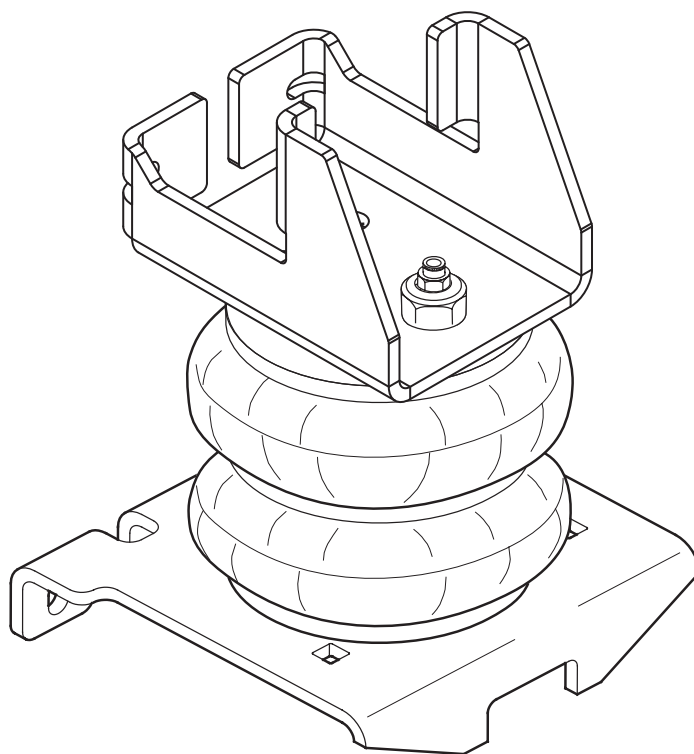




riderite.com

INSTALLATION INSTRUCTIONS



Firestone

*World's Number 1
Air Spring.*



FIRESTONE INDUSTRIAL PRODUCTS COMPANY

! IMPORTANT

PLEASE DON'T HURT YOURSELF, YOUR KIT OR YOUR VEHICLE. TAKE A MINUTE TO READ THIS IMPORTANT INFORMATION.

This kit is to be used on a **pickup truck only**, and **DOES NOT INCREASE YOUR VEHICLE'S MAXIMUM LOAD**.

SAFE INSTALLATION

Please take all safety precautions during installation. A hydraulic jack can fail, and if that happens, you can be seriously hurt, or worse, if you are relying on it to hold up the vehicle. If you use a hydraulic jack, secure jack stands in the appropriate locations and chock any tires still touching the ground.

Wear safety glasses or goggles. Your eyes may be lower than some parts and pieces, and you don't want to lose an eye.

Remove the possibility of any electrical issues by disconnecting the negative battery cable.

KIT CLEARANCE

There must be a minimum of 1/2" clearance around all installed components when the Air Springs are inflated and under a load. The Air Springs must flex and expand during operation, so the clearance keeps the kit from rubbing against parts of the vehicle.

VEHICLE GVWR

NEVER exceed the maximum load recommended by the vehicle manufacturer (GVWR). The GVWR can be found in your vehicle's owner's manual or on the data plate on the driver's side door. Consult your local dealership for additional GVWR specifications.

INFLATING THE AIR SPRINGS

When inflating Air Springs, add air pressure in small quantities, checking air pressure frequently. The Air Springs have much less air volume than a tire, so they inflate much more quickly.

PRESSURE TO LOAD

The Air Springs will support approximately 50 lbs. of load for each PSI of inflation pressure (per pair). For example, 50 PSI of inflation pressure will support a load of 2500 lbs. per pair of Air Springs.

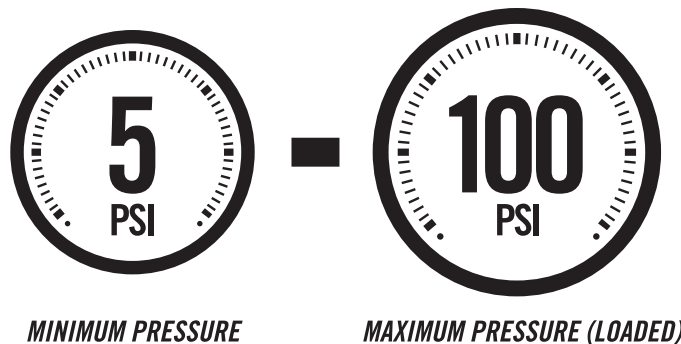
APPROPRIATE AIR PRESSURE

For best ride, use only enough air pressure in the Air Springs to level the vehicle when viewed from the side (front to rear). This will vary, depending on the load, location of the load, condition of the existing suspension, and personal preference.

OPTIONAL T-FITTING

This kit includes Inflation Valves and Air Line Tube for each Air Spring, allowing you to compensate for unbalanced loads. If you prefer a single Inflation Valve system to provide equal pressure to both Air Springs, your dealer can supply the optional "T" fitting (Part # 3025 or WRI-760-3461 retail pack).


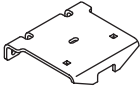
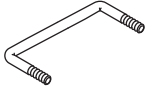
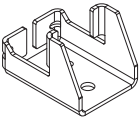
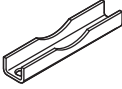



ONCE INSTALLED SUCCESSFULLY, FOLLOW THESE PRESSURE REQUIREMENTS FOR THE AIR SPRINGS:





PARTS

Compare the parts below to your kit. Ensure you have all pieces, and organize them for an easier installation.



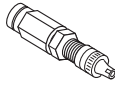


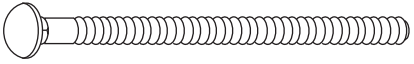






MAIN KIT CONTENTS

PART # 6401	 x2 AIR SPRING	PART # 5720	 x2 LOWER BRACKET	PART # 3429	 x2 BAIL CLAMP
PART # 5848	 x2 UPPER BRACKET	PART # 5433	 x2 AXLE STRAP BRACKET	PART # 1004	 x1 HEAT SHIELD
		PART # 5850	 x2 SPREADER BAR	PART # 9415	 x1 AIR LINE TUBE (22 FEET)

A24-760-7560 INFLATION VALVE BRACKET KIT

PART # 9483	 x1 NO-DRILL INFLATION VALVE BRACKET	PART # 9488	 x2 LARGE NYLON TIE
-------------	--	-------------	--

A21-760-2596 HARDWARE PACK

PART # 3142	 x2 3/8" - 16 x 5/8" FLAT HEAD BOLT	PART # 3064	 x2 3/4" INTERNAL TOOTH LOCK WASHER	PART # 3032	 x2 INFLATION VALVE AND VALVE CAP ASSEMBLY
PART # 3295	 x2 3/4" - 16 HEX NUT	PART # 3033	 x4 5/16" FLAT WASHER	PART # 3015	 x4 3/8" - 16 x 7" CARRIAGE BOLT
PART # 3488	 x12 3/8" - 16 NYLOCK NUT	PART # 3046	 x2 AIR FITTING	PART # 0899	 x2 THERMAL SLEEVE
PART # 3493	 x12 3/8" FLAT WASHER (Use as necessary with 3/8" Nylock Nuts)	PART # 5852	 x2 U-BOLT	PART # 9036	 x6 RED NYLON TIE

