

# **Airkit Instructions [www.airbagit.com](http://www.airbagit.com)**

**Airstruts and Cylinders Section I below**

**Airbags for most rears Section II Airbags**

**for Coiled Spring Frontends**

We do not sell a universal kit. Our struts are built EXACTLY to Original Equipment Specifications. In most cases, you simply remove your factory strut and install the Airstrut. We include a Schrader manual fill valve so you can test the travel and ride height before you hook up your Plug & Play air Management System.



**Remove Factory Strut. In most cases, you will reinstall the top bearing plates shown below.**



**Proceed to next page>>>>>>**



On many of our struts, you might find an extra set of mounting holes on the bottom Clevis. For the lowest position, select the top holes.

After securing in place, install the supplied Schrader Manual fill valve, and air up to approximately 85lbs, with the wheel on, and on the ground. making sure that your strut does not contact any body parts during the travel. It is possible on rare cases, that the inner fender may have to be trimmed to allow full travel without contact.

#### **Air Management**

NOTE: If you are on a tight budget, you can leave the Schrader Valves installed, and use a small pump to adjust your height. There are many Air Management Options, but the only one you should consider is the Plug & Play, because ALL of the wiring and plumbing of the valves and switches is already done for you.



With Plug and Play, all you have to do is run the supplied airlines from your strut, or bags, and just Plug them into the pre-installed fittings on the back side of the Plug & Play.

**Install supplied Pressure shutoff Switch on the Airtank, and run the red wiring harness lead to the switch.**



**Install the Backflow Check Valve at the Airtank, using Teflon tape, making sure that the arrow points towards the tank.**

Run Black Nylon Airhose from outlet port on the tank, to the Valve Port on the topside of the Plug & Play

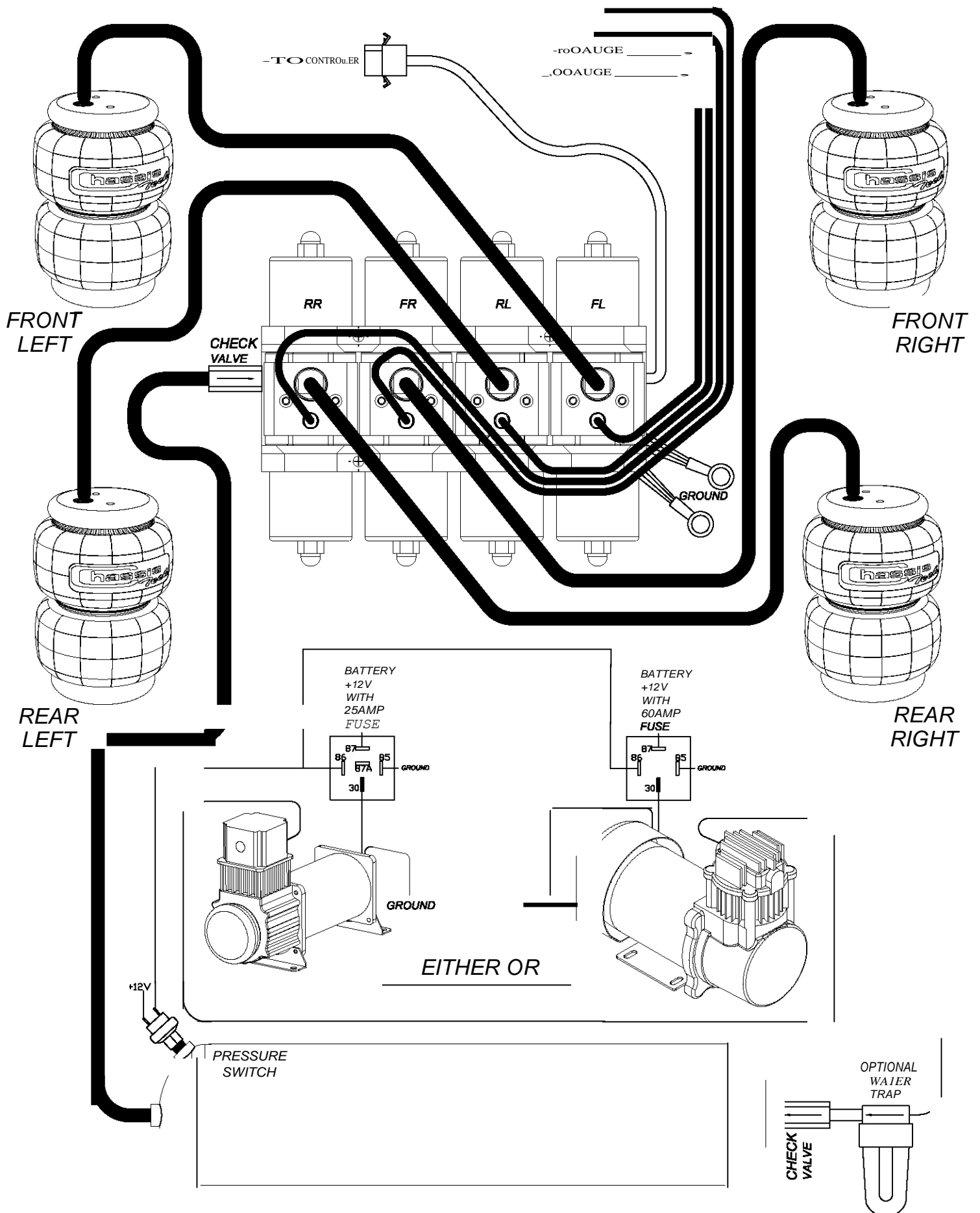
Run airhose from the Compressor outlet to the CheckValve on tank. Gauge & Switch Panel is completely prewired. Determine where you are going to place the control panel, then trim wire length if necessary, connect each COLOR CODED wire into the backside of the gauge. Plug the other end into the Molex Connector on the Plug & Play box. Each switch has 3-Positions, one for up/neutral/down. They control each Airbag independently. Each Gauge has 2 needles giving you control over the air pressure in all 4 bags independantly.

