

Kit No. 59501

Please read these instructions completely before proceeding with installation

Parts Included

Item	Description	Quantity
A	Air Spring	2
B	Upper Bracket	2
C	Lower Bracket	2
D	Installation Tool*	1
E	Elbow Fitting	2
F	3/4" Nylon Nut	2
G	1/2"-13 x 7/8" Bolt	2
H	1/2" Flat Washer, SAE	2
I	Clamp Bar	2
J	3/8" x 3.5" x 4.5" U-bolt	2
K	3/8" Nylock Nut	12
L	3/8" Flat Washer, SAE	6
M	3/8" Large Flat Washer	8
N	3/8" Washer Head Bolt	8
O	Square Spacer*	2
P	Spacer*	4
Q	3/8" x 1 Self Tapper*	4
-Dodge Fenderwell Spacer Parts-		
R	1/4" x 2" HHCS*	2
S	Fenderwell Liner Spacer*	2
T	10/32" Flat Washer*	6
U	1/4" Nylock Nut*	2
-Air Line Assembly Parts-		
AA	Air Line Assembly	1
BB	Tie Strap*	6
CC	Valve Caps*	2
DD	5/16" Flat Washer*	2
EE	Rubber Washer*	2
FF	Small Star Washer*	2
GG	5/16" Hex Nut*	4

(* not shown in Figure 1)

DANGER: Compressed air can cause injury and damage to the vehicle and parts 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.

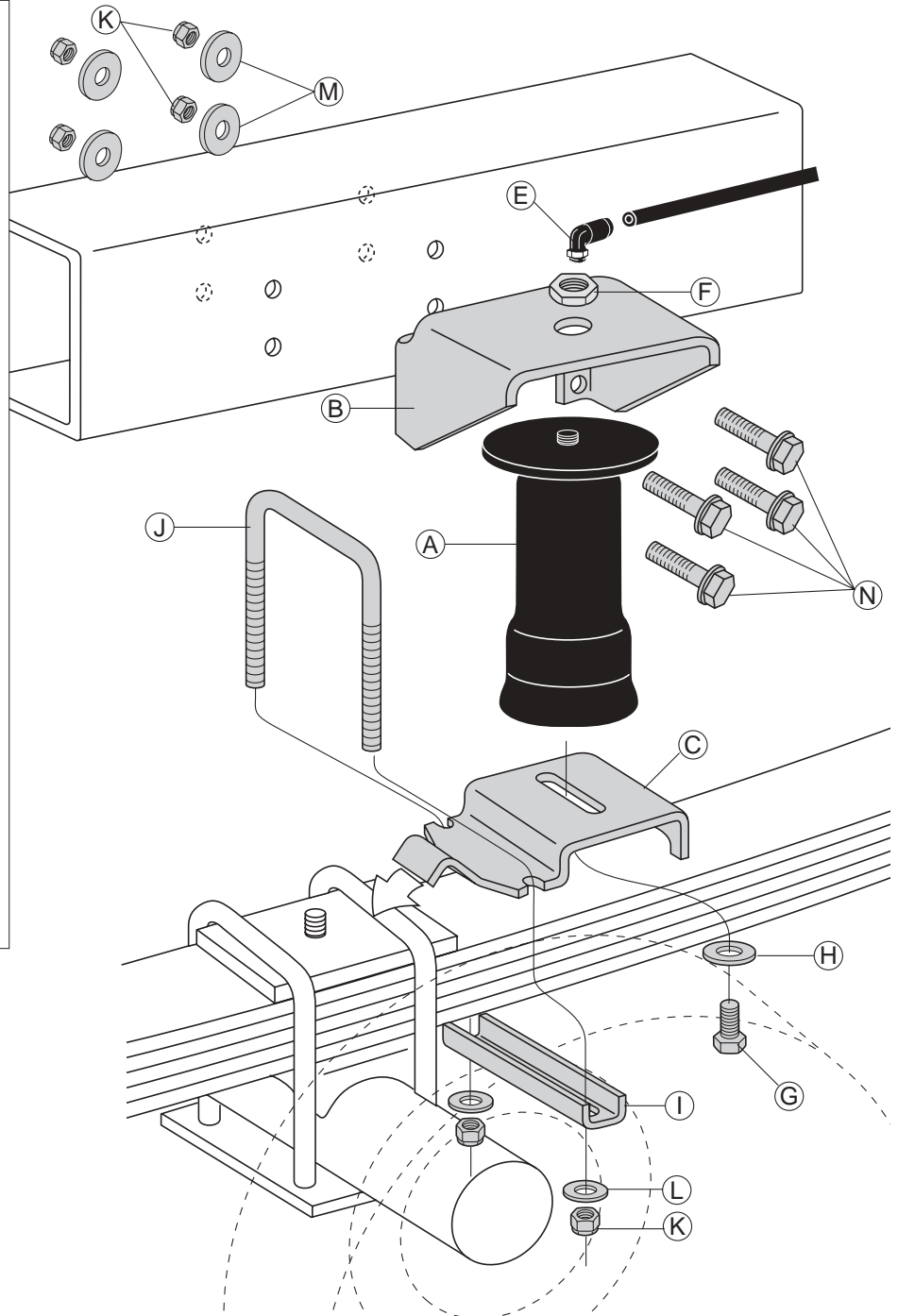


Figure 1

Tools Needed

$\frac{7}{16}$ " , $\frac{9}{16}$ " open-end or box wrenches

Crescent Wrench

Ratchet with $\frac{3}{8}$ " , $\frac{9}{16}$ " , and $\frac{1}{2}$ " deep well sockets

$\frac{3}{8}$ " and $\frac{5}{16}$ " drill bits (very sharp)

$\frac{3}{8}$ " Nut Driver

Heavy Duty Drill

Torque Wrench

Hose Cutter, Razor Blade, or Sharp Knife

Hoist or Floor Jacks

Safety Stands

Safety Glasses

Air Compressor, or Compressed Air Source

Spray Bottle with Dish Soap/Water Solution

5th Wheel Hitch

NOTE: If you have a 1997-2002 Ford F-150, short box, extended cab with a Reese style 5th wheel hitch kit installed, use kit #59542 instead of kit #59501 or contact Air Lift customer service for the correct brackets at 1-800-248-0892 ext. 1. Ask for bracket kit #26270.

