

Air Lift1000[™]
by AIR LIFT®

Kits

60900- 60927

Universal fitments



*Cover
illustration
may not depict
actual kit.*



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.

TABLE OF CONTENTS

Introduction	2
Important Safety Notice	2
Notation Explanation	2
Hardware and Tools Lists	3
Hardware List	3
Tools List	3
Tips for Measuring Coil Spring for Air Spring Cylinders	4
Recommendations for Installation	7
Before Operating	12
Installation Checklist	12
Post-installation checklist	12
Product Use, Maintenance and Servicing	13
Suggested Driving Pressure and Maximum Air Pressure	13
Maintenance Guidelines	13
Operating Tips	13
Troubleshooting Guide	14
Frequently Asked Questions	14
Tuning the Air Pressure	15
Guidelines for Adding Air	15
Choosing the Right On-Board Air Compressor System	16
Replacement Information	20
Contact Information	20
Warranty and Returns Policy	21

Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the Air Lift 1000 air spring kit.

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 the 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.

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

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

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



CAUTION



WARNING



DANGER

NOTE

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

Hardware and Tools Lists

KIT	CYLINDERS	CYLINDER SIZE	SPACER (THICKNESS)	HEIGHT RANGE
60900	46149	3 X 5.5"	None	5.5"
60901	46143	3 x 8"	None	8"
60902	46144	3 X 9"	None	9"
60903	46166	3.44 X 5.5"	09333 (.25") and 09112 (.50")	5.55" to 6.25"
60904	46136	3.44 X 7"	09333 (.25") and 09112 (.50")	7" to 7.75"
60905	46135	3.44 X 8.75"	09333 (.25") and 09112 (.50")	8.75" to 9.5"
60906	46125	4 X 4"	09447 (.50")	4" to 5"
60907	46091	4 X 5"	09447 (.50")	5 to 6"
60908	46141	4 X 6"	09447 (.50")	6 to 7"
60909	46137	4 X 7"	09447 (.50")	7 to 8"
60910	46129	4 X 8"	09447 (.50")	8 to 9"
60911	46130	4 X 9"	09447 (.50")	9 to 10"
60912	46155	4 X 10"	09447 (.50")	10 to 11"
60913	46131	4 X 11"	09447 (.50")	11 to 12"
60914	46165	4.35 X 5.5	09447 (.50")	5.5 to 6.5"
60915	46172	4.35 X 6.5"	09447 (.50")	6.5 to 7.5"
60916	46161	4.35 X 8"	09447 (.50")	8 to 9"
60917	46159	4.35 X 9"	09447 (.50")	9 to 10"
60918	46160	4.9 X 4.25	09191 (.50")	4.25 to 5.25"
60919	46127	4.9 X 6"	09191 (.50")	6 X 7"
60920	46128	4.9 X 8"	09191 (.50")	8 to 9"
60921	46123	4.9 X 10"	09191 (.50")	10 to 11"
60922	46147	5.35 X 4.5"	09191 (.50")	4.5 to 5.25"
60923	46151	5.38 X 6.5"	09191 (.50")	6.5 to 7.5"
60924	46150	5.38 X 7.5"	09191 (.50")	7.5 X 8.5"
60925	46133	5.38 X 8.5"	09191 (.50")	8.5 to 9.5"
60926	46434	5.38 X 9.5"	09191 (.50")	9.5 X 10.5"
60927	46132	5.38 X 10.5"	09191 (.50")	10.5 to 11.5"

TOOLS LIST

Description.....	Qty
Flat tire spoon.....	1
Pliers.....	1
Sharp knife or scissors.....	1
Safety glasses.....	1
5/16" drill bit (very sharp).....	1

Description.....	Qty
Heavy-duty drill.....	1
Hoist or floor jack.....	1
Jack stands.....	2
Spray bottle with dish soap/water solution.....	1

Tips for Measuring Coil Springs for Air Spring Cylinders

The Air Lift 1000 Universal kit is designed to fit numerous vehicles with shock absorbers rather than struts (Fig. 1). Solid axle, independent and front applications are the most common.

