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12Ga

is committed to providing quality parts and welcomes product feedback. We use only a quality and the highest quality of metals. 12 Ga. Stainless is a 304 (nonmagnetic) with a #8 polish surface. We offer most products in stainless, satin coat steel, as well as aluminum.

AIR RIDE KIT INSTRUCTION

- 1** Place jack under frame or cross members and lift weight off leaf springs. Place axle stands under frame rails or cross member and lower jacks to ensure weight of vehicles is on stands and at this time the front tires are still on ground. You do not want them spinning freely.
- 2** Doing one side at time loosen u-bolts remove all OEM parts from top of leaf springs as well as the factory shocks. Re-install old u-bolts going over leaf spring through axle and install old nuts just by a couple of threads.
- 3** Doing one side at a time remove u-bolts while other side is still attached.
- 4** There is probably still some weight on leaf to axle getting the weight off the axle can be done like this. Placing jack under leaf spring (ahead of axle is the best this will allow you to work on back side of axle) and lifting the weight off which will create a space between bottom of leaf spring and top of axle. Its is really IMPORTANT to locate jack in a place which will still allow you room to work yet keeps you at a distance from jack incase it slips out of place (placing a light chain or rope around jack and axle will also help in preventing jack slipping out of place) Your end goal is to have enough space to remove spacers and shims.
- 5** Once spot has been identified for safe use of a jack start removing the weight off springs until space between axle and spring is achieved. Using a axle stand on leaf springs and a piece of wood between spring and axle this will help protect your fingers although you should keep them out space on top of axle use tools like vice grip to do the work.
- 6** Remove spacer's shims and if truck has an axle locator pin in axle this will also have to be removed. Sometimes these pin are really tough to get out. One method which works most of the time is an air chisel with an angled blunt end. While air chisel is working use the axle as a rest for the flat end and pushing down and in while lifting the pin up and out.
- 7** Once axle pin has been removed the center bolt from leaf spring will take place of locator pin. Loosen the center bolt by using a vice grip and a wrench or socket on the top. Drop pin down and remove shims that some times are a part of spring pack. Once all the spacer and shims have been removed let the center bolt drop down into hole on the top of axle.

