

AiROCK™ Front Airspring Installation Instructions

CAUTION! PLACE VEHICLE ON LEVEL SURFACE BEFORE BEGINING, SET PARKING BRAKE AND TAKE ALL PRECAUTIONS NECESSARY FOR SUPPORTING VEHICLE. BEFORE INSTALLING AIRSPRINGS, IT IS RECOMMENDED TO HAVE ACU INSTALLED AND REAT TO OPERATE, AS IT WILL BE NECESSARY TO INFLATE AIRSPRINGS BEFORE REMOVING JACK STANDS SUPPORTING VEHICLE

NOTE: LEFT side is DRIVER side and RIGHT side is PASSENGER SIDE when discussed in this manual and the Operations Manual

FRONT AIROCK AIRSPRING PREPARATION

1. REMOVE LOWER TRACK BAR BOLT. THIS WILL BE NECESSARY TO GAIN CLEARANCE TO INSTALL THE LOWER AIRSPRING NUT. DEPENDING ON WHICH TRACKBAR IS USED, IT MAY BE NECESSARY TO DETACH THE UPPER MOUNT AS WELL TO ALLOW FOR COIL SPRING REMOVAL.
2. DISCONNECT FRONT SWAY BAR FROM AXLE.

WARNING: OffRoadOnly DOES NOT RECOMMEND THE USE OF THE AiROCK™ SUSPENSION SYSTEM ON PUBLIC ROADS WITHOUT A SWAY BAR IN PLACE AND OPERATING PROPERLY.

3. REMOVE THE FRONT SHOCK ABSORBERS.
4. RAISE FRONT OF VEHICLE AND SUPPORT FRAME ON JACK STANDS
5. SUPPORT FRONT AXLE WITH FLOOR JACK
6. REMOVE FRONT WHEELS, COIL SPRINGS AND ANYTHING ELSE NECESSARY TO GET TO POINT SHOWN IN FIGURE 10.1

BUMPSTOP STUB TRIMMING

1. THE FRONT UPPER BUMPSTOP STUB MUST BE TRIMMED AS SHOWN IN FIGURE 10.2
2. MEASURE 3/4" BELOW THE STOCK UPPER SPRING ISOLATOR AND MARK FOR CUTTING AS SHOWN IN FIGURE 10.2 NOTE: PLEASE ENSURE THAT THIS MARK LEAVES 2" FROM THE MARK TO THE UPPER SPRING SEAT.
3. CUT BUMP STOP TOWER TO LEAVE 2" LENGTH REMAINING
4. REMOVE UPPER COIL SPRING ISOLATOR

LOWER MOUNT

1. REMOVE FRONT LOWER MOUNT FROM THE FRONT AIRSPRING ASSEMBLIES
2. PLACE AiROCK LOWER MOUNT ON LOWER SPRING PAD AS SHOWN IN FIGURE 10.3. USE MOUNT AS TEMPLATE FOR MARKING CENTER OF PAD. DRILL TO 1/2" HOLE. ENSURE THAT HOLE LINES UP WITH HOLE IN LOWER FRONT MOUNT WHEN PLACED OVER THE SPRING PAD.