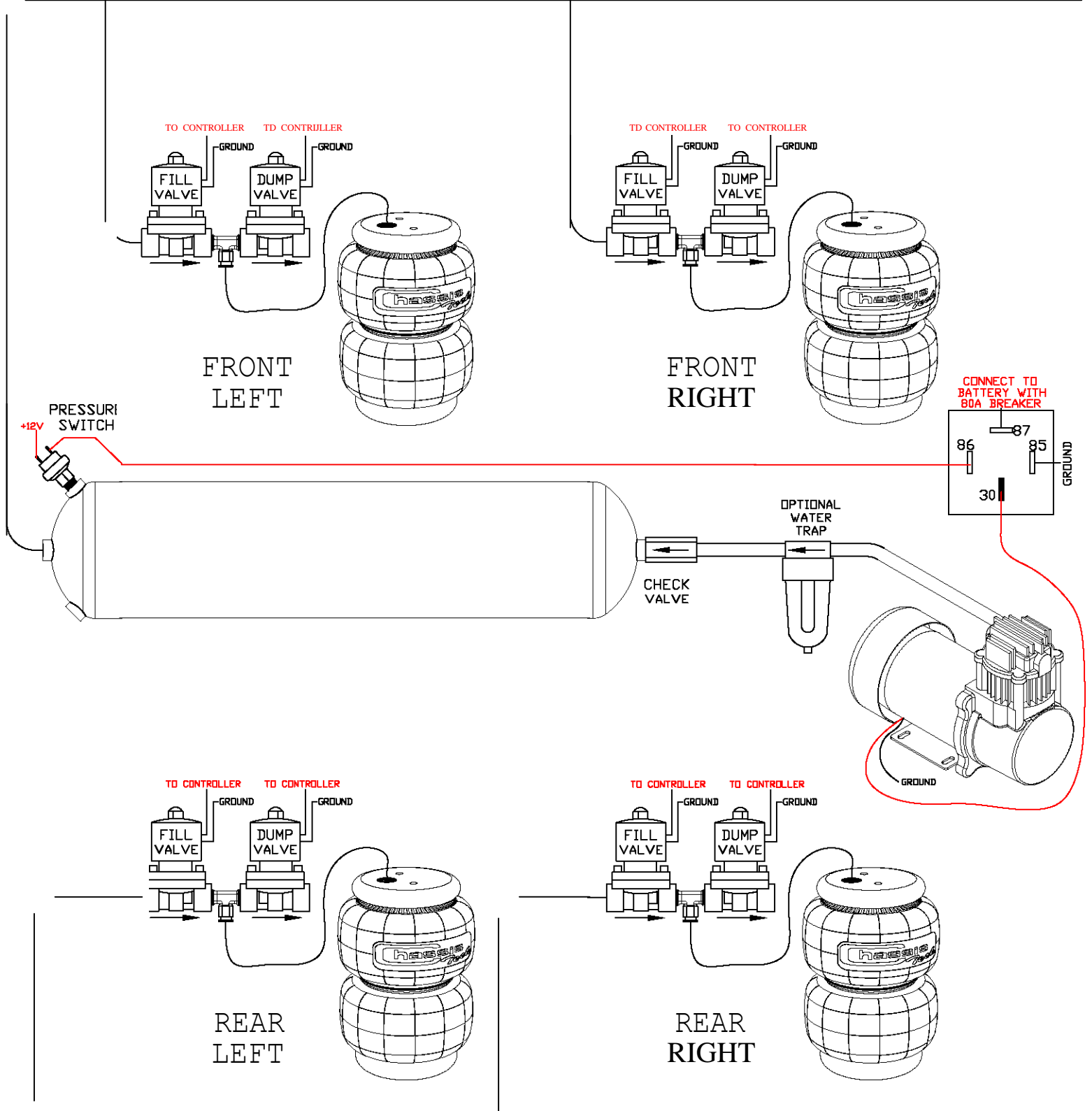
Then connect the red 8-Gauge wire to the Battery, and the other wire to a VERY GOOD clean ground on your frame or engine.