IMPORTANT: Your vehicle may be equipped with a rear brake proportioning valve. Any type of load assist product could affect brake performance. We recommend that you check with your dealer before installing this type of product. If your vehicle **DOES NOT** have a rear brake proportioning valve or is equipped with an anti-lock type brake system, installation of a load assist product will have **NO EFFECT ON BRAKE SYSTEM PERFORMANCE**.

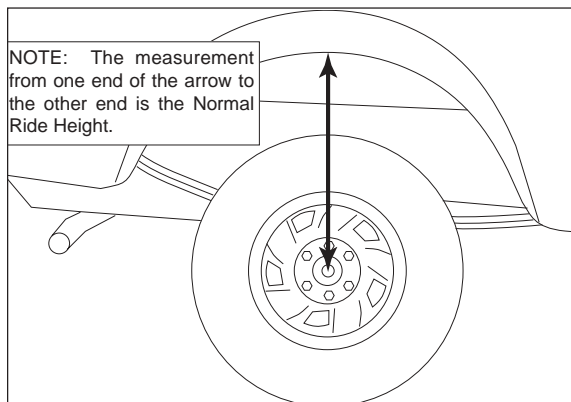


Figure 2

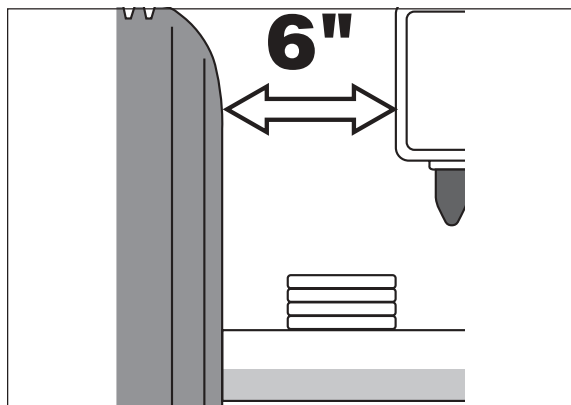


Figure 3

I. Getting Started

1. Determine the Normal Ride Height. The Normal Ride Height is the distance between the bottom edge of the wheel-well and the center of the hub with the vehicle in the "as delivered" condition. In some cases, Normal Ride Height is not perfectly level.
 - a. Remove unusual loads and examine your vehicle from the side to ensure it is on a level surface.
 - b. If necessary (in cases where your leaf springs are sagging badly), use a jack to raise the rear end so that the vehicle achieves the original "as delivered" ride height.
2. Measure the distance between the center of the hub and the bottom edge of the wheel well (Figure 2). This is the Normal Ride Height. Enter the measurement below:

NORMAL
RIDE HEIGHT: _____ inches
3. Measure the distance between the frame and the tire. This kit requires a minimum of 6" of clearance for a fully inflated air spring (Figure 3).

II. Raising the Vehicle

1. Raise the vehicle and remove the wheels.
2. Check the distance between the center of the hub and the bottom edge of the wheel well to ensure that it is at the normal ride height recorded above. If not, raise the frame or lower the axle as necessary to restore the original distance.
 - a. If the vehicle is raised with an axle contact hoist, place axle stands under the frame and lower the axle as needed.
 - b. If the vehicle is raised with a frame contact hoist, place axle stands under the axle and lower the frame as needed.
 - c. If the vehicle is raised with a jack and supported with axle stands on the frame, use a floor jack to lower the axle.

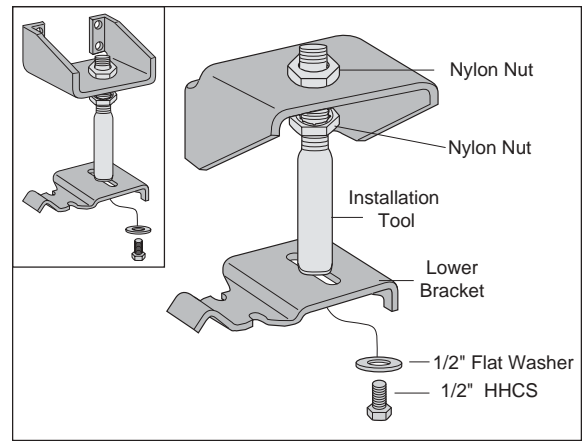


Figure 4

III. Assembling the Installation Tool

1. The tool provided with this kit will assist in proper setup and alignment of the air spring and will also position the upper bracket for drilling the bolt holes. The tool attaches to the upper and lower brackets and is rigid so that it will self-align the upper bracket. The threaded section of the upper part of the tool ensures that the air spring can only be mounted at the correct height. The air spring will work throughout the entire threaded range on the tool. Correct placement depends on the particular vehicle application.
2. Secure the upper bracket (B) to the installation tool (D) using the provided nylon nut (F) (Figure 4).

1987 and older Chevy/GMC 4WD only: The upper bracket must be installed with the legs of the upper bracket “legs up”. Refer to Figure 4 Inset.
3. Loosely attach the tool to the lower bracket (C) using 1/2" flat washer (G) and 1/2" bolt (H). Refer to Figure 4. Leave loose for adjustment.