INSTRUCTION

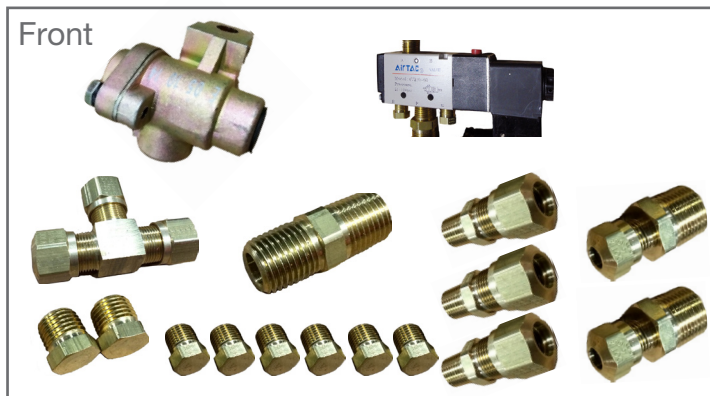
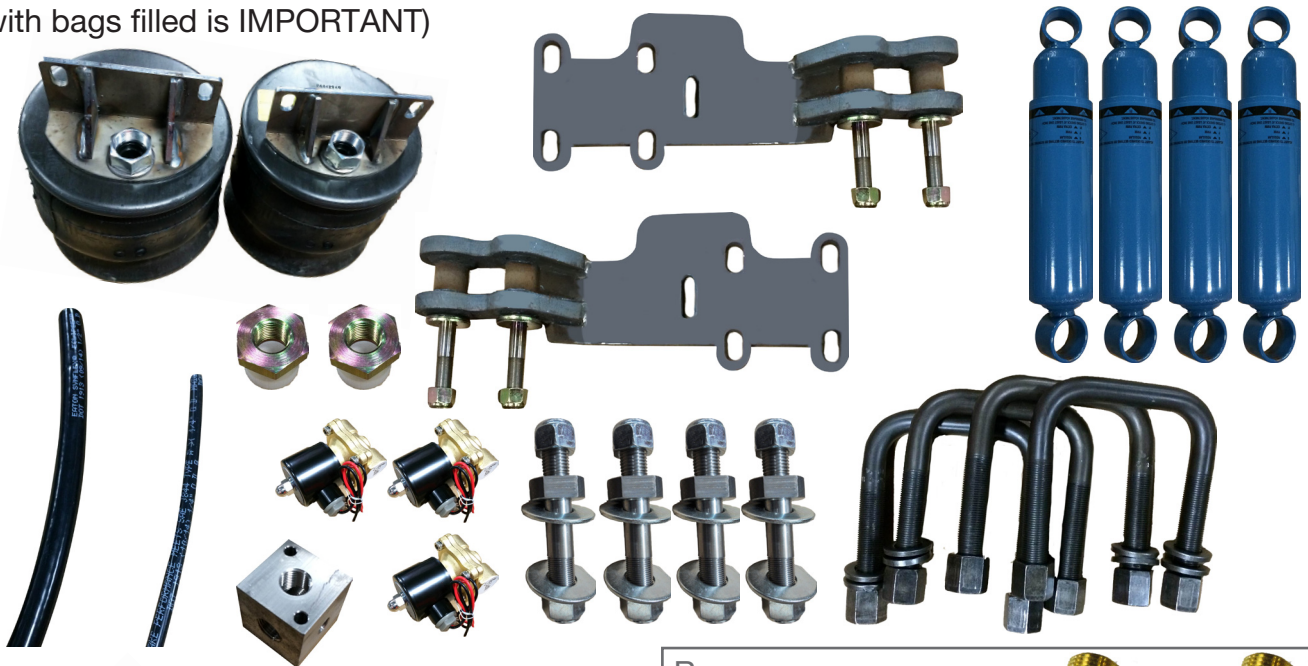
- 8 Remove axle stand and wood spacer and lower leaf spring back onto the axle making sure the center bolt is in axle and through leaf spring.
- 9 Place the old U-bolts back into just installing nuts finger tight.
- 10 Start and finish the opposite side following steps 3 through 8.
- 11 A helpful hint if the truck had extra spacers on one side to keep truck level this may be necessary here is method to check but is not a must. Placing a piece of wood or metal that is 4½ inches high between top of leaf and bottom of frame rail. Lowering the vehicle slowly an evenly on to the wood spacer always adjusting the axle stand a little at a time so they lower in correspondence with the jacks. This method will accomplish 2 things it with the weight of vehicle on spacers this will give a view of how the vehicle will sit. At this time check to see if one side requires more spacers than the other side as well you can check for clearance issues(oil pan to axle is one example). You should be able to get a idea of final height of vehicle as well so changes can be made at this time by adding spacers.
- 12 Once spacers have been set you can now grind excess center bolt length from leaf spring it must be flush with top of spring.
- 13 Take the air bag mounts and screw in the shock studs making sure there is a washer between stud and plate use a wrench to tighten up.
- 14 Place the new u-bolts through the plates with the narrow part of the slot facing the top and the wider slot in middle going against spring (leave nuts off U-bolts at this time).
- 15 Check the air bag plastic mounts to ensure relief have been made for u-bolts.
- 16 Place air bags on mounting plates and using the thin ½ locking jam tighten nuts up and cut off excess stud so it is flush with bottom of plate. Always checking to ensure u-bolt is not jammed up by tightening the air bag.
Back off jam nut a little bit so plastic base will slide on plate.
- 17 Hold bag assembly up to axle to see what space is needed to slip air bag and U-bolts onto vehicle.
- 18 Using jack raise vehicle to proper height and adjust axle stands.