This kit will not fit vehicles with coil-over shocks or coil springs with internal jounce bumpers.

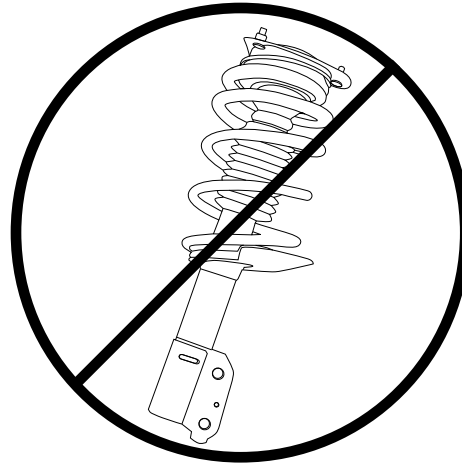


fig. 1

If this is a lifted vehicle, check to see if Air Lift Company has an existing kit first and review/follow the manual installation instructions for the stock kit installation. Also, note the size of the cylinder in the stock kit in comparison to what is needed for the lifted application.

1. To determine the size air bag needed for this application, first measure the inside diameter of the stock steel coil springs. Measure a middle coil, rather than top or bottom, if the top and bottom coils are reduced in size.
2. Measure from whatever the air spring cylinder, once installed, will touch at the top and the bottom of the spring seats. This is the length of the air spring required for this application.
3. The measurements need to be taken on an un-laden vehicle (no load) condition. If this is not possible, jack the vehicle up to its stock height and take measurements at this time.

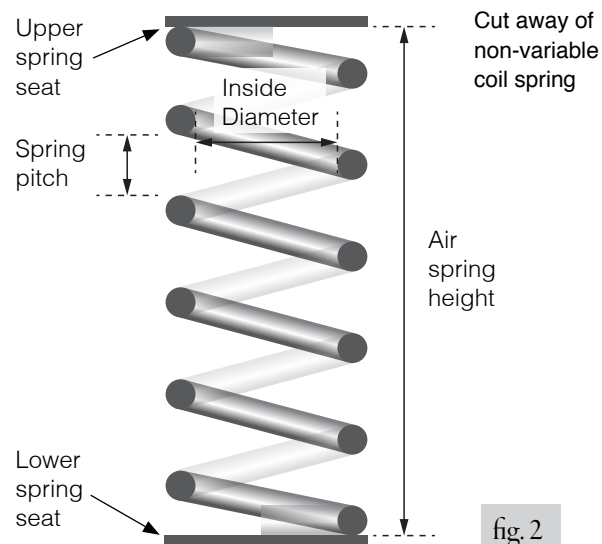


fig. 2

4. Even though it may be perceived that the air spring cylinders work by pushing up and down on the upper and lower spring seats (they also do this), the “lifting or supporting” of the vehicle actually comes from the air spring cylinders, being inflated, slightly bulging in between the coil springs and “pushing or spreading” them thus helping support the vehicle’s sprung weight (Fig. 3). With this in mind, it is not necessary to fit the inside diameter of the steel spring exactly and it is recommended that the air spring cylinder be a little undersized. Do not put an air spring cylinder with a larger outside diameter in a smaller ID coil spring. This will likely cause the early failure of the air spring cylinder.

Air Lift 1000
kit installed

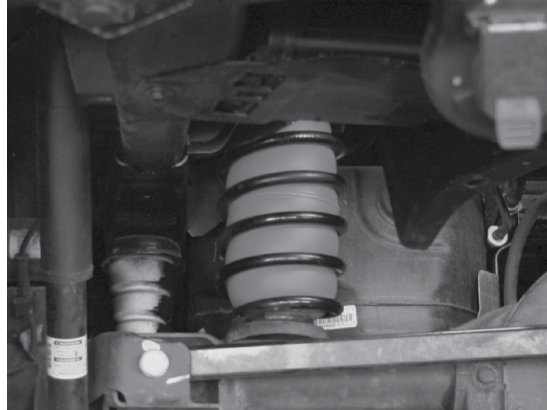


fig. 3

5. If the length of the spring is slightly short, use the spacer in the kit (if supplied) (Fig. 4) to make up the difference in length. Also, do not choose an air spring cylinder that is too long. Refer to the Hardware List on page 2 for sizing options. The spacers that are provided also serve as protectors, if there is a sharp object at the top or the bottom spring seat that could cut a hole in the air bag, factor in the height of this spacer or protector and use it in the stack up for the installation.