FIGURE 10.1 FRONT LEFT SUSPENSION WITH TRACKBAR AND COIL SPRING REMOVED, SWAYBAR DISCONNECTED



FIGURE 10.2 FRONT BUMPSTOP STUB MUST BE TRIMMED AS SHOWN



FIGURE 10.3 PLACE AiROCK LOWER FRONT MOUNT OVER SPRING PAD AND MARK FOR DRILLING 1/2" HOLE

AiROCK™ Front Airspring Installation Instructions_{cont}

FRONT AIROCK AIRSPRING INSTALLATION

1. REMOVE UPPER FRONT MOUNT NUT AND WASHER, INSERT FRONT UPPER MOUNT OF AIRSPRING ASSEMBLY ONTO TRIMMED BUMSTOP STUB, ENSURE THAT THE “F” STAMPED INTO THE BRACKET IS TO THE FRONT OF VEHICLE FIGURE 11.5
2. REPLACE WASHER AND RETAINING NUT AND TIGHTEN. IF 1 7/8” WRENCH IS NOT AVAILABLE, A PIPE WRENCH OR LARGE CRESCENT WRENCH WILL WORK.
3. ROUTE AIRLINE TO PROPER LOCATION, TRIM AS SPECIFIED IN TRIM TECHNIQUE AND INSERT INTO FITTING THRU UPPER MOUNT. ONCE AIRLINE IS INSERTED INTO FITTING, TUG ON AIRLINE TO SEAT SEAL, IF AIRLINE IS HELD CAPTIVE, YOUR CONNECTION IS COMPLETE. YOU MAY NEED TO “FEEL” FOR THE FITTING WITH THE AIRLINE TO DETERMINE THE CORRECT POSITION TO INSERT THE AIRLINE INTO THE FITTING. SEE FIGURE 11.2
4. PLACE FRONT LOWER MOUNT ON SPRING PAD SEE FIGURE 11.3
5. MANUEVER AXLE WITH FLOOR JACK TO POSITION LOWER AIRSPRING STUD THRU LOWER MOUNTS, INSTALL 1/2” NYLOCK NUT UNTIL SEATED ON NYLOCK. DO NOT TIGHTEN YET. SEE FIGURE 11.4 FOR LEFT MOUNT, SEE FIGURE 11.1 FOR RIGHT MOUNT
6. LOWER RIGHT AIRSPRING RETAINING NUT IS ACCESSED THRU SLOT FOR LOWER TRACK BAR MOUNTING BOLT. PROVIDED IN KIT IS A 6” PIECE OF 7/16” CLEAR HOSE. THIS HOSE MAY BE INSERTED THRU NYLOCK NUT AS SHOWN IN FIGURE 11.2. UTILIZE THE HOSE TO START THE NYLOCK NUT ON THE LOWER RIGHT MOUNT.
7. WHEN BOTH AIRSPRINGS ARE INSTALLED, INSTALL ORO BILSTEIN SHOCKS, REPLACE TIRES ONTO AXLE AND LOWER FRONT TIRES TO THE GROUND.
8. USING IN-CAB CONTROL, INFLATE BOTH FRONT AIRSPRINGS TO APPX 45 PSI, OR UNTIL THE WEIGHT OF VEHICLE IS PARTIALLY SUPPORTED BY AIRSPRINGS.
9. TIGHTEN LOWER MOUNTING NUTS AT THIS TIME, IF YOU TIGHTENED THEM BEFORE NOW, LOOSEN AND RETIGHTEN THEM TO ALLOW THE AIRSPRING TO SEAT ITSELF PROPERLY. CAUTION: DO NOT REMOVE THESE NUTS WITH PRESSURE IN THE AIR SPRINGS
10. REASSEMBLE TRACKBAR, SWAY BAR AND ALL OTHER ITEMS NECESSARY FOR OPERATION