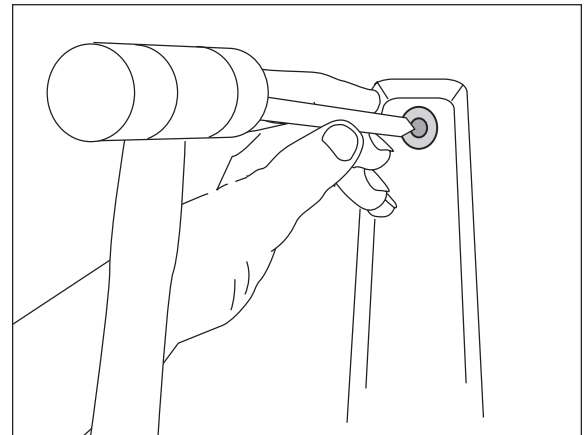


Figure 5

IV. Special Application Instructions

1. **'94 - Newer Dodge 4WD Pickups Only:** It will be necessary to remove the inner fenderwell liner on late model 4WD Dodge Trucks. This is done by carefully driving the pin through the fasteners with a center punch (Figure 5). These fasteners will be reused along with a special spacer to reattach the liner and provide clearance for the air spring. See page 9 for reinstallation instructions. Do not reinstall until after the entire system has been leak and clearance tested.

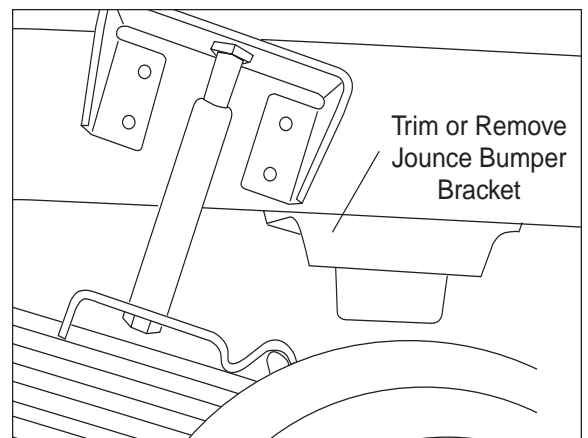


Figure 6

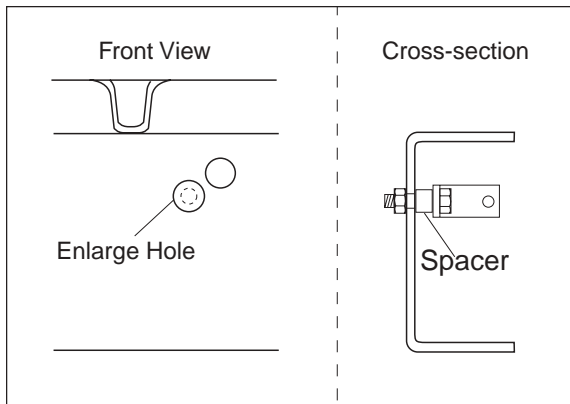


Figure 7

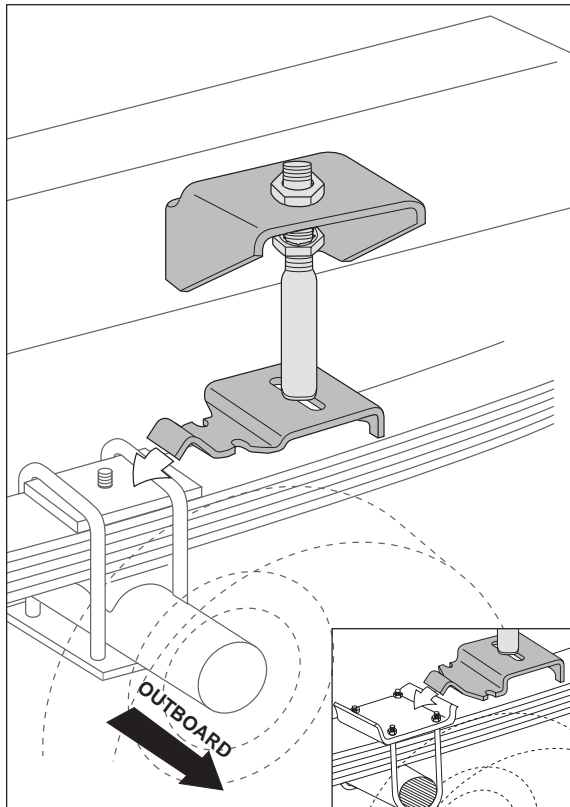


Figure 8

2. **'93 - Older Dodge 4WD pickups and '87 - Older Chevy/GMC 4WD Pickups:** It may be necessary to remove or trim the rubber jounce bumper bracket in order to provide sufficient clearance for the fully inflated air spring (Figure 6).
3. **'88 - '98 Chevy/GMC:** On the driver-side, forward of the axle, the threaded end of the bolt that holds the brake line clip on the inside of the frame protrudes through to the outside of the frame rail where the upper bracket will be attached to the frame. The bolt will prevent the upper bracket from laying flush to the frame rail. It will be necessary to remove this bolt. There are other clips to sufficiently hold the lines to the frame.
4. **'97 - Newer Ford F-150 2 & 4WD Trucks Only:** This kit mounts forward of the rear axle. It is necessary to relocate the bolt holding the brake line bracket to the inside of the frame rail on the driver-side. *NOTE: The special edition Harley Davidson models have a spring retaining strap forward of the axle. This has to be removed in order to install this product.*
 - a. Remove the nut from the outside of the frame rail. Pull the brake line bracket away from the inside of the frame rail.
 - b. Enlarge the hole just below and slightly forward of the existing attachment. Use a $\frac{3}{8}$ " drill bit to enlarge the hole (Figure 7, front view).
 - c. Place the provided spacer (P) on the bracket side of the threads and then reattach the brake line bracket using the original nut (Figure 7, cross-section). This will not compromise the brake line in any way.