You can be sure that we include everything you need for your kit, right down to the Teflon tape for the bag and strut fittings.

Other manufacturers sell you a kit that is Universal, costs more, and you get less for your money. Our International customers will find that the extra cost for shipping is much less money than buying from a distributor. Email us at [sales@airbagit.com](mailto:sales@airbagit.com) for International shipping quotes that are lower than shopping cart checkout prices.

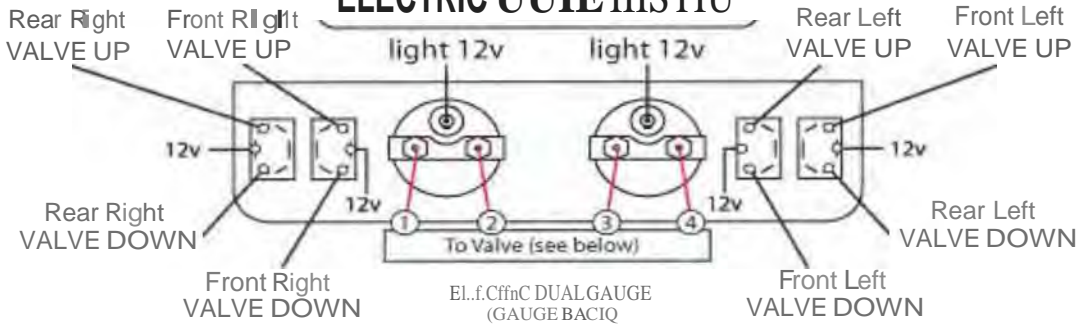




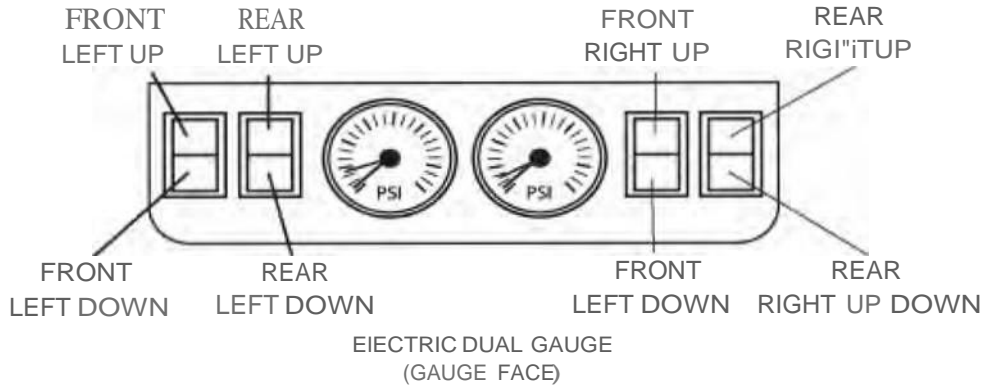




# ELECTRIC DUAL GAUGE



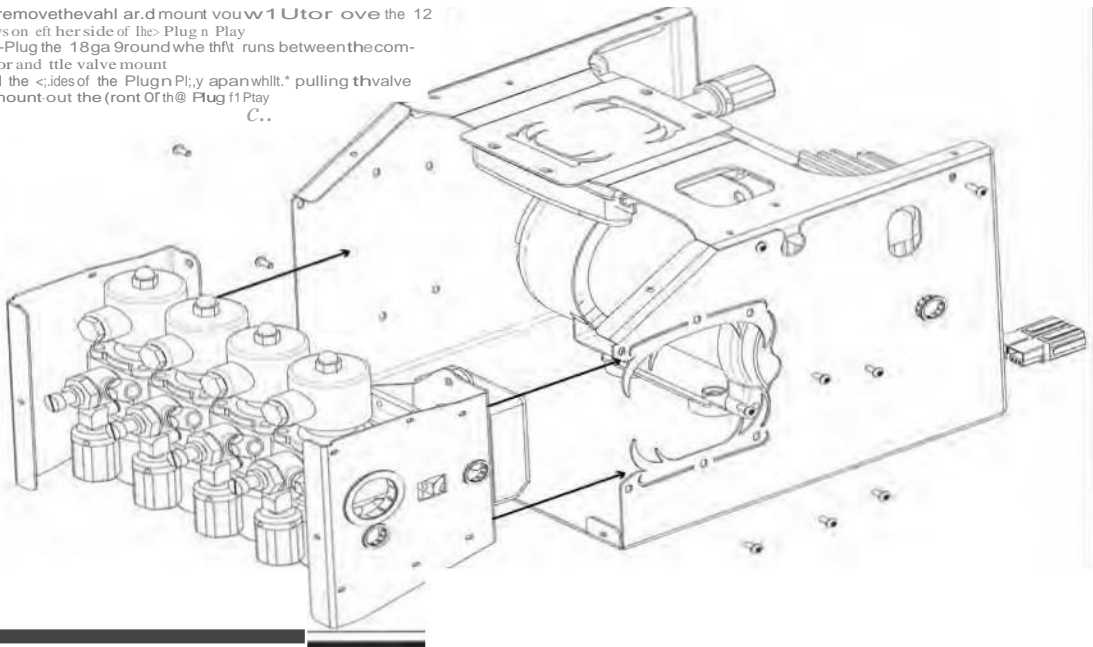
Recommended Configuration:



# PLUG N PLAY

The Air Engine Valve Assembly is designed to be installed without disconnecting the lines from the valves.

1. To remove the valve and mount your Valve Unit over the 12 screws on the left side of the Plug n Play
2. Un-Plug the 18 ga ground wire that runs between the compressor and the valve mount
3. Pull the sides of the Plug n Play apart while pulling the valve and mount out the front of the Plug n Play.



# Airbag & Bracket Install

Most vehicles have Struts on the front, and Coilsprings on the rear.

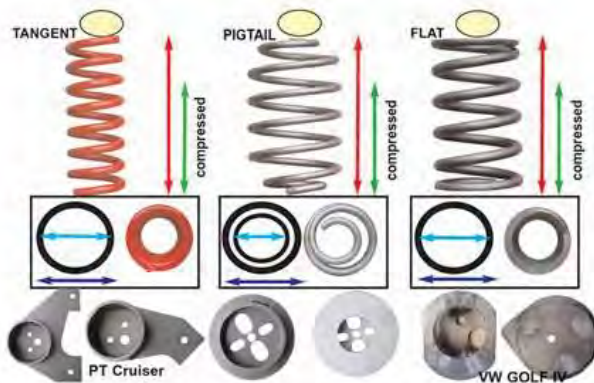
If you have Coilsprings on the rear, take care to make sure the spring is “unloaded” (no weight on the spring)

Remove Spring, and any Bumpstops that might interfere with the mounting, or the bag travel.