CONTENTS AND OVERVIEW

PAGE 4 REMOVE JOUNCE BUMPER & INSTALL UPPER BRACKET

PAGE 5 INSTALL AIR SPRING TO LOWER BRACKET

PAGE 6 INSTALL AIR SPRING ASSEMBLY TO UPPER BRACKET

PAGE 7 SECURE LOWER BRACKET BAIL CLAMP

PAGE 8 SECURE LOWER BRACKET & AXLE STRAP BRACKET

PAGE 9 HEAT SHIELD & PASSENGER SIDE

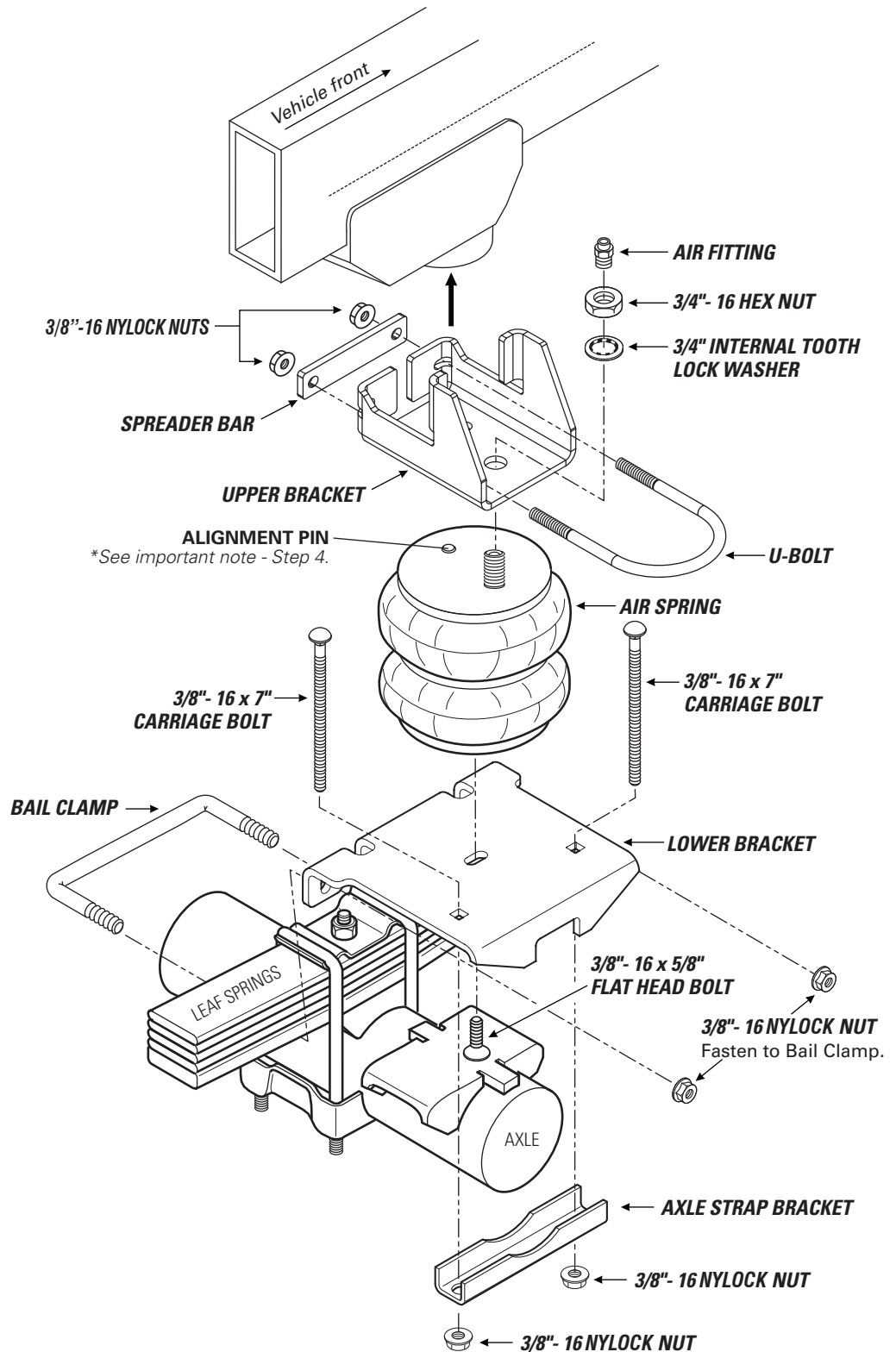
PAGE 10 AIR LINE TUBE & INFLATION VALVE INSTALLATION

PAGE 11 INSTALL & ROUTE AIR LINE TUBE

PAGE 12 CHECKING THE SYSTEM

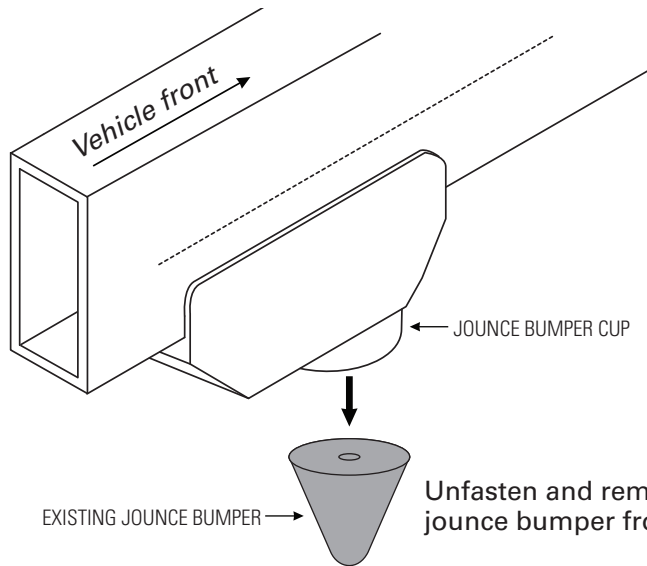
PAGE 13 FIXING AN AIR LEAK

PAGE 14 FINISHING THE INSTALLATION



REMOVE EXISTING JOUNCE BUMPER

1



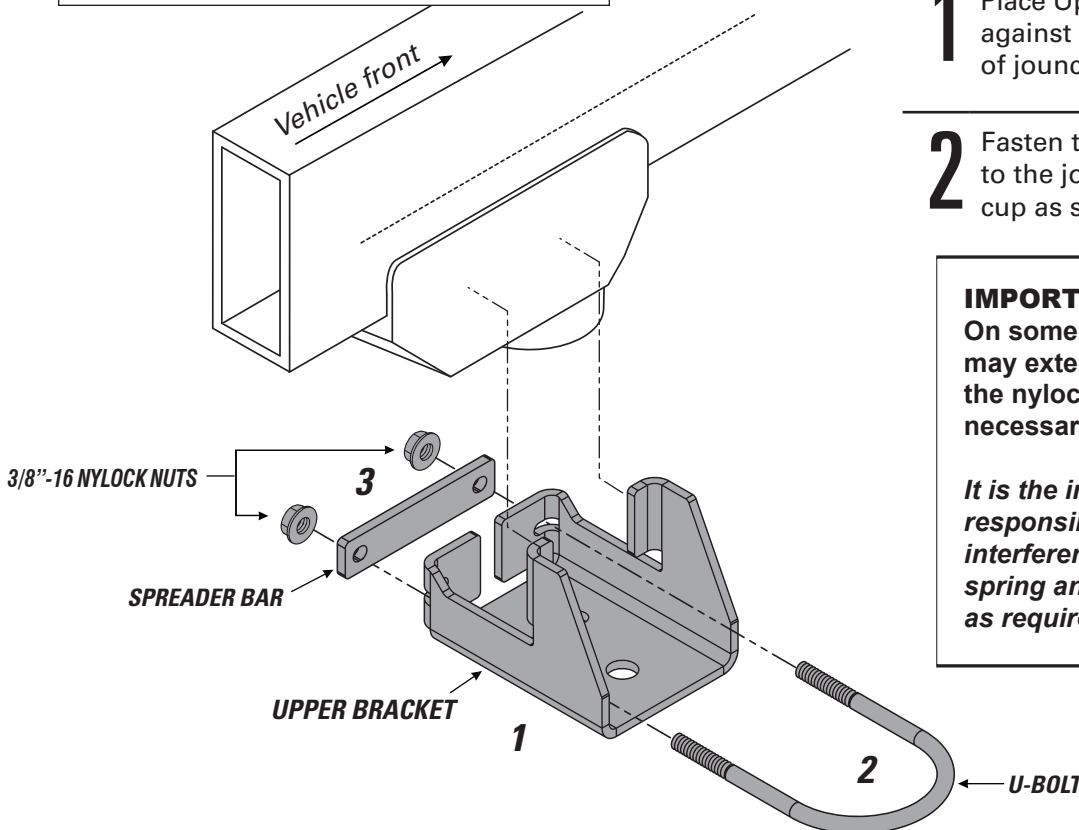
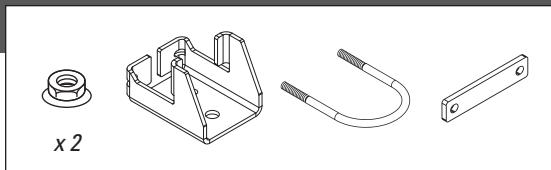
START THE INSTALLATION ON THE LEFT SIDE OF THE VEHICLE WHEN FACING FORWARD.

Unfasten and remove existing jounce bumper from the vehicle.

NOTE: The metal bumper cup stays on the truck!

INSTALL UPPER BRACKET

2



1 Place Upper Bracket securely against frame and lower part of jounce bumper cup.

2 Fasten the Upper Bracket to the jounce bumper cup as shown.

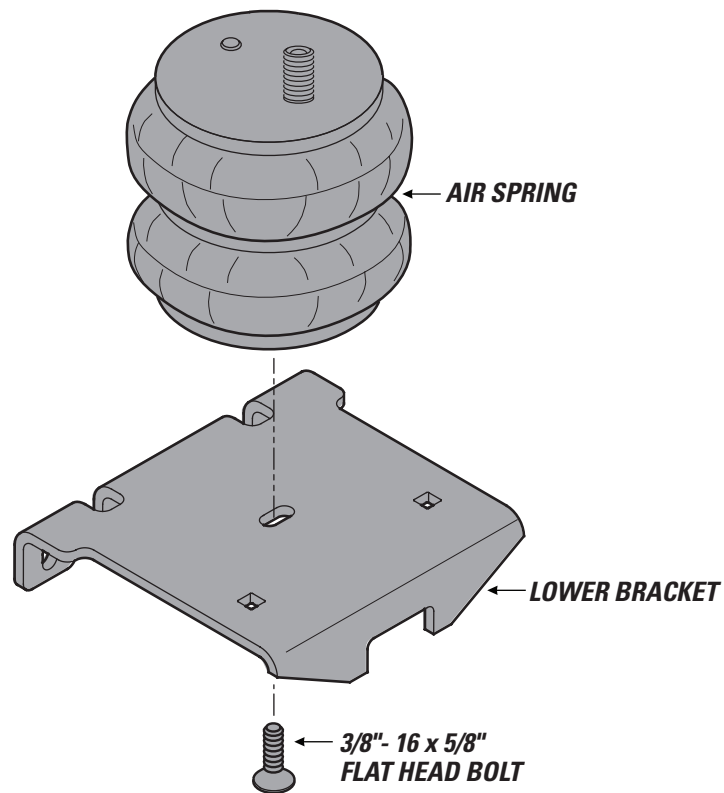
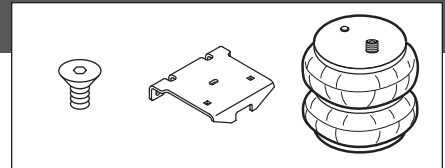
IMPORTANT NOTE:

On some vehicles, the U-Bolt may extend past the end of the nylock nut farther than necessary.

