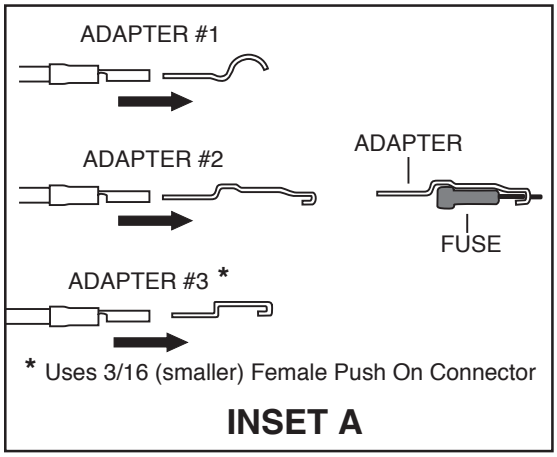


fig. 1

Installing the LoadController II System

MOUNTING THE COMPRESSOR

NOTE *The compressor can be mounted, and will function equally well in any position. It should be mounted so that it is reasonably well protected from the elements, splash, snow/ice build-up, etc. Avoid high-heat environments as this may cause failure of the rubber or polymer components. Typical locations are storage compartments, trunks, inside frame rail below driver/passenger door, or spare tire area.*

⚠ CAUTION MOUNT THE COMPRESSOR SECURELY AND KEEP THE COMPRESSOR, AIR LINE AND WIRE AT LEAST 12” FROM HEAT SOURCES.

RECOMMENDED COMPRESSOR LOCATIONS

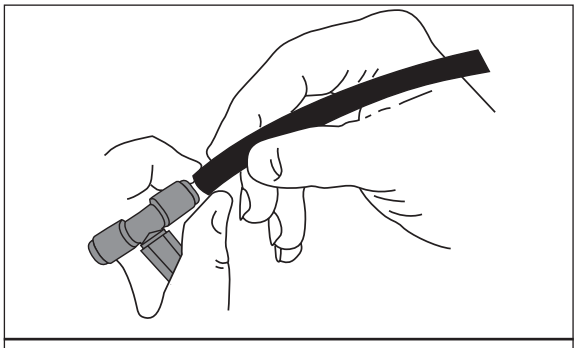
Important

LOCATE COMPRESSOR IN DRY, PROTECTED AREA ON VEHICLE.
DIRECT SPLASH OR EXCESSIVE MOISTURE CAN DAMAGE
THE COMPRESSOR AND CAUSE SYSTEM FAILURE.

Disclaimer: If you choose to mount the compressor outside the vehicle please keep in mind the compressor body must be shielded from direct splash and the intake should be snorkeled inside the vehicle. If the compressor does not include a remote mount air filter or if mounting the compressor outside the vehicle, make sure to orient the compressor intake filter so that all moisture can easily drain.

Please also remember...

- To avoid high heat environments
- To avoid mounting the compressor under the hood.
- To check to be sure the compressor harness #2 will reach the compressor and connect to harness #1.
- The compressor can be mounted in any position — vertical, upside down, sideways, etc. (please refer to the instruction manual).



Cut off excess air line squarely. Install the air line into the fitting. Push the cut end of the air line into the self-locking fitting as far as it will go while slightly turning. A definite click can be heard and/or felt when the air line is seated. Air line should go in approximately 9/16”.

fig. 2

MOUNTING THE GAUGE PANEL

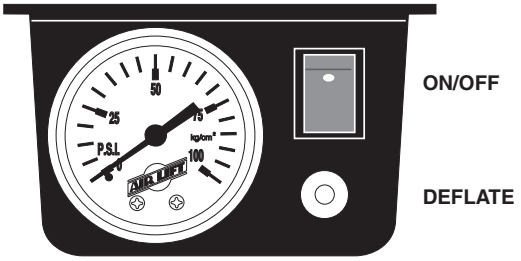


fig. 3

1. Select a convenient, sturdy mounting location for the gauge panel (fig. 3) (i.e. under the dash, glove box) that has a rigid surface that will provide for a sturdy mounting surface.
2. Using the gauge panel as a template, mark the mounting screw hole locations. Center punch and drill two 1/8” diameter holes.
3. Position the gauge panel on the mounting surface and secure with 2 provided self-tapping screws.

NOTE *All pre-assembled gauge panels have been 100% leak and function tested.*

⚠ CAUTION DO NOT ATTEMPT TO TIGHTEN, LOOSEN OR ADJUST ANY FITTINGS OR CONNECTIONS. THIS WILL LIKELY CAUSE A LEAK OR MALFUNCTION AND VOID THE WARRANTY.

CONNECTING THE AIR LINES

1. Push air line onto barb fitting on the compressor. Make sure the line covers all barbs. A small amount of water and pushing with a slight circular motion will ease the installation.
2. Use a standard tube cutter, a razor blade, or very sharp knife to cut the air line. A clean square cut will ensure against leaks. Approximately one foot from compressor, cut air line and insert a tee in line as shown in Figure 2.
3. Run a length of air line from the tee you just installed to the tee fitting that connects the air shocks together. Install the elbow adapter fitting shown in Figure 1. Now secure (thread) the adapter onto the inflation valve of the air shock tee fitting - finger tight - DO NOT OVERTIGHTEN.

WIRING THE ELECTRICAL CONNECTIONS

1. The kit has two red wire assemblies, one of which is fused. Connect the non-fused wire assembly to the compressor power (red) lead. Route it through the firewall and connect it to a terminal on the back of the ON/OFF switch on the dash panel.
2. Attach the ground (black) wire to the compressor mounting screws or to an adequate ground (metal fenderwell, frame, etc.) on the chassis.
3. Connect the fused wire assembly to the other terminal on the ON/OFF switch and route it to the vehicle’s fuse box. Use a test light to determine which open terminal (accessory, etc.) works only when the key is in the “on” or accessory position. The terminal should have an amperage rating equal to or higher than the 15A in-line fuse. Connection to the fuse terminal will depend on what type of fuse your vehicle uses. If your vehicle uses the barrel type fuse, use adapter #1. If you have the standard spade type fuses, use adapter #2. Many late model vehicles use a smaller spade type fuse which requires adapter #3 - see Inset A on Figure 1.
4. Turn the ignition key on momentarily to test the electrical circuit. Check the air compressor by pressing the “on” button and holding it down. If it runs, turn it off by releasing the button. If the compressor does not run, use a test light to determine that there is power to both sides of the switch. Insure that the ground (black) wire is providing a sufficient ground.

OPERATION INSTRUCTION

1. Always follow inflation instructions provided with your air spring kit. Maintain at least the minimum recommended pressure and never exceed the maximum recommended pressure.
2. To add pressure, push the top button to start the compressor and as soon as it reaches the desired ride height release the button again to stop the compressor.

CAUTION RUN THE COMPRESSOR IN 4 MINUTE INTERVALS TO ALLOW COOLING OF THE COMPRESSOR.

3. To reduce pressure, push the deflate valve under the on/off switch on the panel.

CHECK AIR LINE

1. Turn the compressor on and inflate the system to the maximum for your Air Lift or air shock kit.
2. Check all air line connections for air leaks with a soapy solution. Deflate to minimum or desired pressure.

TROUBLESHOOTING

1. Compressor does not run - check all wiring and make sure you have a good ground. Check in-line fuse.
2. Compressor runs but air shocks to not pressurize or lose pressure - Test all air line connections with a soapy solution to determine where the air leak is. Replace air line if it is leaking. Also check valve core under deflation button. Tighten if leaking.