Typical spacers
which may be
included with
Air Lift 1000
Universal kit



fig. 4

6. The air line for each air bag will need to be routed either through the top or bottom coil spring seats. The hose cannot exit between spring coils. If there is not a hole or easy access to the existing hole, it may be necessary to drill or grind a hole in the lower or upper spring seat to create access to the stem on the air spring cylinder. Typically, a 9/16” to 3/4” diameter hole is used for the hose access. In some cases, this hole may need to be offset from the center based on the articulation of the suspension (common in independent suspensions). If this is the case on this installation, with the cylinder and hose in position, cycle the suspension up and down and observe the hose to make sure it does not cut or kink in the access hole created for the hose routing.

7. Hose routing depends on the installation of the air spring. It is recommended to keep the hose at least 12" away from any heat source. Leave sufficient slack in the hose so it can move when the suspension is in motion. Do not route the hose through any holes in the frame or near sharp objects. Wire-tie the hose to existing harnesses or frame/component parts along the routing to the tee, inflation valve or valves. Cap the inflation valve with the cap supplied to keep contaminants out of the core in the valve.
8. Use a soapy water solution to lubricate the fittings on the air cylinders and tee (if used) for installing the hose and always use the clamps supplied to secure the hose over the barbed end of the fittings.
9. Most universal kits come with a heat shield for the exhaust (Fig. 5). If the exhaust is less than 3" away from the coil spring, it will be necessary to install the heat shield in between the exhaust and the coil spring to shield the air spring from heat. See the instruction manual in the heat shield kit for installation instructions.



fig. 5

10. Air pressure in the system will depend on the pitch of the stock coil spring (Fig. 2). Pitch is the gap or distance between the coils. Some springs have a "variable" rate in which the gap or distance between the coil springs will vary. For these springs, it is recommended to measure the largest opening and use this as the guide to choose what pressure to use.
11. The rule of thumb on the pressure is a maximum 35 PSI if the gap is 1 inch or greater. If the pitch is 1 inch or less, use up to 50 PSI. The minimum is 5 PSI. If this minimum is not maintained, the air bag may fail prematurely.
12. Pressure may be varied within the specified range depending on the load.
13. Although not required, Air Lift recommends installing one of its air management systems to control the air springs. The control system allows the operator to adjust the air springs on the fly to help improve ride and handling.

Recommendations for Installation

After choosing the appropriate universal kit, the following instructions are typical installations on current applications that Air Lift fits today.

GETTING STARTED

1. Jack up the front or rear of the vehicle or raise on a hoist. Support the frame or axle with safety stands. Lower the axle or raise the body of the vehicle until the suspension is fully extended (Fig. 6). In some cases it may be necessary to unbolt the sway bar.

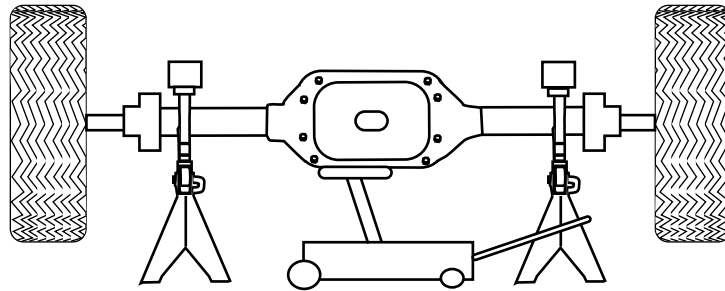


fig. 6



CAUTION

OBSERVE TENSION ON BRAKE LINES. DO NOT STRAIN.