It is the installer's responsibility to check for interference with the leaf spring and to trim the U-bolt as required.

3

INSTALL AIR SPRING TO LOWER BRACKET



DO NOT FULLY TIGHTEN THE BOLT AT THIS STAGE. TORQUE TO SPEC IN STEP 4.



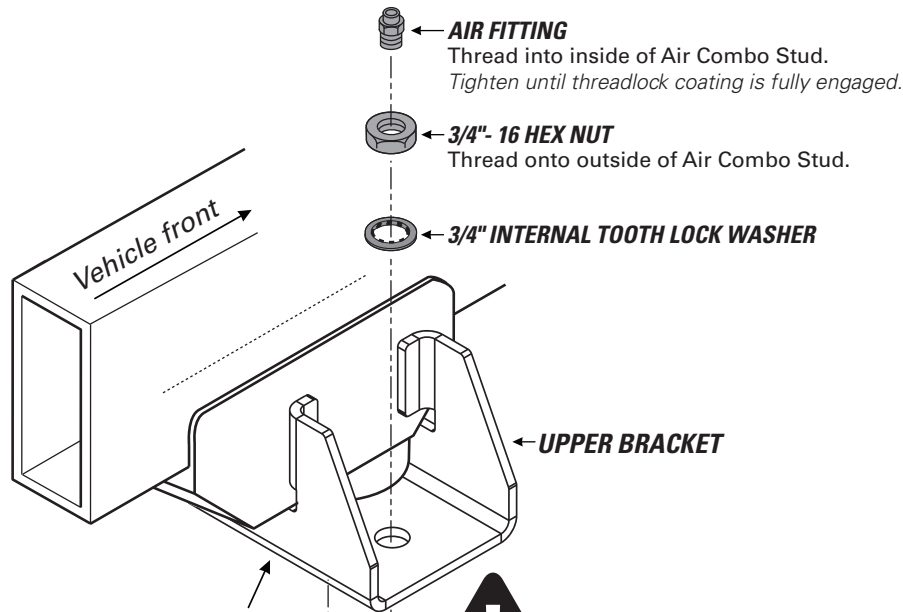
INSTALLING THE RIGHT SIDE? REMEMBER STEP 9 FIRST!

1 Follow guidelines below to dry fit assembly. Make alignment marks as shown.

2 Remove assembly and match alignment marks you made.

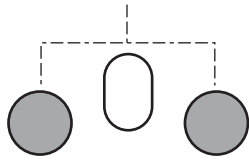
3 Tighten 3/8"-16 x 5/8" Flat Head bolt to 15-20 ft lbs.

4 Install assembly and follow the guidelines.



VIEW FROM BELOW

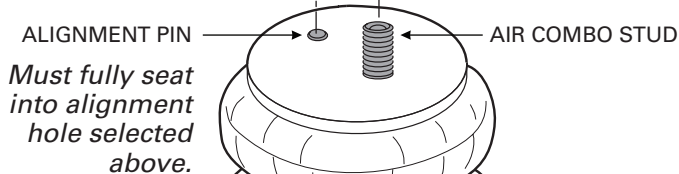
ROTATE ASSEMBLY TO USE FRONT **OR** BACK ALIGNMENT HOLE



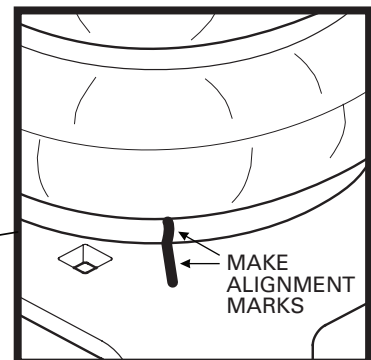
UPPER BRACKET



ALIGNMENT PIN ON AIR SPRINGS MUST BE INSTALLED TO FULLY SEAT INTO ONE OF THE ALIGNMENT HOLES IN THE UPPER BRACKET. FAILURE TO DO SO WILL CAUSE IT TO BE PUSHED INTO THE BEAD PLATE, CREATING AN AIR LEAK, AND RESULTING IN AN AIR SPRING FAILURE THAT IS **NOT WARRANTABLE. THE ALIGNMENT PIN CANNOT HOLD 2,500 LBS! IT IS USED FOR ALIGNMENT ONLY!**

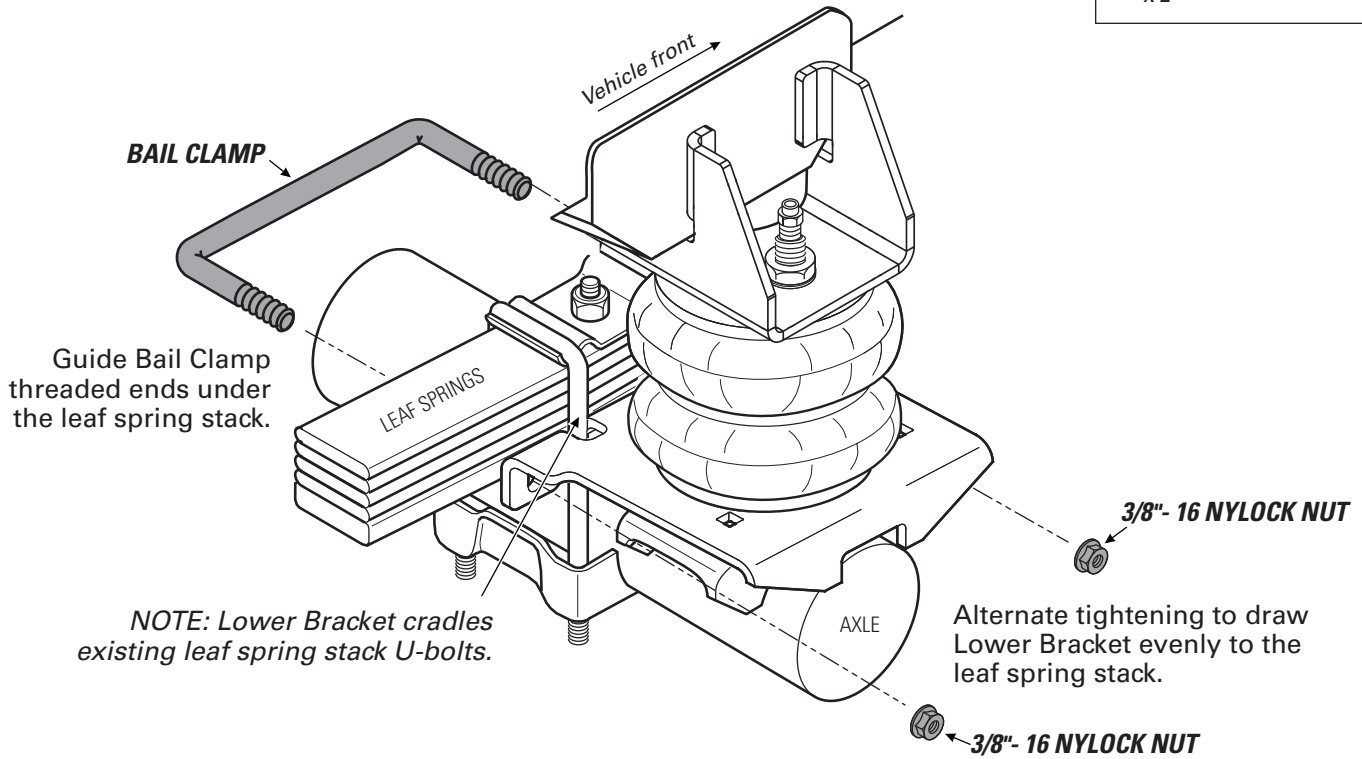
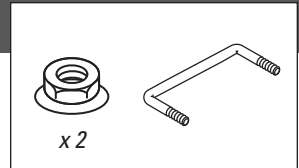


3/8"- 16 x 5/8" FLAT HEAD BOLT
Match alignment marks.



