







FITTING INSTRUCTIONS

(INCLUDING SPECIFIC OPERATING PRESSURES)

CR5143



-  This air suspension system is designed to assist the original vehicle manufacturer's suspension – it is not meant to carry the entire rated load. We do not recommend that the coil springs be altered from the OEM suspension specification; unless an applicable commercially available suspension kit is fitted.
-  The kit is designed to suit a standard vehicle configuration – modifications to the vehicle outside the kit design parameters may adversely affect fitment and operation such as:
 - Height changes outside any noted in the kit specification.
 - Larger dampers (Shock Absorbers)
 - Wheel and tyre changes
 - Exhaust changes.
-  If your vehicle is fitted with a brake proportioning valve or stability control system it is important to ensure this is maintained and adjusted according to the vehicle manufacturer's instructions.
-  It is recommended that only a properly qualified person installs the product and carries out maintenance. If you are not qualified and attempt to carry out such work ensure that all safety equipment is used and safety standards are met.
-  Ensure that you have read the full Product Manual before attempting to fit the product.
-  Ensure the Product Manual is kept with the vehicle and that any vehicle owner and/or operator is fully advised on the system and its operation before attempting to drive or operate it.



SEE OTHER WARNINGS AND IMPORTANT INFORMATION IN THE PRODUCT MANUAL


LHS = LEFT SIDE OF THE VEHICLE WHEN FACING FORWARD

STEP 1 - AIR LINE TUBING & FITTINGS - GENERAL NOTES

CUTTING

Only cut the airline tubing with a sharp blade making the cut as square as possible.

Always trim the tubing before re-inserting into the fitting.

-  If you use a sharp utility knife or razor blade great care must be taken in all cases not to cut yourself during this operation.

CONNECTING & REMOVING

To connect:

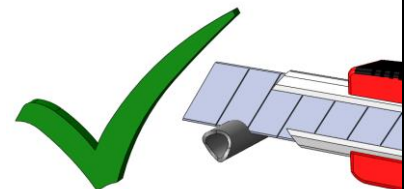
Push the freshly trimmed tubing into the fitting as far as possible.

To remove:

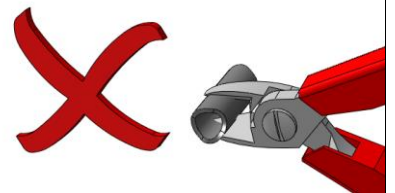
First release the air pressure from the system. To withdraw the tubing, push and hold the collar on the fitting away from the tube and pull out the tubing.

Hint In confined spaces an open ended spanner can be used to evenly depress the collar and remove the airline tubing.

CUT TUBING SQUARE WITH SHARP BLADE OR TUBE CUTTER



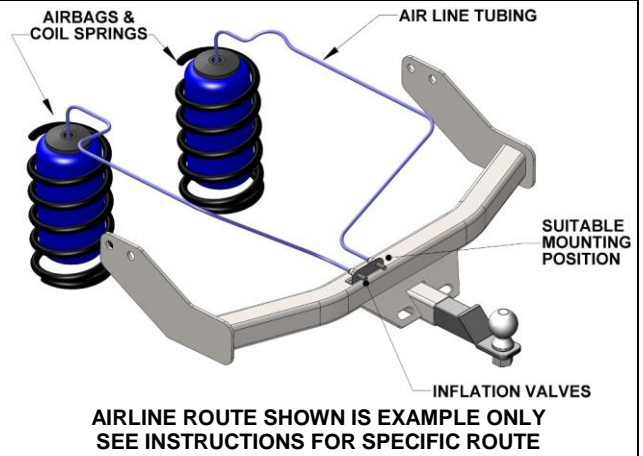
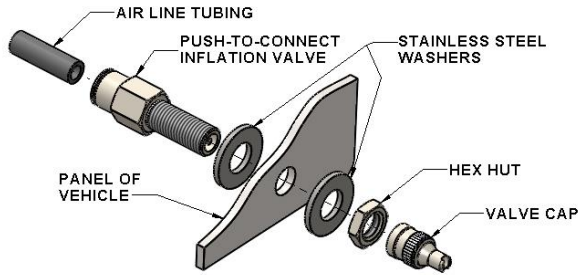
DO NOT USE PLIERS, SIDE CUTTERS OR PIPE CUTTERS



STEP 2 - POSITION YOUR INFLATION VALVES

Select a convenient location for the air inflation valves such as the bumper or the body of the vehicle. It must be protected from road damage and be accessible for air inflation equipment.

Drill a 5/16" hole and install the air inflation valve using two 5/16" stainless steel washers as supports where required.



STEP 3 - PREPARE THE AIR LINE TUBING

The air line is supplied with split protector tube pre-fitted to shield the air line during and after installation. Decide on a suitable route for the air line from the airbag to the inflation valve location to avoid direct heat from engine, exhaust pipe, and away from sharp edges.

Uncoil the air line tubing being careful not to fold or kink it and cut to length to suit the chosen route. Once routed, the protector tube is pulled back later to prepare the protected air line.