V. Deciding Where to Mount

How the kit is installed will depend entirely on the type of vehicle it is to be installed on, and the placement necessary to avoid brake lines, gas lines, hydraulic lines, or other items that may interfere with drilling and mounting. The installation tool included in the kit will help check for obstacles and clearance issues. The kit can be installed in front or behind the axle, even staggered on opposite sides, if necessary, as long as the sufficient mounting envelope (as determined by the height of the installation tool) is available.

1. Some situations, such as vehicles with staggered shock absorbers, may require installing the air springs in front and behind the axle on opposite sides of the vehicle.
2. **All '87 and older Chevy/GMC 4WD** models will be staggered and the upper bracket will be attached legs up.
3. **'88-'98 Chevy/GMC:** The kit mounts forward of the axle.
4. **'99 and newer Silverado/Sierra:** The kit mounts forward of the axle.
5. **'97 and newer Ford F-150 2WD and 4WD:** The kit mounts forward of the rear axle.

VI. Attaching the Lower Bracket

1. Set the assembly on the leaf spring, forward or behind the axle depending upon application.

NOTE: With '99 Silverados and Sierras, if the tools hits the fender flange, drop the axle until the unit clears the flange.

2. With the hook end of the lower bracket placed over the U-bolt (Figure 8) or edge of the spring retaining plate (Figure 8, inset), secure the lower bracket to the leaf spring with the provided U-bolt (J), clamp bar (I), flat washers (L), and lock nuts (K). Torque to 16 ft-lbs.

NOTE: The bracket will pull down flat to the leaf spring when the lock nuts are tightened.

3. The air spring will expand to 5.1" in diameter at maximum inflation pressure. Check horizontally along the shaft of the installation tool for sufficient clearance of 2.50" clearance all around the tool (Figure 9). Be sure to check and adjust any fasteners coming through the frame from the inboard side.

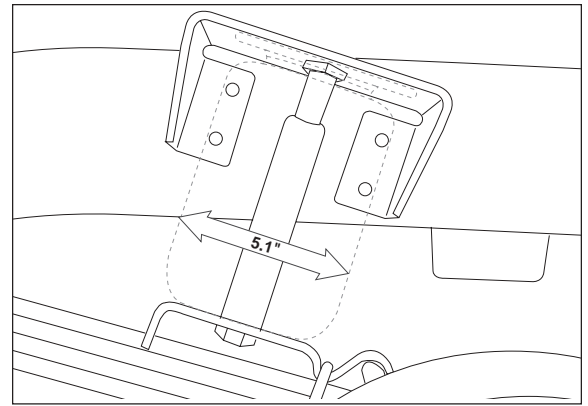


Figure 9

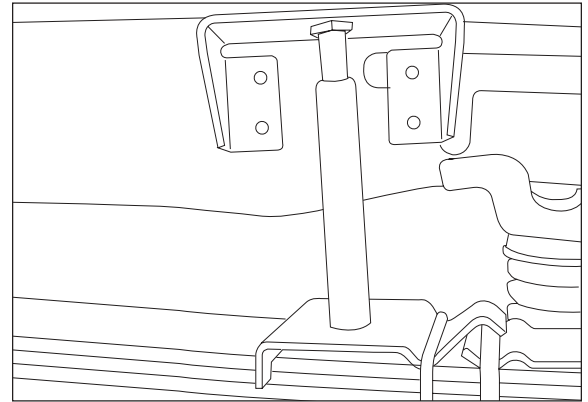


Figure 10

VII. Positioning the Upper Bracket

1. Using the slot in the lower bracket, push the upper bracket against the frame rail.
2. Use the nylon and pal nut on the threaded portion of the tool to adjust the upper bracket so that the legs are flat against the frame rail and all four holes are in the middle section of the frame rail. The mounting holes must not fall on the rounded edges of the frame rail and at least 1.5" must be left above the top of the upper bracket for air fitting clearance.
 - a. **'99 Silverados/Sierras:** Adjust the upper bracket on the threaded tool until the upper rearward hole lines up squarely on the ridge (Figure 10). Not all '99 Silverado/Sierra models have this reinforcing frame ridge. If the vehicle does not have it, place the bracket in the middle section of the frame.
 - b. **Dodge and Ford Pickups:** Many Dodge and Ford pickup chassis have an indent in the frame rail. It is necessary to use the provided spacers behind the mounting holes in such instances.
 - c. **2000 Dodge 1500:** There must be 1/8" of clearance from the upper bracket to the bed crossmember when mounting the upper bracket to the frame (Figure 11).