5

SECURE LOWER BRACKET BAIL CLAMP

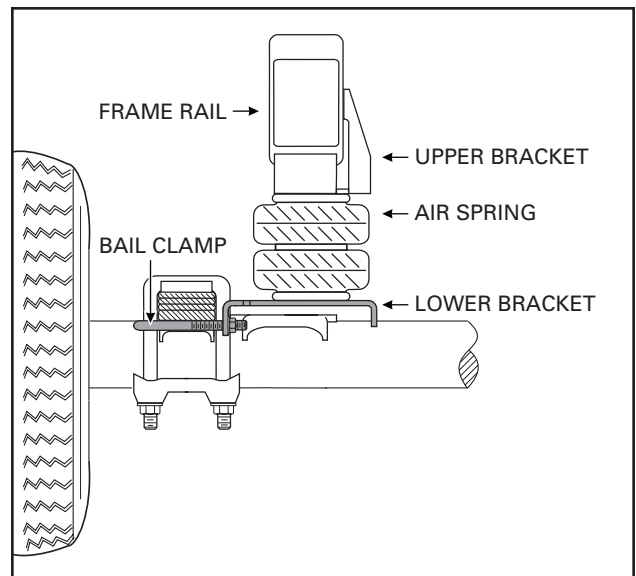


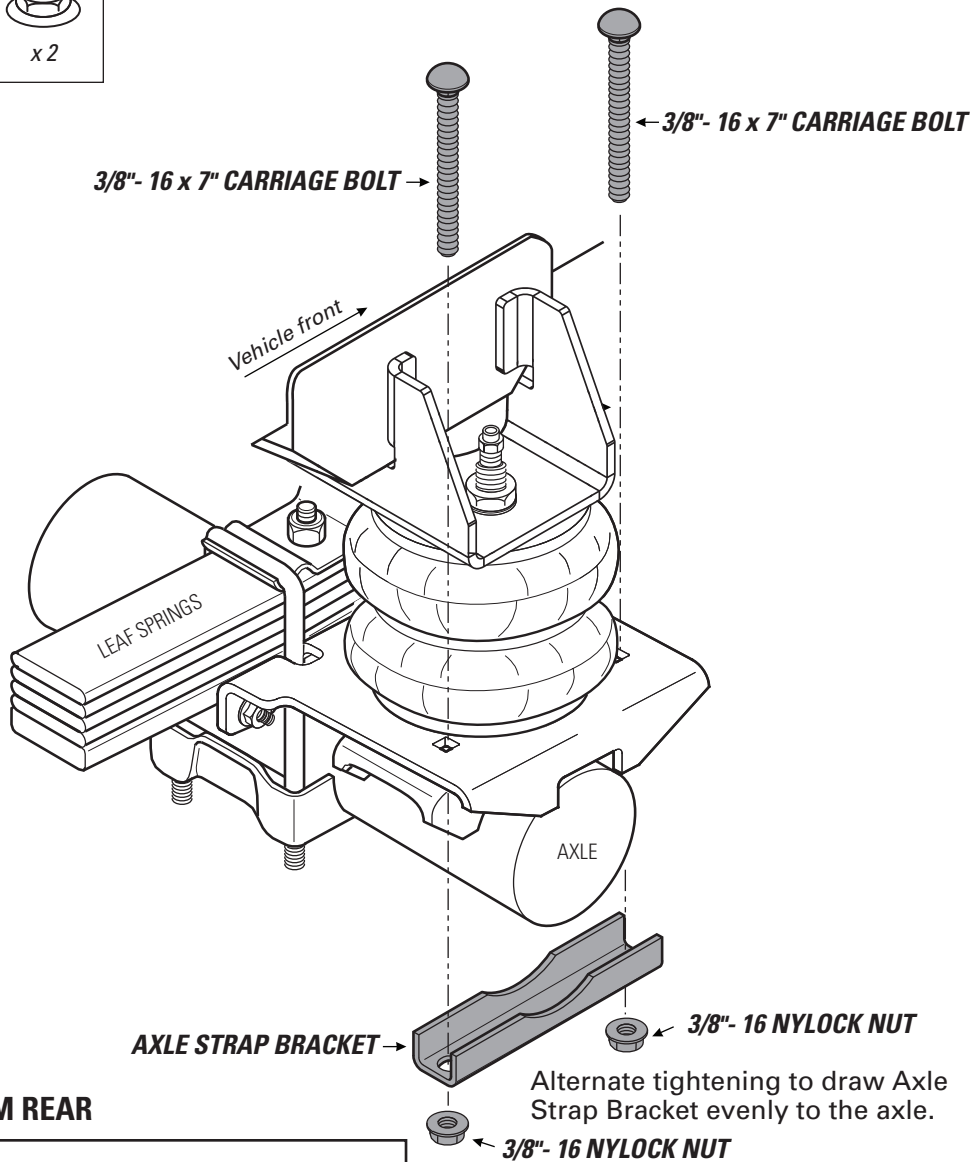
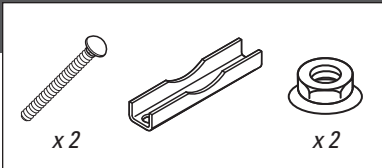
USE YOUR HAND TO CHECK FOR THE PROPER CLEARANCE AROUND THE AIR SPRING. IF YOUR HAND DOES NOT FIT BETWEEN THE AIR SPRING AND OTHER COMPONENTS, IT WILL RUB!



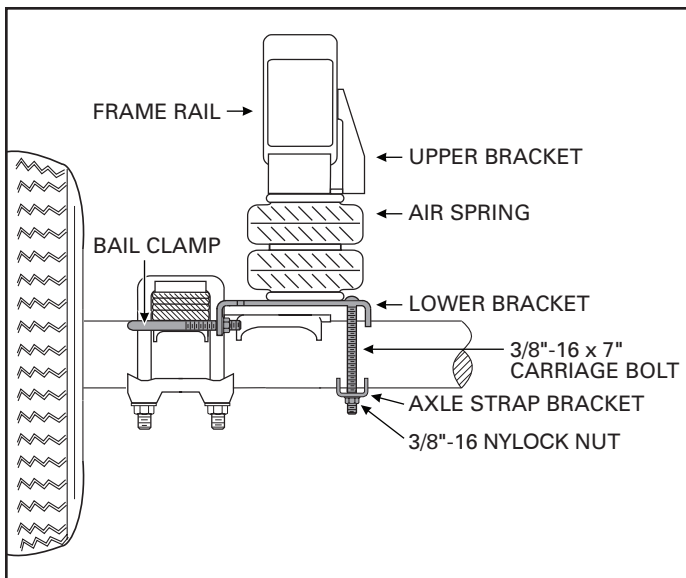
FROM THIS VIEW, THE AIR SPRING SHOULD BE STRAIGHT FROM SIDE TO SIDE.

LEFT SIDE VIEW FROM REAR





LEFT SIDE VIEW FROM REAR



FROM THIS VIEW, THE AIR SPRING SHOULD BE STRAIGHT FROM SIDE TO SIDE.

7

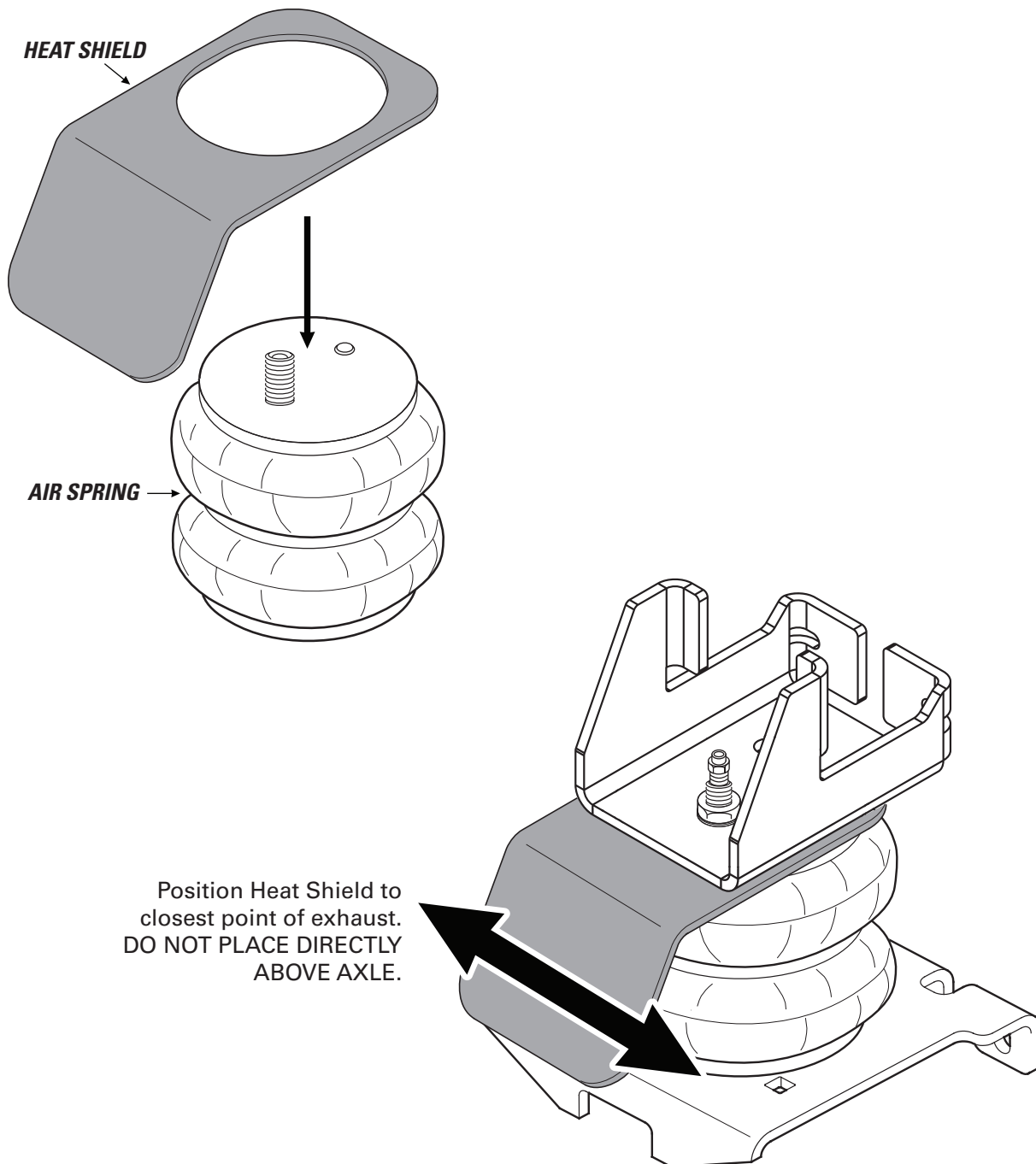
INSTALL RIGHT SIDE WITH HEAT SHIELD

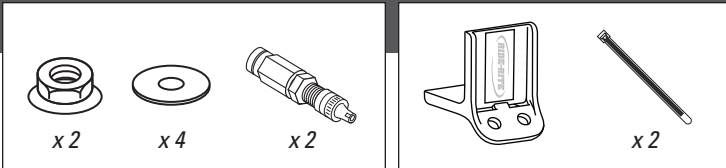


AWESOME! You're done with the left side. The right side installation is the same, with the addition of this step. Go complete Steps 2-3 for the right side, then complete this step before continuing to Step 4.