2. Remove the plastic cap from the barbed stem on the end of the air spring. Exhaust the air from the air spring by rolling it up toward the barbed stem. Replace the cap on the stem to hold the flat shape (Fig 7). Fold the air spring into a hot dog bun shape as shown.



fig. 7

3. If necessary, additional clearance between the springs's coil (pitch) may be obtained by disconnecting the shock absorbers from the lower shock mounts. This will allow the suspension to drop even further. If removal of the springs is necessary to install the air spring cylinders, refer to the manufacturer's manual for step-by-step instructions before proceeding.

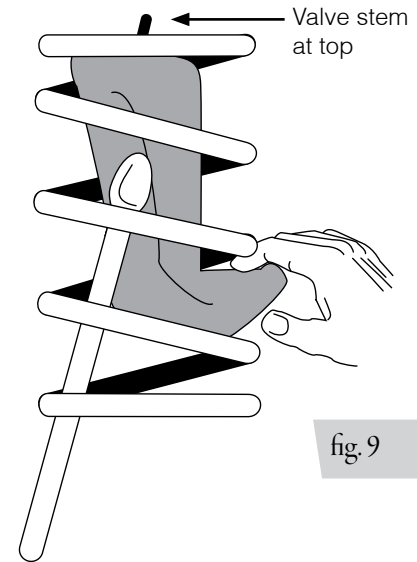
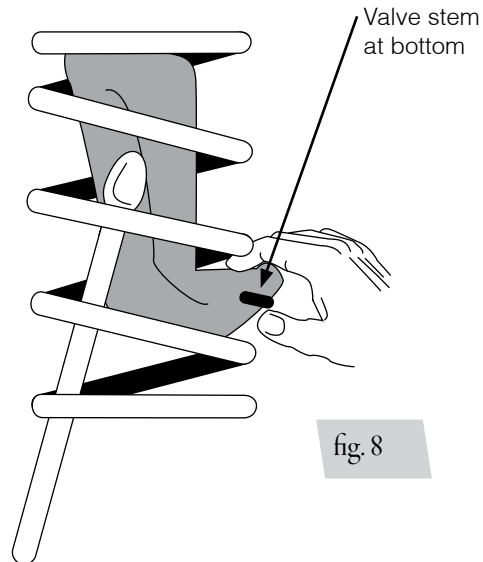


CAUTION

AGAIN, OBSERVE TENSION ON BRAKE LINES. DO NOT STRAIN.

INSTALLING THE AIR SPRING

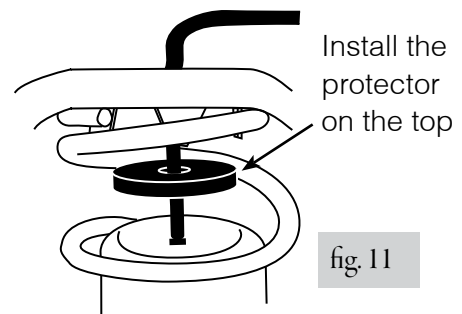
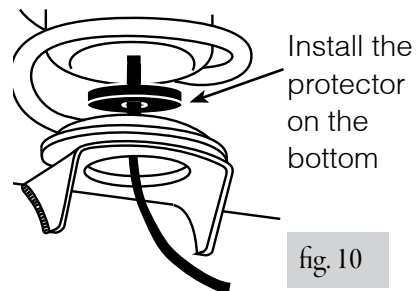
1. Establish the routing for the air line to the spring. It will either go in through the top spring seat or the bottom spring seat.
2. Insert the flattened (hot dog bun-shaped) air spring into the side of the coil spring through the lowest opening with the stem pointing in the direction established for the hose routing. (Figs. 8 and 9)



3. Push the air spring up or down within the coil by hand or with a blunt instrument such as a spoon-type tire iron.
4. When the air spring is completely within the coil, remove the cap and allow the air spring to assume its "as-molded" shape.
5. If used, insert the spacer at the top or bottom. This spacer or protector may have to be installed on the hose side of the cylinder depending on the bag for this application. (Figs. 10 and 11)

NOTE

The spacer or protector can be inserted into the coil spring facing in either direction.



INSTALLING THE AIR LINE

A tee air line installation is recommended unless the weight in the vehicle varies from one side to the other and unequal pressures are needed to level the load or compensate for axle torque transfer in racing applications. Dual air lines are used in this case.