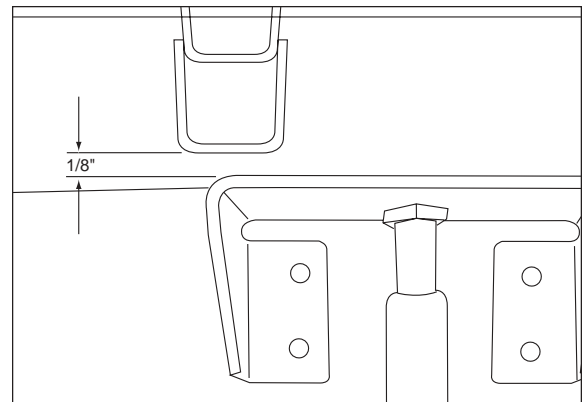


Figure 11

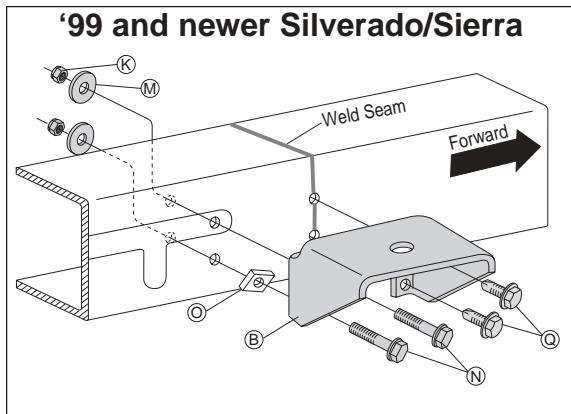


Figure 12

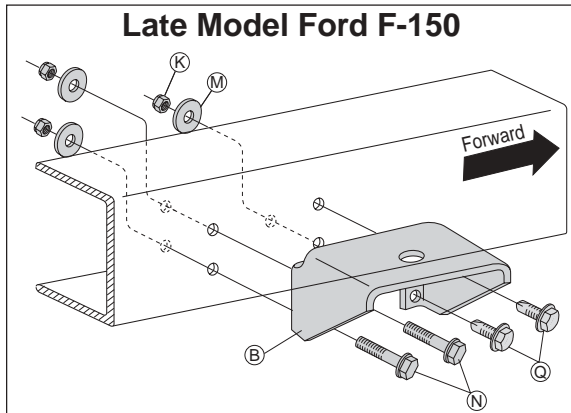


Figure 13

VIII. Attaching the Upper Bracket

1. **CAUTION:** Before drilling, check the back side of the frame for clearance issues such as, brake lines, gas lines, electrical lines, etc. Any obstacles will need to be temporarily relocated to clear the area.
2. Center punch the lower rear hole and drill a $\frac{3}{8}$ " hole.
3. Loosely install a washer head frame bolt (N), large flat washer (M), and nylock nut (K). Refer to Figure 1.
 - a. **'99 and newer Silverado/Sierra:** Insert the square spacer (O) between the upper bracket and frame rail (Figure 12). Loosely attach with frame bolt (N), large washer (M), and nylock nut (K).
 - b. **2000 Dodge 1500:** Use small O.D. washer behind the frame on the rear bottom mounting bolt.
 - c. **Dodge and early Ford pickups:** Many Dodge and Ford pickup chassis have an indent in the frame rail. Use spacers provided behind the mounting holes in the upper bracket that fall into this indented area. Use two round spacers (P) for Dodges and one square spacer (O) for Fords per side.
 - d. **Late model Ford F-150:** Some models have a shock reinforcement on the passenger side that boxes in the frame. The forward holes will fall behind this boxed in section. The frame bolts (N), large flat washers (M), and nylock nuts (K) can still be used in all mounting hole locations, however, it will be easier to use a self-tapping frame bolt (Q) in the forward upper hole location (Figure 13).

4. Center punch the forward lower hole.
 - a. Drill a $\frac{5}{16}$ " hole for '99 and newer Silverados/Sierras (*NOTE: The forward holes will be on the welded section of the frame.*) and late model Ford F-150s if using a self-tapper (per step 3D).
 - b. Drill a $\frac{3}{8}$ " hole for all other installs.
 - c. **Dodge Dakota:** The forward bottom hole will have to be drilled through the jounce bumper bracket and the frame. A spacer (P) is provided for the upper forward hole to compensate for the thickness of the jounce bumper bracket.
5. Remove the tool by removing the bolt securing the tool to the lower bracket. Swing the bracket up and remove the nylon nut on the top of the upper bracket. Remove the tool. Save the removed hardware, as it will be reused to mount the air spring.
6. Replace the upper bracket to the mounting location and secure at the forward, lower mounting hole using washer head frame bolt (N), large flat washer (M), and nylock nut (K) as shown in Figure 1, except in '99 Silverados/Sierras (Figure 12) or late model Ford F-150s (per step 3D - Figure 13) use a self-tapping frame bolt (Q). Tighten securely.

Dodge and Early Ford pickups: Use provided spacers if the mounting hole falls in the indent in frame rail.
7. Center punch and drill the remaining two holes. Drill a $\frac{5}{16}$ " hole for the forward upper hole on the '99 Silverados/Sierra only, otherwise, drill $\frac{3}{8}$ " holes for all mounting holes.

8. Install correct mounting hardware in each upper mounting hole location. See below for vehicle specific instructions:
 - a. **'99 Silverado/Sierra and late model Ford F-150s:** Install a self-tapper (Q) in the forward upper hole and tighten securely. In the rear upper hole, install a washer head frame bolt (N), large flat washer (M), and nylock nut (K). Refer to Figure 11. Torque to 20 ft-lbs.
 - b. **Dodge Dakota:** In the forward upper hole, install a spacer (P) behind the upper bracket. In both forward and rearward holes, install washer head frame bolt (N), large flat washer (M), and nylock nut (K). Torque to 20 ft-lbs.
 - c. **Dodge and early Ford pickups:** Use provided spacers if the mounting hole falls in the indent in frame rail.
 - d. **All other vehicles:** Install washer head frame bolt (N), large flat washer (M), and nylock nut (K) in both mounting holes. Torque to 20 ft-lbs.

IX. Installing the Air Spring

1. Install 90 degree air swivel fitting (E) to the top of the air spring (A) (Figure 1). Use a $\frac{7}{16}$ " open end wrench being careful to tighten on the metal hex nut only. Tighten 1 and $\frac{1}{2}$ turns. Do not over tighten.

NOTE: This fitting is precoated with sealant.