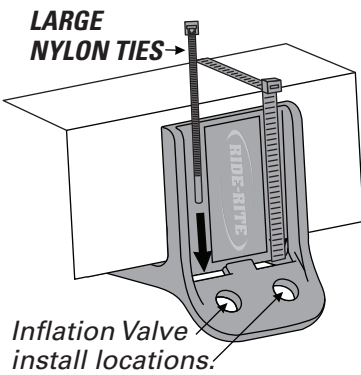
RIGHT SIDE INSTALLATION MUST INCLUDE HEAT SHIELD!





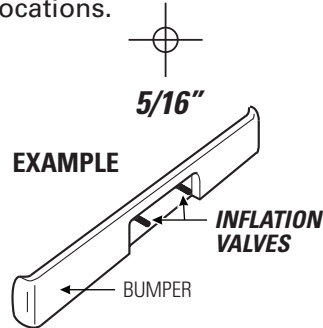
IF USING THE OPTIONAL NO-DRILL INFLATION VALVE BRACKET, CHOOSE OPTION 1. IF DRILLING, CHOOSE OPTION 2. **INFLATION VALVES MUST BE ACCESSIBLE BY AN AIR CHUCK.**

1 Secure the Air Inflation Valve Bracket to a protected, secure location. **PROCEED TO STEP 3.**

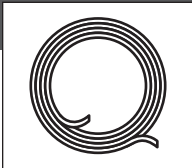
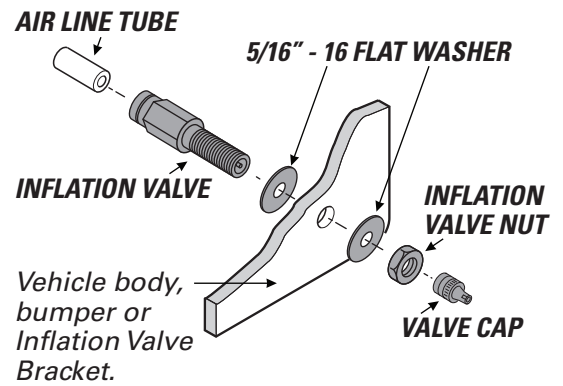


2 Select a protected location to install the Inflation Valves, such as the bumper or the body of the vehicle.

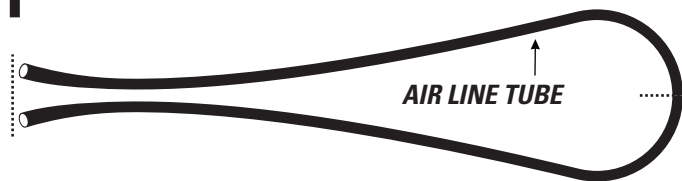
Drill two 5/16" holes for Inflation Valve install locations.



3 Install Inflation Valve assembly as shown.



1 Match Air Line Tube ends.



2 Find center of Air Line Tube, make a square cut with tube cutter or sharp utility knife.

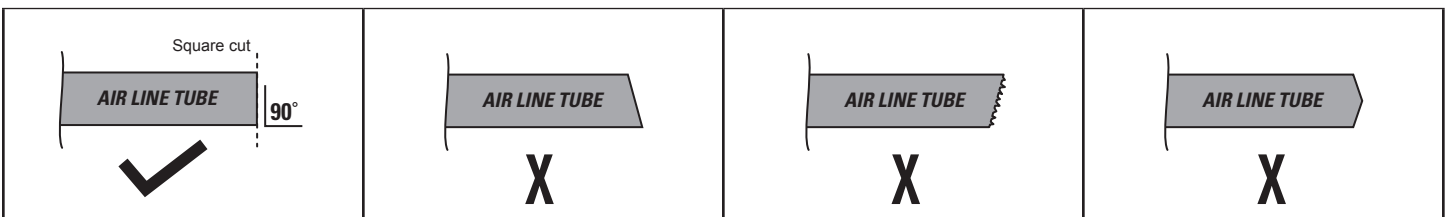
DO

Make sure the cut is as square as possible. Use a tube cutter or sharp utility knife.

DON'T

Fold or kink the Air Line Tube. Cut the Air Line Tube at an angle. Use pliers, scissors, snips, saws, or side cutters.

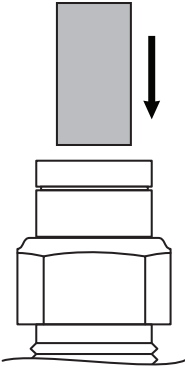
PROPER AND IMPROPER CUTS IN THE AIR LINE TUBE



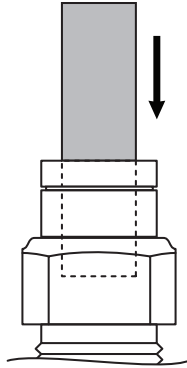
10

INSTALLING AIR LINE TUBE INTO AIR FITTINGS AND INFLATION VALVE

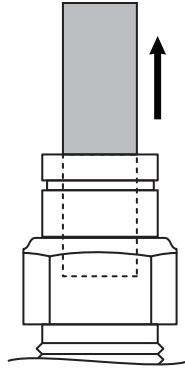
1 Insert end of Air Line Tube into Air Fitting.



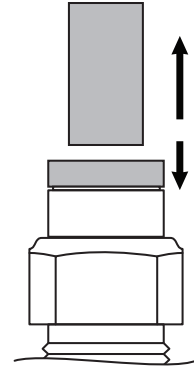
2 Push Air Line Tube into Air Fitting as far as possible.



3 Gently pull on the Air Line Tube to check for a secure fit.



4 To remove, push down collar and gently pull Air Line Tube away.

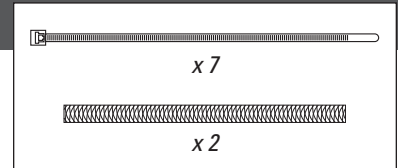


Removal Tip: Use a 1/4"5/16" or 6mm open-ended wrench to push the collar down.

11

ROUTE AND SECURE AIR LINE TUBES

Air Line Tube routes will vary, depending on your truck, and requires you to choose the best path from the Air Springs to the Inflation Valves. Use the instructions below to help you choose.

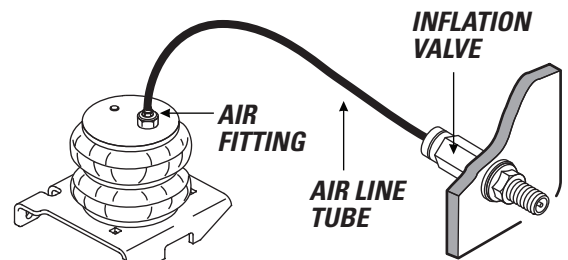
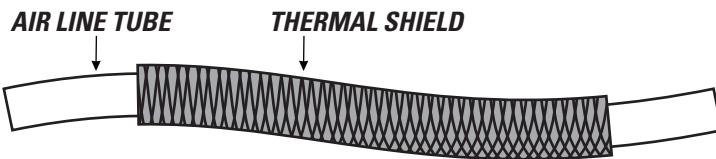


DO

Select routes protected from heat, debris, and sharp edges. Use Thermal Shields near heat sources. Use Nylon Ties to secure the Air Line Tube.

DON'T

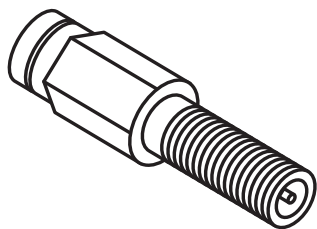
Bend or sharply curve Air Line Tubes. Leave Air Line Tube exposed to sharp edges. Use unnecessary lengths of Air Line Tube. Route Air Line Tube near moving parts. Let Air Line tube hang unsecured from vehicle. Scar Air Line Tube while routing.



USE SUPPLIED THERMAL SHIELDS WHEN AIR LINE TUBE RUNS **WITHIN 6 INCHES** OF HEAT SOURCES.



- 1** Place an air chuck onto the Inflation Valve and fill the system to **70 PSI**.

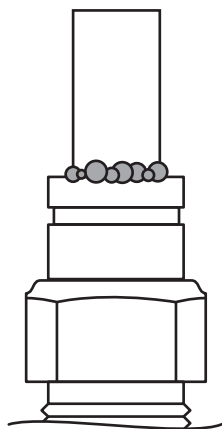


AIR SPRINGS INFLATE QUICKLY. CHECK AIR PRESSURE WHILE INFLATING.