INSTRUCTION

- 19 This kit provides a couple different top air bag brks. The most popular set up is the driver side uses brk and pass side uses brk B there is also a couple of spacer plates in case top mount needs to be spaced away further from the frame.
- 20 With step 19 complete remove u-bolts from one side of truck and slide air bag assembly in to place and repeat steps for other side. Tighten U-bolts up finger tight.
- 21 Lower vehicle a little at a time until both sides are down and air bag top brackets are up against frame rail.
- 22 Check clearance left and right, inside and out(remembering lower nut is still), slide air bag pedestal to the position which best fit and provides the best clearance. (See clearance reference sheet for ideas and solutions)
- 23 With the bag properly positioned cover top air bag fitting and drill for top air bag mounting bracket make sure to check the inner rail for obstructions and tighten up both sides using the ½ bolts.
- 24 Make sure the lower bag is still in the proper spot jack up frame rail and until there is a space that allows a small ratchet to tighten up the ½ nut on underside of air bag.
Double check to ensure nuts are close the bottom of threads of u-bolts so they do not restrict the springs from moving away from axle.([Don't forget to use axle stands and a spacer between axle and spring ALSO CHECK AS VEHICLE IS RAISING UP THAT SPRING CENTER BOLT STAYS IN SPRING AND AXLE](#))
- 25 Lower vehicle back down a little at a time adjusting axle stands. Once down tighten U-bolts up to OEM specs and re-check 50 miles afterwards.
- 26 With air bag, air bag mounts, u-bolts all tight follow air and electrical schematic and plum all lines. Use pipe sealant on all fittings and supply should come from the air tank.
- 27 With all lines run to there destinations and connected and tied up check to see if any of them could rub and cause failure.
- 28 The next step is to connect shocks. First starting with the OEM ones checking to see if the top mount is used will the shock bottom out. If that will be a problem relocating top shock stud will have to be done. (Note shock studs are to fit Pete 379 factory steering shocks)

INSTRUCTION

- 29 Mounting the 2nd shock allows extra absorption to road with large pot holes or bumps by providing additional absorption in the correct manner. Shock should try to be located 6 inches back and 4 inches down. If there is obstruction in the road mounting them in the general location will work but try to keep the suggested measurements in mind. Once located, mark the frame with a pen.
- 30 Collapse the 2nd shock and the extend $\frac{1}{2}$ to $\frac{3}{4}$ of inch mount on bottom stud loosely line up with mark on frame. (confirm shock is not bottomed out when lined up if it is adjust mark on frame by rising up so shock has $\frac{1}{2}$ of travel before bottomed out)
- 31 Drill $\frac{3}{4}$ holes in frame to fit additional stud. Do for both sides. Insert studs and tighten studs and all shocks up tight. Use lock washer and on frame studs and special washers for the shocks.
- 32 Start truck build up air until air blows off.
- 33 Inflate air bags and check for clearance issues (rad pipe steering arm) with air bags fully inflated spray and check for leaks inflate and release a couple of time. (checking for clearance with bags filled is IMPORTANT)



INSTRUCTION

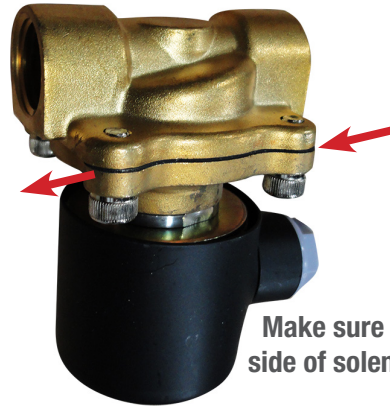
AIR BAG BRACKETS



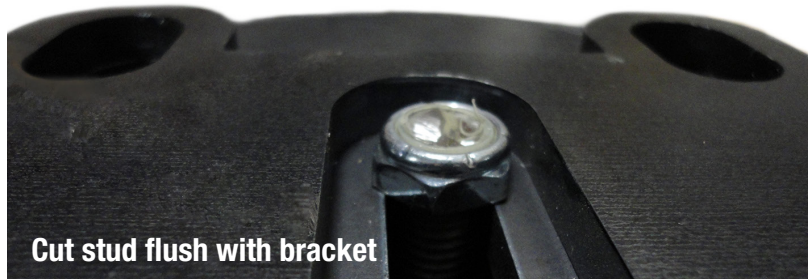
Passenger Side
Long

Driver Side
Short

SOLENOIDS



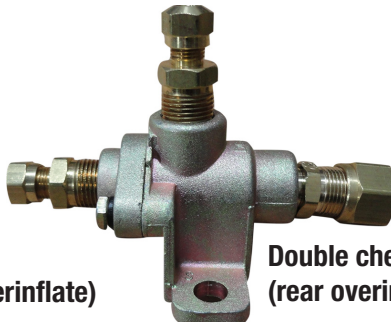
Make sure to follow arrow on side of solenoid for airflow.



Cut stud flush with bracket



Airtac solenoids (Rear overinflate)



Double check valve
(rear overinflate)



Upper shock studs (4)

Lower shock plates (Left and Right)



Top bracket and fittings

Longer plates for
-Pete 389
-New KW W900