2. Guide the fitting through the center mounting hole in the upper bracket (Figure 1).
3. Attach the air spring to the lower bracket using flat washer (H) and bolt (G). Carefully hand turn the air spring onto the lower mounting bolt. Leave loose for later adjustment.
4. Loosely, install nylon nut (F) over the air fitting and onto the upper threadpost of the air spring (Figure 1).

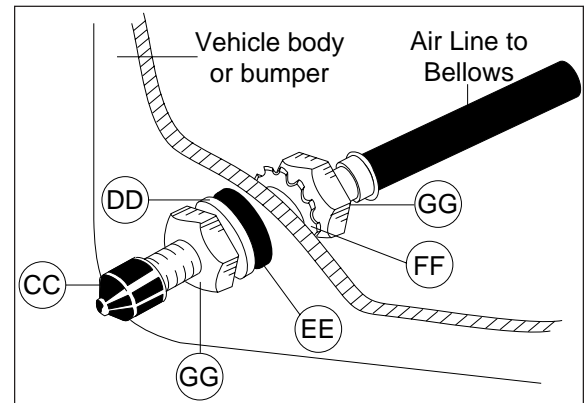


Figure 14

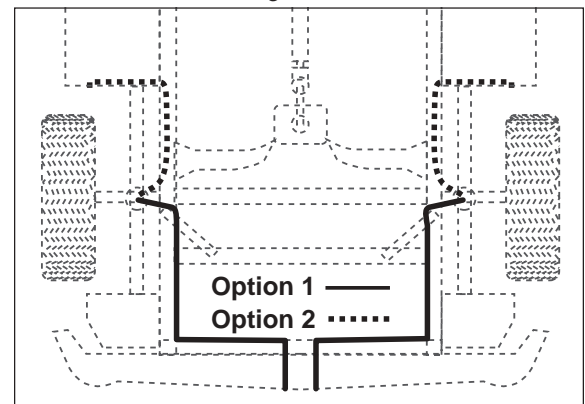


Figure 15

X. Installing the Air Lines

1. Choose a convenient location for mounting the inflation valves. Popular locations for the inflation valve are: the wheel well flanges, the license plate recess in bumper, under the gas cap access door, or through license plate itself.

NOTE: Whatever the chosen location is, make sure there is enough clearance around the inflation valves for an air chuck.

2. Drill a $\frac{5}{16}$ " hole to install the inflation valves.
3. Cut the air line assembly (AA) in two equal lengths.

CAUTION: When cutting or trimming the air line, use a hose cutter, a razor blade or a sharp knife. A clean, square cut will ensure against leaks. Do not use wire cutters or scissors to cut the air line. These tools may flatten or crimp the air line, causing it to leak around the O-ring seal inside the elbow fitting.

4. Place a $\frac{5}{16}$ " nut (GG) and a star washer (FF) on the air valve. Leave enough of the inflation valve in front of the nut to extend through the hole and have room for the rubber washer (EE), flat washer (DD), and $\frac{5}{16}$ " nut (GG) and cap (CC). There should be enough valve exposed after installation - approximately $\frac{1}{2}$ " - to easily apply a pressure gauge or an air chuck (Figure 14).

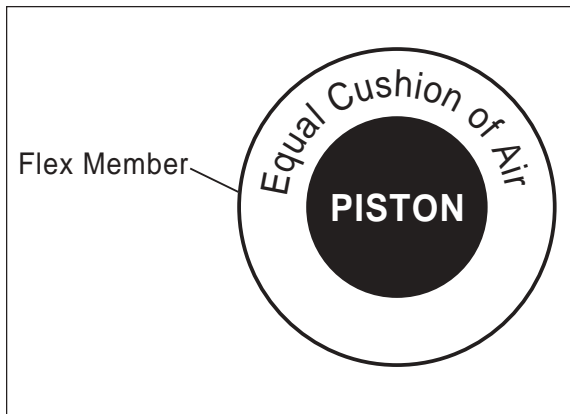


Figure 16

5. Push the inflation valve through the hole and use the rubber washer (EE), flat washer (DD), and another $\frac{5}{16}$ " nut (GG) to secure it in place. Tighten the nuts to secure the assembly in place (Figure 14).
6. Route the air line along the frame to the air fitting on the air spring (Figure 15). Keep at least 6" of clearance between the air line and heat sources, such as the exhaust pipes, muffler, or catalytic converter. Avoid sharp bends and edges. Use the plastic tie straps (BB) to secure the air line to fixed, non-moving points along the chassis. Be sure that the tie straps are tight, but do not pinch the air line. Leave at least 2" of slack to allow for any movement that might pull on the air line.

7. Cut off air line leaving approximately 12" of extra air line. A clean square cut will ensure against leaks. Insert the air line into the air fitting. This is a push to connect fitting. Simply push the air line into the 90° swivel fitting until it bottoms out ($\frac{9}{16}$ " of air line should be in the fitting).
8. Install the minimum/maximum air pressure decal in a highly visible location. We suggest placing it on the driver-side window just above the door handle.

XI. Aligning the Air Spring

1. **IMPORTANT:** With the bottom and top of the air spring still loose, inflate the air spring to approximately 10 p.s.i.
2. Use the slotted adjustment in the lower bracket to correctly align the air spring between the upper and lower brackets. This can be accomplished by lightly tapping it inboard or outboard for proper alignment. There should be a symmetrical cushion of air around the base of the air spring when correctly positioned (Figure 16).
3. Tighten the lower mounting bolt with a $\frac{3}{4}$ " wrench. Hand tight is sufficient. Do not attempt to hold the air spring with any type of tool.
4. Tighten the nylon nut to 4 ft-lbs.
5. On the driver-side, it may be necessary to secure the emergency brake cable away from the air spring using straps (BB) to prevent rubbing. Tie both cables together where they cross each other.
6. Repeat entire installation procedure for other side.