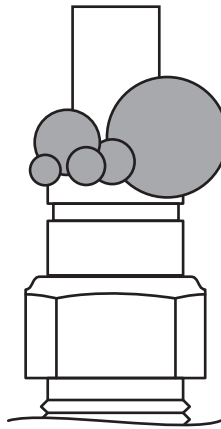
- 2** Spray fittings with soap and water mixture.



- 3** Observe bubbles.



**SMALL SOAP BUBBLES
THAT DO NOT EXPAND**



**SOAP BUBBLES
THAT EXPAND**



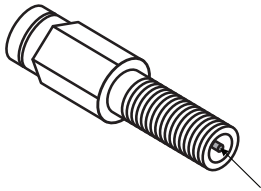
NO LEAKS?

Congratulations! Continue to Step 14 to finish installation. Review the Operating Instructions.

LEAK?

Bummer. Continue to Step 13 to fix the leak.

- 1** Press the air valve on end of Inflation Valve to release all air pressure.

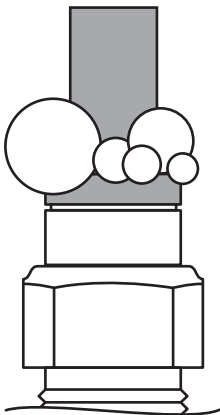


AIR VALVE



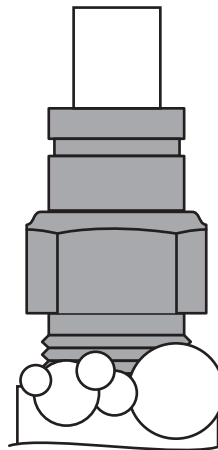
EXHAUST ALL AIR FROM THE SYSTEM PRIOR TO RELEASING AIR LINE TUBES FROM AIR FITTINGS.

LEAK AT AIR LINE TUBE AND AIR FITTING



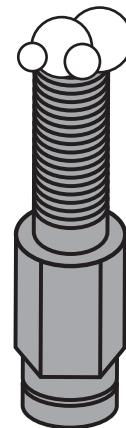
Release Air Line Tube (see page 11). Review proper cuts and procedures in Step 9. Repeat Steps 10 and 12.

LEAK AT BASE OF AIR FITTING ON AIR SPRING



Tighten Air Fitting one turn or until leak stops.

LEAK OUT OF THE VALVE CORE ON INFLATION VALVE



Tighten valve core with valve core wrench on Inflation Valve Cap.

STILL HAVE A LEAK?

Refer to the Troubleshooting section of the Instruction Manual. If the leak persists, or if there is an issue with a leaking part, call 1-800-888-0650; Option 1; Option 1 for Tech Support.

SAFELY RETURN VEHICLE TO OPERATIVE STATE

If you removed any wheels during installation, install the wheels and torque the lug nuts to the manufacturer's specifications.

Safely remove any jack stands and wheel chocks used during installation.

Re-attach the negative battery cable.

DOUBLE-CHECK AIR SPRING CLEARANCE

Check the Air Springs once again for the proper 1/2" minimum clearance. Perform clearance check again when vehicle is under load.

VEHICLE GVWR

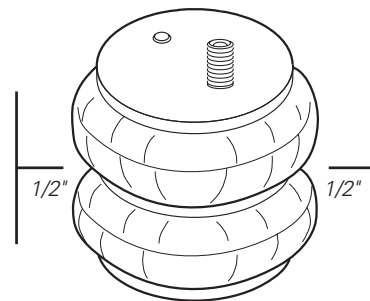
NEVER exceed the maximum load recommended by the vehicle manufacturer (GVWR). The GVWR can be found in your vehicle's owner's manual or on the data plate on the driver's side door. Consult your local dealership for additional GVWR specifications.

READ AND UNDERSTAND THE OPERATING INSTRUCTIONS

The Ride-Rite system can improve handling and comfort. Take the time to learn how to properly use and maintain your investment by reading the Operating Instructions.



USE YOUR HAND TO CHECK FOR THE PROPER CLEARANCE AROUND THE AIR SPRING. IF YOUR HAND DOES NOT FIT BETWEEN THE AIR SPRING AND OTHER COMPONENTS, IT WILL RUB!



! IMPORTANT

A MINIMUM OF 5 PSI MUST BE MAINTAINED IN THE AIR SPRINGS AT ALL TIMES

Too much air pressure in the Air Springs will result in a firmer ride, while too little air pressure will allow the Air Springs to bottom out over rough conditions, and will not provide the improvement in handling that is possible.



MINIMUM PRESSURE

-



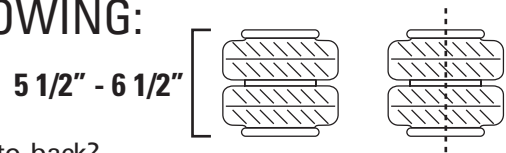
MAXIMUM PRESSURE (LOADED)



riderite.com

BEFORE YOU DRIVE, CONFIRM THE FOLLOWING:

- Do you have a minimum of 5PSI in your Air Springs?
- Are your Air Springs standing 5 1/2" - 6 1/2" tall?
- Are your Air Springs properly aligned, left-to-right and front-to-back?
- Are your nuts and bolts tight?
- Put your paper work back into the sleeve and keep it in your glove compartment for future reference.
- You've been bagged...and now your suspension is Airide equipped! Show it off with the supplied decal!



NEED INSTALLATION HELP? 1-800-888-0650

Select Option 1 for Ride-Rite; Select Option 1 for Technical Support.

Or, email us at rrtech@fsip.com. If emailing, please include photos to help us better diagnose and understand any problems you may be experiencing.



CONNECT WITH US



@rideriteair



@rideriteair



Firestone RideRite

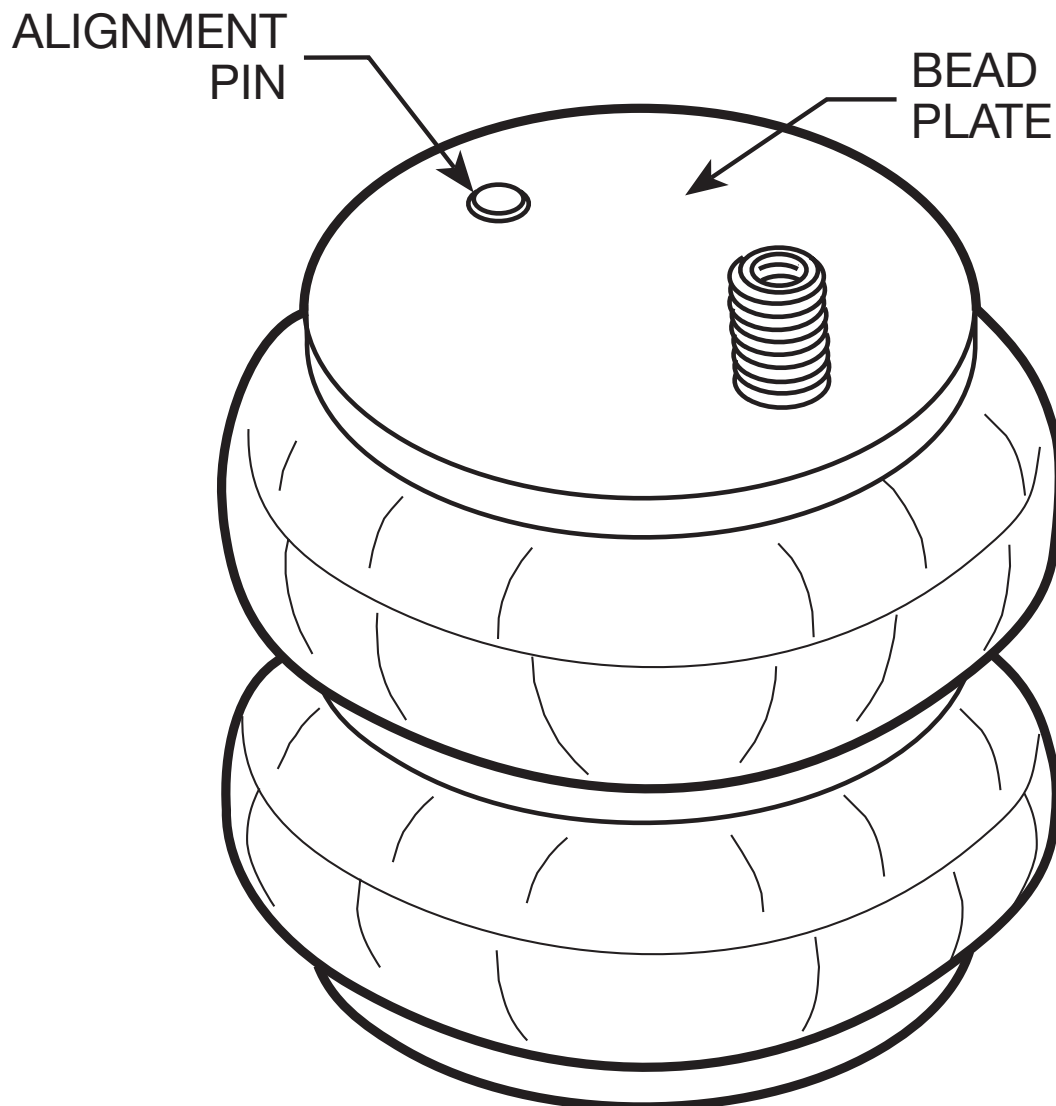


Firestone Ride-Rite

COMBO STUD NOTICE:

THE ALIGNMENT PIN ON THE AIR SPRING **MUST** BE INSTALLED INTO THE HOLE IN THE UPPER BRACKET.