Installing brackets require minor welding once you determine the exact placement of the brackets. Tack-Weld in place, then install the bags, and air them up with the supplied Schrader “Test Valve”



## TYPICAL REAR COIL SPRING



Make sure the upper and lower brackets are in relative alignment, and make sure there is not body or metal contact when the bag travels up/down. Trim, move, or do whatever is necessary.

We design the brackets so ride height is 3” below factory level. This is the “SweetSpot” to get a smooth ride. If you raise or lower the vehicle more than 3”, the ride quality will change. The correct way is put a metal spacer to raise the ride height, or shorten the bracket (if possible) to go to the lowest possible position. Depending on how hands on you are, you can install this kit yourself with no problems.

Rear Shocks and Shock Relocaters should be considered if you have to move your shock absorbers. In any event, Shorter Shocks should be installed at your option. Install Instructions are on the attached

.pdf file  
below.





# **Installing Airbags on Front Coiled Suspension**

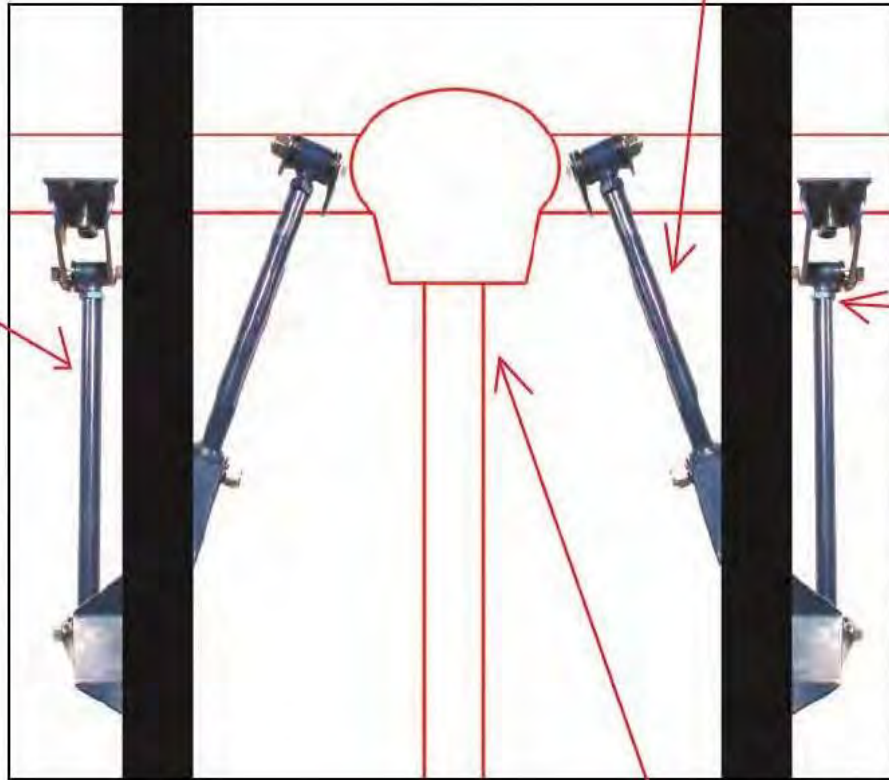


Shock Absorber Relocater kits are mandatory whenever installing an airkit

# Universal Weld-On Triangulated 4 link instructions

Third and Fourth link upper bars must be welded on top of axle tube and go outward towards frame rail. (In most cases gas tank must be relocated).

Lower bar welds to axle tube and to side of frame.



We recommend having adjustment bushings set in middle location before welding mount to axle or frame.

**IMPORTANT:** Measure drive line angle before leaf spring removal. Or check with manufacturer for specific recommendations.

**Caution:** We recommend tack welding link bars in place and moving vehicle up and down to ensure nothing binds before permanently welding link in place.