XII. Checking for Leaks

1. Inflate the air spring to 30 p.s.i.
2. Spray all connections and the inflation valves with a solution of $\frac{1}{5}$ liquid dish soap and $\frac{4}{5}$ water to check for leaks. You should be able to spot leaks easily by looking for bubbles in the soapy water.
3. After the test, deflate the springs to the minimum pressure required to restore the Normal Ride Height, but not less than 10 p.s.i.
4. **IMPORTANT:** Check the air pressure again after 24 hours. A 2 to 4 p.s.i. loss after initial installation is normal. Retest for leaks if the loss is more than 5 lbs.

XIII. Fixing Leaks

1. If there is a problem with the swivel fitting,
 - a. Check the air line connection by deflating the spring and removing the line by pulling the collar against the fitting and pulling firmly on the air line. Trim 1" off the end of the air line. Be sure the cut is clean and square. Reinsert the air line into the push-to-connect fitting.
 - b. Check the threaded connection by tightening the swivel fitting another $\frac{1}{2}$ turn. If it still leaks, deflate the air spring, remove the fitting, and re-coat the threads with thread sealant. Reinstall by hand tightening as much as possible, then use a wrench for an additional two turns.
2. If there is a problem with the inflation valve,
 - a. Check the valve core by tightening it with a valve core tool.
 - b. Check the air line connection by removing the air line from the barbed type fitting. *CAUTION: Do not cut it off, as this will usually nick the barb and render the fitting useless.* Cut air line off a few inches in front of the fitting and use a pair of pliers or vice-grips to pull/twist the air line off the fitting.

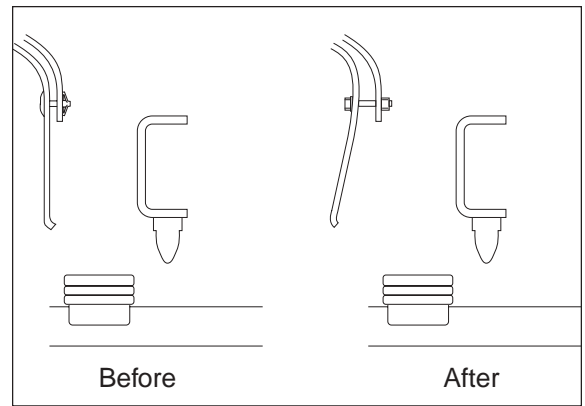


Figure 17

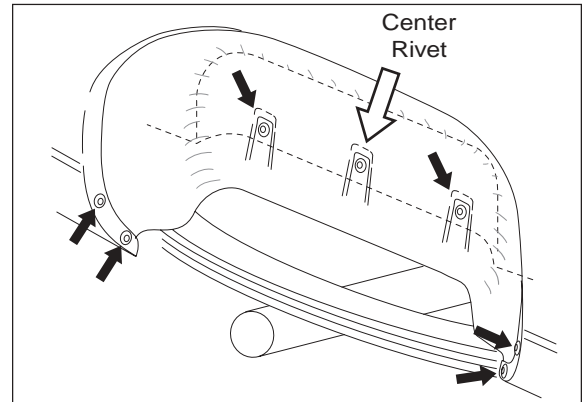


Figure 18

XIV. Reinstalling the Fenderwell Liner - Late Model 4WD DODGE ONLY

1. If this installation was on a late model 4WD Dodge truck, then it is now necessary to reinstall the inner fenderwell liner using the original fasteners and provided spacers to allow for air spring clearance (Figure 17).
2. Place the spacer (S) between the fenderwell liner and the fenderwell at the center hole (Figure 18) in the fenderwell liner (the hole nearest the air spring). Attach using the $\frac{1}{4}$ " HHCS (R), the $\frac{10}{32}$ " flat washers (T), and $\frac{1}{4}$ " nylock nut (U) provided (Figure 19).

NOTE: Fasten the HHCS with the washer and nut behind the fenderwell. Tighten securely.

3. Replace the remaining fenderwell liner rivets carefully. Push the rivets through the fenderwell liner by hand. They should push through completely.
4. From the opposite side, use a rubber mallet and carefully tap the rivet posts back into the rivets in order to secure them properly (Figure 20). Repeat this process for all remaining rivets.

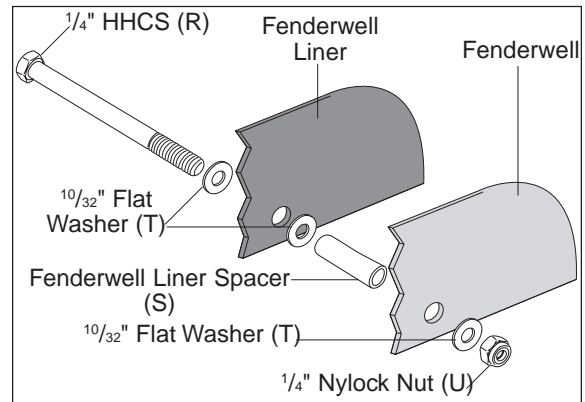


Figure 19

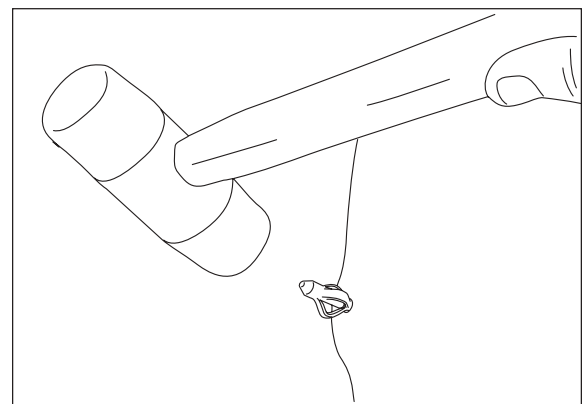


Figure 20

XV. Troubleshooting Guide

Problems maintaining air pressure, without on-board compressor.