FAILURE TO DO SO WILL CAUSE THE ALIGNMENT PIN TO BE PUSHED INTO THE BEAD PLATE, CREATING AN AIR LEAK, AND RESULTING IN AN AIR SPRING FAILURE THAT IS **NOT WARRANTABLE.**



Firestone

**World's Number 1
Air Spring.**



FIRESTONE INDUSTRIAL PRODUCTS COMPANY



Operating Instructions and Trouble Shooting Guide

Thank you for purchasing Firestone air helper springs. You have purchased a quality product from the world's number one air spring manufacturer.

This guide will provide answers to some of your questions regarding the use and operation of your new air helper springs. Following the guidelines in this manual will help provide you with many years of trouble-free service from your Firestone air helper springs.

For vehicle applications, air pressure requirements, air compressor CFM, maintenance, or air spring technical data, contact us at:

www.ride-rite.com
1-800-888-0650

INSTALLER: Please leave this manual with the vehicle's owner.

WARRANTY QUESTIONS

Go to **www.riderite.com/installation-support**
Select "Warranty Info" tab

SAFETY TIPS

Never exceed the manufacturer's recommended Gross Vehicle Weight Rating (GVWR)

As with your vehicle's tires, an air helper spring is a pneumatic device that supports a portion of the vehicle's weight. The air helper spring may fail as a result of punctures, impact damage, improper installation, or improper usage. To reduce the risk of failure, we strongly recommend the following:

Never overload your vehicle. The manufacturer's gross vehicle weight rating (GVWR) is stated on the information plate on the chassis. You should weigh your vehicle on a truck scale when it is fully loaded and in a level condition to determine if you are exceeding the manufacturer's recommended GVWR.

Inspect the air springs to verify that they do not contact any component of the vehicle under normal suspension operation. The air helper spring must contract and expand during normal operation. There must be at least 1/2" of clearance between the air spring and any other component of the vehicle under normal suspension operation.

The kit is designed to clear all chassis components. If there is **any** interference, please call Firestone at 1 (800) 888-0650.

Inspect the air line tubing and the air spring to verify that they have not been too close to the exhaust system. If the distance between any portion of the air spring or air line tubing and the exhaust system is less than 6", a heat shield should be used.

If an air helper spring has failed while you are on the road, operate your vehicle at reduced speeds. High speed over rough roads will result in severe bottoming of the air spring and may damage other vehicle components.

Never attempt to drive the vehicle in an unlevelled condition. Failure to level a heavily loaded vehicle may result in excessive body roll and possible damage or injury.

If any problems exist with your air helper spring kit, visit Firestone on the web at www.riderite.com or call 1 (800) 888-0650 for technical assistance.

Never cut, weld, or modify the air helper springs or brackets.

Do not use aerosol tire repair products in the air helper springs or a tire patch of any kind on the air helper spring. If there is a hole in the air spring it must be replaced.

GENERAL INFORMATION

Firestone air helper springs are heavy duty, quality air springs designed to supplement your vehicle's existing suspension system. These durable air springs allow you to maximize your vehicle's load carrying capacity through the use of air pressure. Proper installation, use, and operation will provide the maximum service life and performance your air spring kit is capable of delivering. These instructions will help you obtain the maximum performance available from your air spring kit.

RIDE-RITE™ AIR HELPER SPRINGS

Ride-Rite™ air helper springs are installed between the frame and the suspension of trucks, vans, and motorhomes. Ride-Rite™ air helper springs are capable of supporting loads up to 5000 lbs per pair.*

SPORT-RITE™ AIR HELPER SPRINGS

Sport-Rite™ air helper springs are installed between the frame and suspension of light trucks, and utilize a sleeve-style air spring to enhance the ride when the vehicle is loaded or unloaded. Sport-Rite™ air helper springs are capable of supporting loads up to 3000 lbs per pair.*

LEVEL-RITE™ AIR HELPER SPRINGS

Level-Rite™ air helper springs replace the existing shock absorber with a fully-protected, reversible sleeve air spring paired it with a high-performance Bilstein monotube shock absorber for perfectly matched performance characteristics over the entire operation spectrum. Level-Rite™ air helper springs are capable of supporting loads up to 1000 lbs per pair.*

BASIC OPERATION

As your vehicle is loaded, the stock suspension is compressed under the weight of the load. Your vehicle's stock suspension system has been designed so that it will provide optimum performance and handling with a load on the vehicle. When your vehicle is loaded, its performance, handling characteristics, and ride quality may be compromised. As the stock suspension is compressed, the ride may become "mushy", and you may encounter sway and handling problems. As weight is added to the vehicle, the air helper springs become an active part of

*Do not exceed the vehicle's recommended gross vehicle weight rating (GVWR)

the suspension system. As more air pressure is added to the air springs, they will support more weight. You will be able to compensate for a heavy load by adding air pressure to the air springs, thereby reducing sway and handling problems associated with a heavily loaded vehicle.

TABLE "A"	
ALL TORQUE SPECIFICATIONS	
Fasteners used on studs and blind holes in air springs	15 – 20 ft lbs
Hex nuts installed on carriage bolts	10 – 15 ft lbs
Hex nuts installed on 3/8" hex bolts	28 – 32 ft lbs
Hex nuts and bolts used to secure brackets to frame	28 – 32 ft lbs
Hex nuts installed on U-bolts	15 – 20 ft lbs
Hex bolts securing tapered sleeve style air spring to lower bracket	10 – 12 ft lbs

PREVAILING-TORQUE LOCK NUTS

In order to assure trouble-free operation, your air spring kit includes a variety of self-locking threaded fasteners. Your kit may include prevailing-torque lock nuts. Prevailing-torque lock nuts may be more difficult to install, but will not come loose under normal suspension operation.

THREAD LOCKING COMPOUND

The hex bolts used to secure the air spring to the brackets may have a locking compound applied to the threads. Lock washers are not required when using a fastener with pre-applied thread locking compound. When installing fasteners with thread locking compound, follow the torque recommendations listed in table.

HELICAL LOCK WASHERS

Your air helper spring kit may include helical lock washers. In order to properly use the lock washer, tighten the nut/bolt fastener just enough to compress the lock washer. Overtightening the fastener may damage the nut or bolt. When using helical lock washers, follow the torque recommendations listed in Table "A".

AIR FITTINGS

Your kit will include one of two types of push-to-connect air fittings. One type is pre-applied with a thread locking compound pre-

The pre-applied thread sealant, thread the air fitting into the air spring and tighten the fitting securely to engage the pre-applied thread sealant.

The Nylon collar, thread the air fitting into the threaded hole on the air spring so that the Nylon collar makes contact with the top of the air spring and then tighten 1/2 turn. No thread sealant is required.

Both types of air fittings allow easy connection between the air fitting and the air line tubing. To install the air line in the fitting, cut the tubing as square as possible using a sharp utility knife or razor blade. Push the air line into the fitting as far as possible. If the tubing must be removed from the fitting, release the air pressure from the

PRESSURE DIFFERENTIAL BETWEEN AIR SPRINGS

It is not uncommon to have different pressures between the air springs after the vehicle has been brought to a level condition. If the vehicle is within the manufacturer's recommended gross vehicle weight and you have not achieved a level condition after adjusting the air springs to 100 psi, there may be a problem with your stock suspension. The leaf springs may have become fatigued over time or a leaf spring may be fractured. There may be an obstruction in the air system, not allowing the air pressure to reach the air helper springs.

AIR SPRING ALIGNMENT AND HEIGHT

Upon completion of the installation, the air springs should be inspected for proper alignment. Although the air helper springs can function with some misalignment, it is preferred that the air springs be mounted so that they are aligned with as little top to bottom offset as possible.

Check the distance between the upper bracket and lower bracket (design height). The dimensions shown on **Page 5** are a guide to assist in determining the ideal operating height for your air helper springs.

INFLATING THE AIR SPRINGS

With the air helper springs installed on your vehicle and the vehicle sitting on a level surface, visually verify that the vehicle is in a level state. If the vehicle is not level (front-to-back or from side-to-side) it can be brought to a level position by the air springs. Each air spring has a separate valve. To level the vehicle from front-to-back, add air pressure to both air springs in equal amounts. To level the vehicle from side-to-side, add more air pressure to the air spring on the lower side of the vehicle. When the air springs, add air pressure in small quantities, checking the pressure frequently. The air spring requires much less air volume than a tire, and

WARNING: DO NOT EXCEED THE MAXIMUM PRESSURE AS INDICATED IN THE INSTALLATION MANUAL

LEVELING THE VEHICLE

Check the level of your vehicle visually. If it is not level, either from front to back or from side to side, level it by your air springs. (If your vehicle is equipped with a cab control unit or automatic control system refer to the directions for that device.) There is one valve for each air spring. To level from front to back, add air pressure to both air springs equally. For side to side, add air pressure to the air springs on the side of the vehicle that is low. When adding air pressure to the air springs, remember that they have a much smaller volume of air that a tire so they will much quicker. Add air pressure in short bursts until the vehicle is level. (NEVER EXCEED 100psi IN EACH AIR SPRING.)