DO NOT CONNECT OR SECURE THE AIR LINE AT THIS POINT

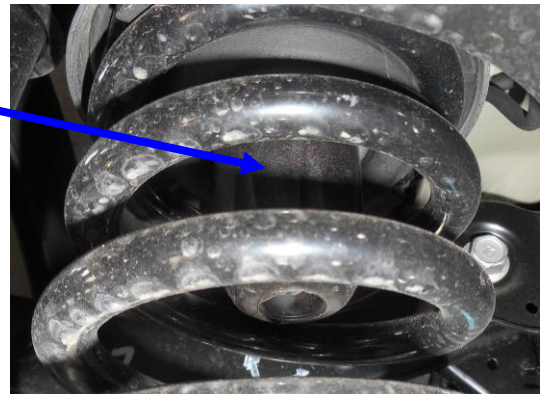


STEP 4 - PREPARE THE VEHICLE

In order to fit this kit the coil springs need to be removed. Ensure this operation is carried out according to the vehicle manufacturers' instructions.

STEP 5 - REMOVE THE BUMP STOP

Un-bolt the bump stop from the upper coil mount.



STEP 6 - PREPARE THE COILS & SEATS

The air line will be routed down into the suspension arm.

Trim the top off the rubber anti-vibration cover, over the hole in the bottom spring seat as shown.

⚠ If you use a sharp utility knife or razor blade great care must be taken in all cases not to cut yourself during this operation.

CUT HERE



STEP 7 - RED PLUGS

Use of the red plugs supplied is optional. They will enable a general reduction in airbag size which may be required to ease an airbag into a coil spring which is out of the vehicle, and they will fully flatten an airbag for easy insertion into an in-situ extended coil spring through the winding.

USING RED PLUGS: Flatten the airbag with the airline fitted and plug the other end of the airline tubing with the red plug. The airbag should now remain flattened whilst you perform fitment into the coil spring.

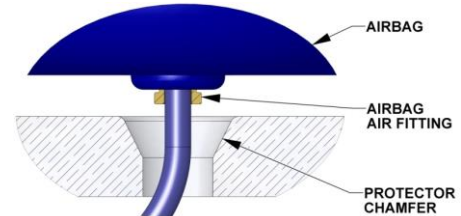


STEP 8 - INSERT AIRBAG INTO COIL SPRING

Insert the airbag into coil spring with the air inlet at the bottom. It is recommended to use the method in step 7 to compress the airbag as small as possible for easy install into the coil spring windings.

STEP 9 - POSITIONING THE PROTECTOR

Position the protector, with the chamfered hole facing the air fitting, as shown.



STEP 10 - ROUTE THE AIR LINE TUBING

Feed the air line tubing up inside the lower control arm from the opening close to the pivot point in the arm, ensure that the air line is not in danger of being kinked at the anti-sway bar mount, during the movement of the vehicle.

Route the air line through the lower protector and into the coil space.

Ensure adequate tubing is left for full suspension movement.

Route the airline tubing from the airbag to the inflation valve ensuring the airline is able to freely move with the suspension whilst not placing pressure on the air fitting, allowing for the full movement of the suspension.



STEP 11 - CONNECT AIRLINE TUBING AND TEST CONNECTIONS

CONNECT the airline tubing by inserting one end into the airbag air fitting, the other end into the installed inflation valve.

Hint Flat nose pliers may be used to lightly grip the airline tubing to ensure it is fully inserted into the airbag fitting.

INFLATE the airbag to the maximum allowed pressure (see Specific Airbag Operating Pressures) and check for leaks at the connections using soapy water spray. We recommend a soapy water spray solution of 25% soap to 75% water.

DEFLATE the airbag. If no leak, continue. If leak detected, remove the airline tubing, re-cut and re-test.

CHECK airbag is not in contact with any sharp edges or is too close to exhaust heat in all load and height conditions.

STEP 12 - FITMENT COMPLETION

Return the vehicle to driving position. Ensure this operation is carried out according to the vehicle manufacturers instructions.

STEP 13 - TO FINISH

Stick the supplied warning decal in a prominent position in sight of the vehicle operator.

Ensure the envelope marked IMPORTANT is given to the vehicle owner/operator. It contains the customer's copy of the Product Manual including specific air pressure advice.

Ensure the vehicle owner/operator fully understands how to use the product.

All fixings should be checked for tightness after the first laden run and thereafter as per the original manufacturer's recommendations.



SPECIFIC AIRBAG OPERATING PRESSURES

See operating instructions section for proper use and apply the specific pressures below:

STANDARD KIT
WITHOUT HP SLEEVES

MINIMUM

5 PSI (0.4 bar)

MAXIMUM

30 PSI (2.0 bar)

DID YOU KNOW WE OFFER HIGH PRESSURE SLEEVE KITS TO SUIT OUR COIL-RITE AIRBAGS?

WANT TO KNOW MORE ABOUT HIGH PRESSURE SLEEVE KITS?

CALL AIRBAG MAN ON FREECALL 1800 247 224

Adjust and maintain pressure up to the stated maximum to level the vehicle for the load imposed and always maintain the minimum airbag pressure.

Failure to do so may result in product or vehicle damage not covered under warranty.

**IF MORE PRESSURE IS REQUIRED TO LEVEL THE VEHICLE
CALL AIRBAG MAN ON 1800 247 224 FOR FURTHER TECHNICAL ADVICE**



FREECALL 1800 247 224



⚠ Incorrect use of this air suspension product can result in damage to the airbag, associated parts and/or the vehicle, which is not covered under warranty.

⚠ Ensure the airbags are maintained at the stated ride height at all times and the maximum pressure is never exceeded.