CAUTION

WHEN CUTTING OR TRIMMING THE AIR LINE, USE A SHARP UTILITY 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. (FIG. 12)

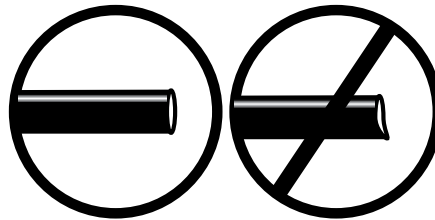


fig. 12

TEE AIR LINE ROUTING

CAUTION

TO PREVENT THE AIR LINE FROM MELTING, MAINTAIN AT LEAST 8" FROM THE EXHAUST SYSTEM TO THE AIR LINE.

1. Locate the desired tee location on the frame rail or cross member. Determine and cut adequate length of air line to reach from tee to the left and right side air springs.

CAUTION

LEAVE SUFFICIENT AIR LINE SLACK TO PREVENT ANY STRAIN ON THE FITTING DURING AXLE MOTIONS.

2. Slide an air line clamp onto the air line.
3. Push the air line over one side of the tee until all the barbs are covered. With a pair of pliers, slide the air line clamp forward until it fully covers the barbed section. Repeat entire procedure for other leg of the tee. (Fig. 13)
4. Route the air line along the cross member and either the lower control arm or the upper spring seat to the air spring.
5. Insert the air line through the spring seat and spacers.

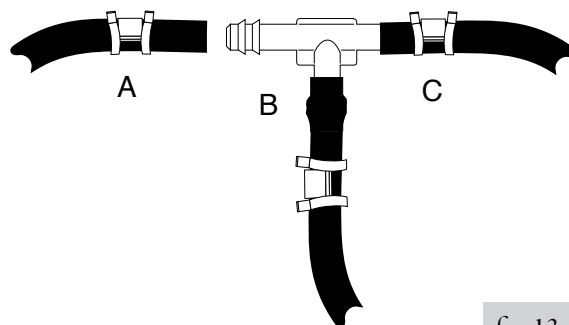
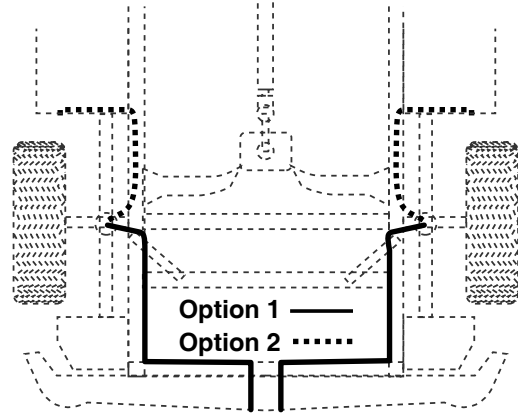
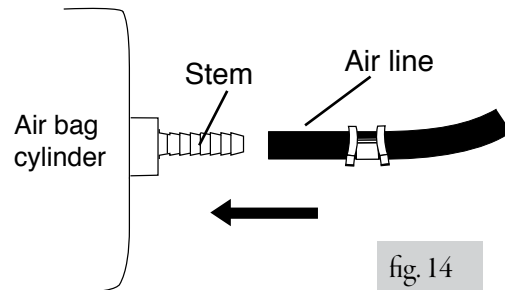