FIGURE 11.2 FITTING LOOK-
ING DOWN FRONT MOUNT STUD



FIGURE 11.3 LOWER FRONT
MOUNT IN POSITION



FIGURE 11.4 NUT ON LOWER LEFT
MOUNT VIEWED FROM UNDER SPRING
PAD

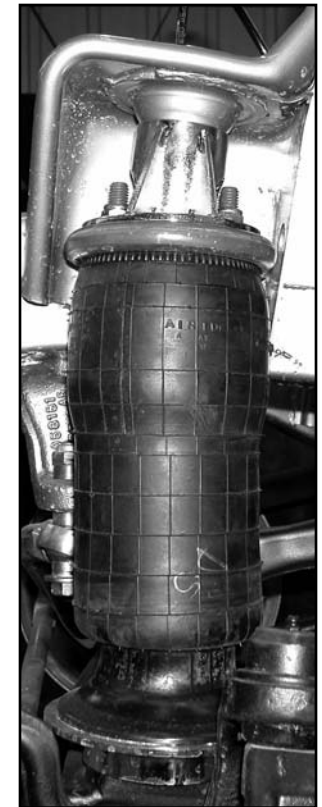


FIGURE 11.1
FRONT AIRSPRING INSTALLED



FIGURE 11.5 FRONT UPPER MOUNT
MARKED WITH “F” POSITION THIS
TOWARDS THE FRONT OF VEHICLE

AiROCK™ Front Airspring Installation Instructions_{cont}

LOWER RIGHT FRONT MOUNT INSTALLATION

NOTE: DUE TO THE TRACK BAR MOUNT, THE LOWER RIGHT MOUNT IS DIFFICULT TO GAIN ACCESS. THE PHOTO'S ON THIS PAGE SHOW THE NUT BEING INSERTED AND STARTED WITH A SECTION OF HOSE THAT IS PROVIDED WITH THE KIT. THERE ARE A COUPLE WAYS TO GET THIS NUT STARTED. ANOTHER EXAMPLE SHOWN IS TO USE A SMALL SWIVEL SOCKET AND SOME TAPE. SEE FIGURE 12.5 ONCE THE NUT IS STARTED A 3/4" CROWFOOT WRENCH WILL BE NEEDED TO TIGHTEN THE NUT.

1. POSITION LOWER MOUNT ON SPRING PAD AS DESCRIBED ABOVE.
2. INSTALL LOWER SPRING SO THAT 1/2" STUD PROTRUDES THROUGH MOUNT AND SPRING PAD.
3. POSITION NUT AND HOSE TOOL OR SIMILAR DEVICE AS SHOWN IN FIGURE 12.4
4. STUD WILL BE OFFSET FROM THE OPENING IN TRACK BAR MOUNT. USING HOSE, POSITION NUT ONTO STUD AND FLEX HOSE AS NEEDED TO START NUT
5. UTILIZE 3/4" CROWFOOT WRENCH, INSERT INTO OPENING AND ATTACH TO EXTENSION TO TIGHTEN NUT TO POINT OF NYLOCK ENGAGEMENT
6. INFLATE AIRSPRING TO APPX 45PSI AND THEN TIGHTEN NUT COMPLETELY
7. REASSEMBLE TRACK BAR, SWAY BAR AND ALL OTHER COMPONENTS AS NECESSARY

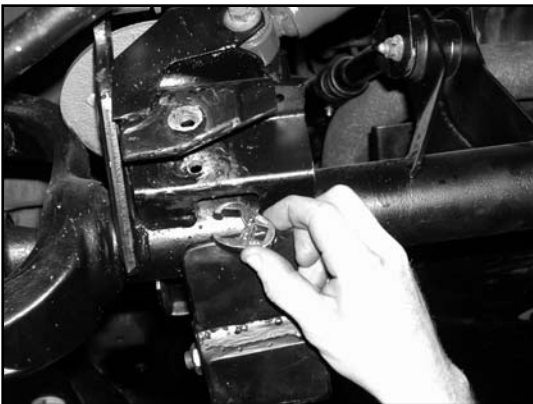


FIGURE 12.3 INSERT CROWFOOT WRENCH INTO OPENING TO TIGHTEN NUT



FIGURE 12.4 UTILIZE NUT INSERTION TOOL TO START NUT ON STUD



FIGURE 12.1 TRACK BAR BRACKET BOTTOM VIEW, NUT MUST BE INSERTED THRU THE SLOT



FIGURE 12.2 PLACE HOSE INTO NON-NYLOCK END OF NUT, PUSH THRU UNTILL ENOUGH THREADS ARE EXPOSED TO START THE NUT



FIGURE 12.5 ADDITIONAL METHOD OF STARTING NUT ON FRONT LOWER RIGHT MOUNT