MAINTENANCE

It is considered normal for air helper springs to lose some air pressure over time. Normal pressure loss should not exceed 3 – 4 psi per week when the air springs are to 50 psi. If the pressure loss is greater than 3 – 4 psi per week, there may be a leak in the system. Each time you check the pressure in the air springs, you will lose 1 – 3 psi. The air pressure should be checked at regular intervals.

It is recommended that the air pressure be checked according to the following guidelines:

At least monthly intervals during the continuous operation of the vehicle (see above)

When the vehicle is removed from long-term storage

If the air springs are used to assist in leveling an RV or camper on uneven ground, ensure that the vehicle is returned to a level ride height before departing.

The brackets used to secure the air helper spring to the vehicle should be inspected periodically for damage and for loose fasteners. Ensure that the air line tubing is clear of any sharp edges and routed away from the exhaust system. The brackets and air line tubing should be inspected every 6 months. Ensure that the threaded fasteners

Page 3.

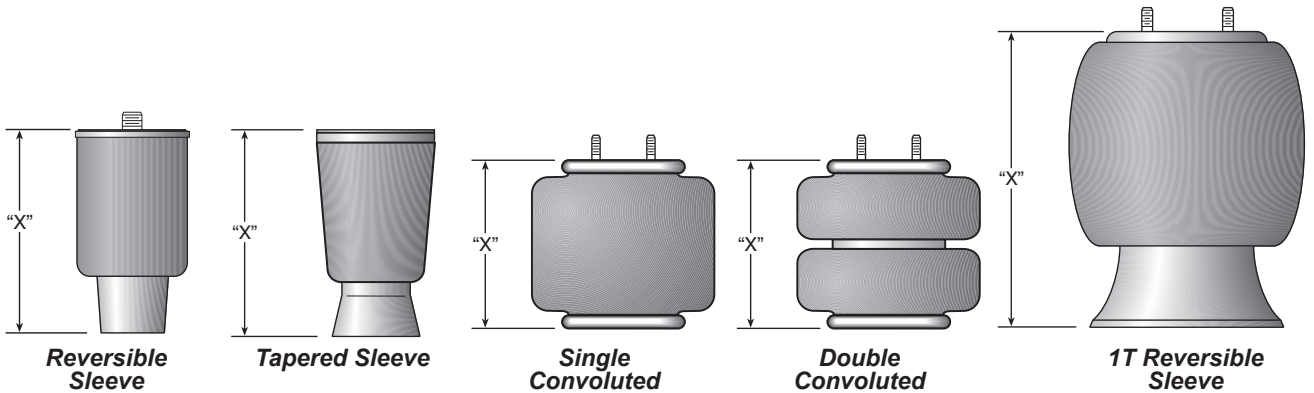
Accumulated sand, gravel, or other road debris on the air springs or brackets should be rinsed away with a garden hose each time the vehicle is washed.

If it is necessary to lift the vehicle by the frame, release the air pressure from the air springs. This will allow the air springs to extend to their maximum length without being damaged. The air springs are capable of supporting the weight of the axle when the vehicle is lifted by the frame. After servicing of the vehicle is complete, lower the vehicle to the ground and the air helper springs to the desired pressure. **NOTE:** On Sport-Rite kits the air helper springs must be aired up to 50 psi and then release the air until the air helper springs are to the desired pressure.

ONLINE AUCTION PURCHASES

Firestone will not replace missing components from any kit purchased through an online auction.

AIR SPRING TECHNICAL DATA





Part Number	Description	Style	"X" Ride Height	Min/Max Air Pressure	Max Load @100 psi (per pair)
6868	Single Convoluted	160BY	5.0" - 6.0"	5 / 100 psi	3600 lbs
6762 6764 6766	Double Convoluted	268C	4.5" - 5.5"	5 / 100 psi	3200 lbs
6397 6410 6781	Double Convoluted	267C1.5	5.5" - 6.5"	5 / 100 psi	4800 lbs
6401 6873 6859	Double Convoluted	224C	5.5" - 7.0"	5 / 100 psi	5000 lbs
7689 7701	Double Convoluted	26C	7.0" - 8.0"	5 / 100 psi	5640 lbs
7076	Reversible Sleeve	70mm	6.0" x 8.0"	10 / 100 psi	2000 lbs
9000	Tapered Sleeve	110/70 mm	7.75" - 8.75"	10 / 100 psi	3000 lbs
9001	Tapered Sleeve	110/70 mm	5.88" - 6.88"	10 / 100 psi	3000 lbs
9002	Tapered Sleeve	110/70 mm	6.75" - 7.75"	10 / 100 psi	3000 lbs
5405	1T Reversible Sleeve	1T14C-3	8.0" - 12.0"	5 / 100 psi	6400 lbs

This information is provided for reference purposes only. The bracketry and air springs in the Ride-Rite™ and Sport-Rite™ kits are designed to work with the original suspension and within the manufacture's Gross Vehicle Weight Rating (GVWR) for the

Air Command™ Air Control Systems

Firestone has expanded the offering of Air-Rite™ Air Control Systems, which provides an instant air source for air suspension products. Adjust the ride for various load and road conditions with a flip of a switch or even a click on a remote. Individual air accessory components are also available, including compressors, air tanks and mounting solutions, providing a wide variety of air control assist solutions.

- Step 1** Choose the application you need; Single or Dual Leveling. >>
- Step 2** Choose the style you want to control your air; Analog or Wireless. >>
- Step 3** Choose the Duty Cycle needed for your kit/vehicle. Recommended duty cycle is listed in the Application Guide. >>>

Light Duty	<ul style="list-style-type: none"> • 1-Year Warranty • Includes 9377 Compressor • Best for passenger cars, SUVs, vans, small pickups for occasional use and light loads 	
Standard Duty	<ul style="list-style-type: none"> • 1-Year Warranty • Includes 9284 Compressor • Best for moderate usage, including towing boats, trailers 20' or smaller and medium loads 	
Heavy Duty	<ul style="list-style-type: none"> • 2-Year Warranty • Includes 9499 Compressor • Best for 8-lug trucks, trailers larger than 20', slide-in campers and heavy loads 	
Xtra	<ul style="list-style-type: none"> • 2-Year Warranty • Includes 9499 Compressor • Includes Half-Gallon Air Tank • Includes 9006 Air Hose • Best usage same as Heavy Duty, plus motorcycle tire, golf cart tire or trailer tire inflation 	  
Xtreme	<ul style="list-style-type: none"> • 2-Year Warranty • Includes 9287 Compressor • Includes 2-Gallon Air Tank • Includes 2311 Air Hose • Best usage same as Heavy Duty, plus off-road tire or truck tire inflation 	  

Single Leveling System

Equal pressure to the springs on both sides. This applies to most towables using a hitch.



Analog

2538

Mounting Plate: **2497**

2158

Mounting Plate: **2497**

2097

Mounting Plate: **2497**

2266

Mounting Plate: **2530**

2543

Mounting Plate: **2530**

Dual Leveling System

Allows for side-to-side or front-to-back leveling. This applies to work trucks, in-bed campers and off-center loads.



Analog



Wireless

N/A

2581

Mounting Plate: **2588**

2178

Mounting Plate: **2497**

2589

Mounting Plate: **2588**

2219

Mounting Plate: **2497**

2590

Mounting Plate: **2588**

2168

Mounting Plate: **2530**

2591

Mounting Plates: **2588/2496**

2549

Mounting Plate: **2530**

2592

Mounting Plates: **2588/2496**

TROUBLE SHOOTING GUIDE

Air spring will not inflate

Ensure that the air line tubing is inserted into the air fittings as far as possible. The tubing should go in the fitting 3/4 of an inch. You will feel some resistance when the tubing goes past the o-ring.

Clear any dirt or debris from inside the inflation valves.

Inspect the entire length of air line tubing to ensure that it is not kinked, damaged from exhaust heat, or cut due to contact with sharp edges

Air spring will not hold air

Normal pressure loss is no more than 3 - 4 psi per week when the air spring is inflated to 50 psi.

Using the inflation valve cap as a core tool, ensure that the valve stem core is installed securely.

Apply a solution of soap and water to the air fittings, air line, and air springs to check for leaks. Tighten the air fitting or re-install the tubing in the air fitting to stop the leak. Rinse the soap and water solution from the system when complete.

If a leak can not be detected with the soap and water solution, deflate the air springs and remove them from the vehicle. Re-install the tubing and inflation valve on the air spring and inflate the air spring to a maximum of 20 psi. Submerge the air spring in a bucket of water to check for leaks.

Locations of air leaks

Leaks occur most often at the threaded connection between the air fittings and the air springs. Tighten the fitting to engage the pre-applied orange thread sealant or until the nylon collar makes contact with the air spring, plus 1/2 turn, depending on which type of fitting is included in your kit. (See air fittings on page 3)

The end of the air line tubing must be cut square and clean to avoid burrs in the connection to the air fittings. The push-to-connect fittings require a square cut to properly seal. The tubing can be removed from the fitting by first releasing the air pressure from the air spring. Push the collar on the fitting toward the body of the fitting. While holding the collar in, pull out the tubing. Cut the tubing squarely and push the tubing into the fitting as far as possible.

The vehicle is not level

Check for proper inflation of the air springs on each side of the vehicle.

Check for obstructions in the air system or vehicle components that may be restricting suspension travel.

IMPORTANT

NYLON TUBE CUTTING:
FOLLOW THESE INSTRUCTIONS
TO AVOID LEAKS