fig. 13

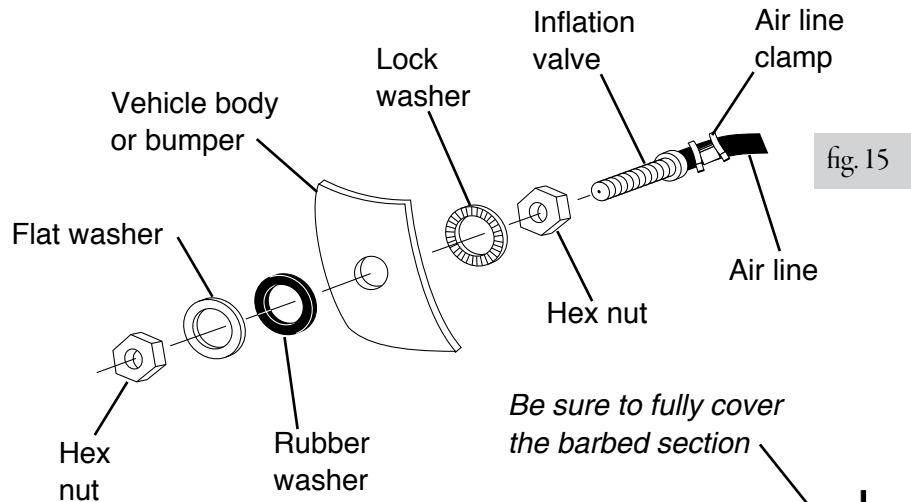
Use this procedure for all air line connections:

- a. Slide the air line clamp onto the air line.
- b. Push the air line over the barbed stem.
- c. Compress the ears on the air line clamp with pliers and slide it forward to fully cover the barbed section.

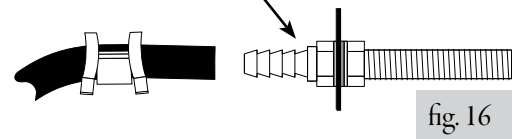
6. Push the air line onto the stem, covering all the barbs (Fig. 14). Use pliers to slide the air line clamp until it fully covers the barbed section.
7. Push the remaining air line over the last fitting on the tee and route it along the frame to the desired inflation valve location. Attach the air line with plastic straps or wire.
8. Select a location for the inflation valve in the gas cap well, the trunk, rear bumper, fender flange or behind license plate, ensuring that the valve will be protected and accessible with an air hose. (Fig. 13)



9. Drill a 5/16" hole for the inflation valve and mount as shown (Fig. 15). The rubber washer serves as an outside weather seal.
10. Slide the air line clamp over the air line. Push the air line onto the fitting covering all barbs. Using pliers, slide the air line clamp forward until it fully covers the barbed section. (Fig. 16)



Be sure to fully cover the barbed section



11. Raise the axle or lower the vehicle body until the air springs lightly touch the upper spring seat and lower spacers.
12. Check tail pipe clearance and ensure that it is at least 2-3 inches from air spring. If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shield is provided, install. Attach shock absorbers if removed earlier in the installation.

NOTE

Do not inflate air springs before reading the maintenance and operation section.

DUAL AIR LINE ROUTING

TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST 8" FROM EXHAUST SYSTEM.

CAUTION

1. Select a location for the inflation valves in the rocker panel flange, or rear bumper, assuring that each valve will be protected and accessible with an air hose.
2. Determine and cut adequate length of air line to reach from valve location to left side air spring.

CAUTION

LEAVE SUFFICIENT AIR LINE SLACK TO PREVENT ANY STRAIN ON FITTING DURING AXLE MOTIONS.

3. Insert the air line through the spring seat and spacer.
4. Slide air clamp onto the cut air line.
5. Push the air line onto the stem, covering all the barbed section (see Fig. 7). With pliers slide the air line clamp forward until it fully covers barbed section.
6. Repeat process for right side.
7. Drill 5/16" hole for inflating valves and mount as illustrated. Rubber washer is for outside weather seal. (Fig. 9)
8. Route air line along control arm and frame to inflation valve location and cut off excess.
9. Slide a clamp onto the air line and push the air line over the fitting, covering all the barbs. With pliers slide the air line clamp forward until it fully covers the barbed section. (Fig. 10)
10. Raise axle or lower body until air springs lightly touch upper spring seat and lower spacers.
11. Check tail pipe clearance and ensure that it is at least 2-3 inches from air springs. If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shields are supplied, install them. Attach shock absorbers if removed earlier in the installation.

CAUTION

DO NOT INFLATE AIR SPRINGS BEFORE READING THE MAINTENANCE AND OPERATION SECTION.