1. Leak test the air line connections and threaded connection of the elbow into the air spring. See Section XIII to repair.
2. Leak test the inflation valve for leaks at the air line connection or dirt or debris in the valve core. See Section XIII to repair.
3. Inspect air lines to be sure it is not pinched. Tie straps may be too tight. Loosen or replace strap. Replace leaking components.
4. Inspect air line for holes and cracks. Replace as needed.
5. A kink or fold in the air line. Reroute as needed.

XVII. Maintenance and Operations

Minimum Air Pressure	Maximum Air Pressure
5 p.s.i.	100 p.s.i.
<i>Failure to maintain correct minimum pressure (or pressure proportional to load), bottoming out, over-extension, or rubbing against another component will void the warranty.</i>	

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

1. Check the air pressure weekly.
2. Always maintain Normal Ride Height. Never inflate beyond 100 p.s.i.
3. If you develop an air 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. (See page 9.)
4. When increasing load, always adjust the air pressure to maintain the Normal Ride Height. Increase or decrease pressure from the system as necessary to attain Normal Ride Height for optimal ride and handling. Remember that loads carried behind the axle (including tongue loads) require more leveling force (pressure) than those carried directly over the axle.
5. **IMPORTANT:** For your safety and to prevent possible damage to your vehicle, *do not exceed maximum Gross Vehicle Weight Rating (GVWR), as indicated by the vehicle manufacturer.* Although your air springs are rated at a maximum inflation pressure of 100 p.s.i. The air pressure actually needed is dependant on your load and GVWR, which may be less than 100 p.s.i. Check your vehicle owners manual and do not exceed the maximum load listed for your vehicle.
6. Always add air to springs in small quantities, checking the pressure frequently. Sleeves require less air volume than a tire and inflate quickly.
7. *Should it become necessary to raise the vehicle by the frame, make sure the system is at minimum pressure (5 p.s.i.) to reduce the tension on the suspension/brake components. Use of on-board leveling systems do not require deflation or disconnection.*



Product Use Information

Frequently asked questions

Q. Will installing air springs increase the weight ratings of a vehicle?

No. Adding air springs will not change the weight ratings (GAWR, GCWR and/or GVWR) of a vehicle. Exceeding the GVWR is dangerous and voids the Air Lift warranty.

Q. Is it necessary to keep air in the air springs at all time and how much pressure will they need?

The minimum air pressure should be maintained at all times. The minimum air pressure keeps the air spring in shape, ensuring that it will move throughout its travel without rubbing or wearing on itself.

Q. Is it necessary to add a compressor system to the air springs?

No. Air pressure can be adjusted with any type of compressor as long as it can produce sufficient pressure to service the springs. Even a bicycle tire pump can be used, but it's a lot of work.

Q. How long should air springs last?

If the air springs are properly installed and maintained they can last indefinitely.

Q. Will raising the vehicle on a hoist for service work damage the air springs?

No. The vehicle can be lifted on a hoist for short-term service work such as tire rotation or oil changes. However, if the vehicle will be on the hoist for a prolonged period of time, support the axle with jack stands in order to take the tension off of the air springs.

Tuning the air pressure

Pressure determination comes down to three things — level vehicle, ride comfort, and stability.

1. Level vehicle

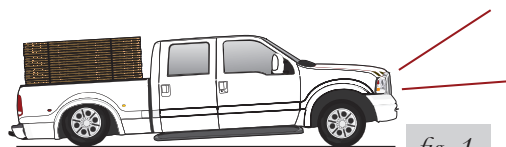
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 1). Raise the air pressure to correct either of these problems and level the vehicle.

2. Ride comfort

If the vehicle has a rough and harsh ride it may be due to either too much pressure or not enough (fig. 2). Try different pressures to determine the best ride comfort.

3. Stability

Stability translates into safety and should be the priority, meaning the driver may need to sacrifice a perfectly level and comfortable ride. Stability issues include roll control, bounce, dive during braking and sponginess (fig. 3). Tuning out these problems usually requires an increase in pressure.



Bad headlight aim



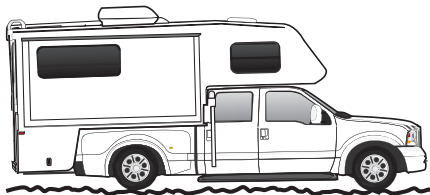
Sway and body roll



Rough ride

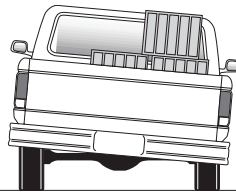
Guidelines for adding air:

1. Start with the vehicle level or slightly above.
2. When in doubt, always add air.
3. For motorhomes, start with 50-100 PSI in the rear because it can be safely assumed that it is heavily loaded.
4. If the front of the vehicle dives while braking, increase the pressure in the front air bags, if equipped.
5. If it is ever suspected that the air bags have bottomed out, increase the pressure (fig. 4).
6. Adjust the pressure up and down to find the best ride.
7. If the vehicle rocks and rolls, adjust the air pressure to reduce movement.
8. It may be necessary to maintain different pressures on each side of the vehicle. Loads such as water, fuel, and appliances will cause the vehicle to be heavier on one side (fig. 5). As much as a 50 PSI difference is not uncommon.

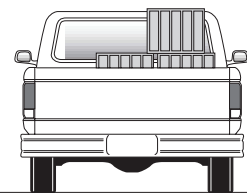


Bottoming out

fig. 4



Unlevel



Level

fig. 5