COMPLETING THE INSTALLATION

1. Raise the axle up or lower the body until the air springs just touch the top and bottom spring seats, inflate the air springs to 20 PSI. Test for air leaks by applying a liquid solution of 1/5 dish soap to 4/5 water to all valve cores, fittings and connections.
2. Lower vehicle to the ground. Read Product Use, Maintenance and Servicing for proper care of the air springs.
3. Recheck air pressure after 24 hours. A 2-4 PSI loss after initial installation is normal. If pressure has dropped more than 5 PSI, retest for leaks.

Before Operating

INSTALLATION CHECKLIST (To be completed by installer)

- Clearance test — Inflate the air springs to 30 PSI and ensure there is at least ½" clearance around each bellow, away from anything that might rub against them. Be sure to check the tire, brake drum, frame, shock absorbers and brake cables.
- Leak test before road test — Inflate the air springs to 30 PSI, check all connections for leaks with a soapy water solution. See *Checking for Leaks* on how to spot leaks. All leaks must be eliminated before the vehicle is road tested.
- Fastener test — Recheck all bolts for proper torque. Re-torque after 100 miles.
- Road test — The vehicle should be road tested after the preceding tests. Inflate the air springs to 25 PSI (30 PSI if the vehicle is loaded). Drive the vehicle 10 miles and recheck for clearance, loose fasteners and air leaks.
- Operating instructions — If professionally installed, the installer should review the *Product Use, Maintenance and Servicing* section with the owner. Be sure to provide the owner with all of the paperwork which came with the kit.

Technician's Signature _____

Date _____

POST-INSTALLATION CHECKLIST

- Overnight leak down test — Recheck air pressure after the vehicle has been used for 24 hours. If the pressure has dropped more than 5 PSI, then there is a leak that must be fixed. Either fix the leak yourself or return to the installer for service.
- Air pressure requirements — Regardless of load, the air pressure should always be adjusted to maintain ride height at all times.
- Thirty-day or 500-mile test — Recheck the air spring system after 30 days or 500 miles, whichever comes first. If any part shows signs of rubbing or abrasion, the source should be identified and moved, if possible. If it is not possible to relocate the cause of the abrasion, the air spring may need to be remounted. If professionally installed, the installer should be consulted. Check all fasteners for tightness.

Product Use, Maintenance and Servicing

Minimum Air Pressure	Maximum Air Pressure	
5 PSI	35 PSI	50 PSI
	Greater than 1" spring pitch	Less than 1" spring pitch
FAILURE TO MAINTAIN CORRECT MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD), BOTTOMING OUT, OVER-EXTENSION OR RUBBING AGAINST ANOTHER COMPONENT WILL VOID THE WARRANTY.		

MAINTENANCE GUIDELINES

NOTE

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

1. Check the air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 35 PSI or 50 PSI as noted in above chart.
3. If the system develops an air leak, use a soapy water solution to check all air line connections and the inflation valve core, before deflating and removing the spring.
4. When increasing load, always adjust the air pressure to maintain 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.



CAUTION

FOR SAFETY AND TO PREVENT DAMAGE TO THE 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 35 PSI OR 50 PSI, THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDENT ON LOAD AND GVWR.

5. Always add air to the springs in small quantities, checking the pressure frequently. Cylinders require less air volume than a tire and inflate quickly.
6. Should it become necessary to raise the vehicle by the frame, make sure the system is at a minimum pressure (5 PSI) to reduce tension on the suspension/brake components. Use of on-board leveling systems do not require deflation or disconnection.

OPERATING TIPS

1. Inflate the air springs to 30 PSI before adding the payload. This will allow the air cylinder to properly mesh with the coil spring. After the vehicle is loaded, adjust the air pressure down to level the vehicle and for ride comfort.
2. When carrying a payload it will be helpful to increase the tire inflation pressure in proportion to any overload condition. Air Lift Company recommends a 2 PSI increase above normal for each 100 lbs additional load on the axle.

TROUBLESHOOTING GUIDE

1. Leak test the air line connections.
2. Inspect the air lines to be sure none are pinched. Tie straps may be too tight. Loosen or replace the strap and replace leaking components.
3. Inspect the air line for holes and cracks. Replace as needed.
4. Look for a kink or fold in the air line. Reroute as needed.

If the preceding steps do not solve the problem, it is possibly caused by a failed air spring

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 times 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. 16). Raise the air pressure to correct either of these problems and level the vehicle.

2. Ride comfort

If the vehicle has a rough or harsh ride it may be due to either too much pressure or not enough (Fig. 17). Try different pressures to determine the best ride comfort.

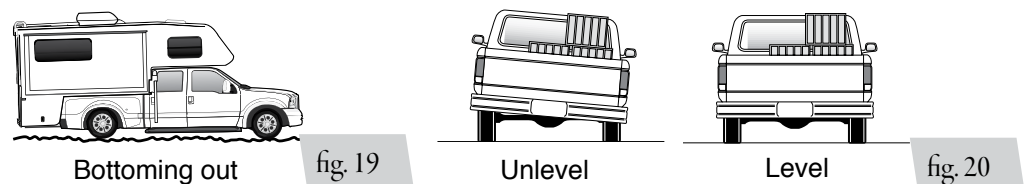
3. Stability

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. 18). Tuning out these problems usually requires an increase in pressure.



GUIDELINES FOR ADDING AIR

1. Start with the vehicle sitting on level ground.
2. When in doubt, always add air.
3. If the front of the vehicle dives while braking, increase the pressure in the front air bags, if equipped.
4. If it is ever suspected that the air bags have bottomed out, increase the pressure. (Fig. 19)
5. Adjust the pressure up and down to find the best ride.
6. If the vehicle rocks and rolls, adjust the air pressure to reduce movement.
7. 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. 20)



Choosing the Right On-Board Air Compressor System

60 DAY NO QUESTIONS ASKED, MONEY-BACK GUARANTEE

TWO YEAR COMPRESSOR SYSTEM WARRANTY

ADD AN ON-BOARD AIR COMPRESSOR SYSTEM TO INFLATE AND DEFLATE YOUR AIR SPRINGS WITH THE TOUCH OF A BUTTON — FROM INSIDE OR OUTSIDE OF THE VEHICLE.

- For convenient, on-the-go control of the air springs, add an Air Lift on-board air compressor system.
- Air Lift on-board air compressor systems eliminate the search for gas stations that have a working compressor, saving time, energy and money.
- All systems include a compressor, controller and all parts needed for easy installation.

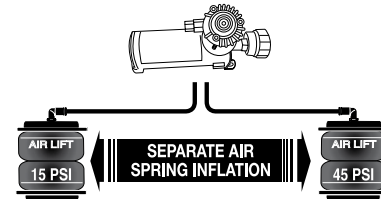
1. Choose single or dual path inflation (see illustrations at right)

2. Choose wireless or analog control

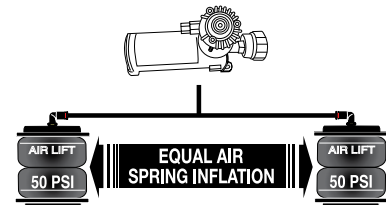
- **Wireless:** Control air springs from inside or outside the vehicle. Easiest installation – no wires to the cab.
- **Analog:** In-cab control of air springs. Economically priced.

3. Choose heavy or standard duty compressor

- **Standard duty:** A standard duty compressor will work well for most customers who use their system on an intermittent basis.
- **Heavy duty:** For daily use, consider the heavy-duty compressor – it inflates faster and more quietly than the standard compressor.



***Dual path systems** Air springs are controlled separately to allow for different air pressure from side-to-side. Perfect for uneven or top-heavy loads.*



***Single path systems** Two springs will inflate at the same time. Good for loads that are evenly distributed from left-to-right or front-to-back.*

W I R E L E S S

A N A L O G

DUAL PATH

WirelessAIR™

OUR PREMIUM SYSTEM!

- Easy installation
- Includes heavy duty compressor



P/N 72000

LoadCONTROLLER™

Dual

Compact, economically priced control.



P/N Standard Duty Compressor 25850; P/N Heavy Duty Compressor 25854

WirelessONE™

- Easy installation
- Includes standard duty compressor



LoadCONTROLLER™

Single

Compact, economically priced control.



P/N Standard Duty Compressor 25852; P/N Heavy Duty Compressor 25856