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:

MINIMUM PRESSURE 5 PSI

MAXIMUM PRESSURE (LOADED) 100 PSI
### PARTS

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

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#### A24-760-7560 INFLATION VALVE BRACKET KIT

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NOTE: See page 4 on installation positioning.

NOTE: See page 6 on installation positioning.

NOTE: See page 7 for important installation positioning.

NOTE: See page 10 for important installation positioning.

3/8" - 16 FLANGE NUT
Fasten to Bail Clamp.

3/8" - 16 FLANGE NUT

3/8" - 16 x 1" HEX HEAD BOLT

M10 - 1.50 x 30mm FLAT HEAD BOLT

3/8" - 16 x 1" HEX HEAD BOLT

3/8" - 16 FLANGE NUT

3/8" - 16 HEX NUT

3/4" INTERNAL TOOTH LOCK WASHER

AIR SPRING SPACER

Spacer is used ONLY on 2011 and newer 2500 gas trucks or Power Wagon.

AXLE STRAP BRACKET

LOWER BRACKET

NOTE: See page 4 on installation positioning.

3/8" - 16 x 3/4" FLANGE BOLT OR
3/8" - 16 x 2" FLANGE BOLT If using Air Spring Spacer.

Vehicle front

UPPER BRACKET

UPPER BRACE

ALIGNMENT PIN

*BSee important note - Step 6.

AIR SPRING

BAIL CLAMP

3/8" - 16 FLANGE NUT

AXLE

LEAF SPRINGS

3/8" - 16 x 3/4" FLANGE BOLT

IF USING AIR SPRING SPACER

3/8" - 16 FLANGE NUT

If using Air Spring Spacer.
1. **REMOVE EXISTING JOUNCE BUMPER**

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

   Unfasten and remove existing jounce bumper from the vehicle.

2. **DETERMINE LOWER BRACKET ORIENTATION**

    ![Diagram showing lower bracket orientation]

   **THE ORIENTATION OF THE BRACKET IS IMPORTANT. NOTE THE DIFFERENCE AND USE THE CORRECT SIDE FOR YOUR VEHICLE.**

   **LOWER BRACKET ORIENTATION**

   - **GASOLINE ENGINE**
     - Wide side
     - Axle U-bolts
     - Air spring mounting hole
   - **DIESEL ENGINE**
     - Narrow side
     - Leaf springs
3 FASTEN AIR SPRING TO LOWER BRACKET

1 Install the Air Fitting into the Combo Stud on the top of the Air Spring.

2 Use the notes below to determine if you need to use the Air Spring Spacer.

3 Install the Air Spring to the Lower Bracket, using the fastener selected below.

4 Do not fully tighten the fastener at this stage.

AIR FITTING
Tighten until threadlock coating is fully engaged.

AIR SPRING

LOWER Bracket
Use orientation determined in Step 2.

3/8” - 16 x 3/4” FLANGE BOLT

OR

3/8” - 16 x 2” FLANGE BOLT
ONLY if using Air Spring Spacer.

AIR SPRING SPACER
Spacer is used ONLY on 2011 and newer 2500 gas trucks or Power Wagon. USING THE AIR SPRING SPACER ON ANY OTHER VEHICLES WILL VOID THE WARRANTY.

DO NOT FULLY TIGHTEN THE BOLT AT THIS STAGE. TORQUE TO SPEC IN STAGE 6.
1. Determine bolt holes in Upper Bracket and Upper Brace for your vehicle.

2. 2WD uses the lower holes marked “2WD.” 4WD uses the upper holes marked “4WD.”

3. Align holes in both brackets and secure with fasteners, as shown in the 2WD installation.

**2WD INSTALLATION**

Determine bolt holes in Upper Bracket and Upper Brace for your vehicle. 2WD uses the lower holes marked “2WD.” 4WD uses the upper holes marked “4WD.” Align holes in both brackets and secure with fasteners, as shown in the 2WD installation.

**4WD INSTALLATION**

Install the Upper Bracket Assembly

Install the Upper Bracket Assembly.

- **3/8" - 16 FLANGE NUTS**
- **3/8" - 16 x 1" HEX HEAD BOLT**
- **3/8" - 16 x 1" HEX HEAD BOLT**

**INSTALL THE UPPER BRACKET ASSEMBLY**

- **M10 - 1.50 x 30mm FLAT HEAD BOLT**

- Use existing jounce bumper bolt hole locations on vehicle.

¡Make sure the Upper Bracket Assembly is fastened tightly to the vehicle frame!
1. Follow guidelines below to dry fit assembly. Make alignment marks as shown.

2. Remove assembly and match alignment marks you made.

3. Fully tighten the bolt selected in Step 3 to fasten the Air Spring to the Lower Bracket.

4. Install assembly and follow the guidelines.

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!

BOLT SELECTED IN STEP 3
Match alignment marks.

ALIGNMENT PIN
Must fully seat into alignment hole selected above.

VIEW FROM BELOW

ROTATE AIR SPRING ASSEMBLY TO USE FRONT OR BACK COMBO STUD AND ALIGNMENT HOLES FOR BEST VERTICAL ALIGNMENT.

ELBOW AIR FITTING
Tighten until threadlock coating is fully engaged.

3/4” INTERNAL TOOTH LOCK WASHER

3/4” 16 HEX NUT
Thread onto outside of Air Combo Stud.

UPPER BRACKET
1. Assure that Lower Bracket is tight against the leaf spring stack on the vehicle.

2. Install the Bail Clamp over the Lower Bracket, assuring that the Bail Clamp is positioned into the Lower Bracket notches, as shown.

3. Alternate tightening of the 3/8”-16 Flange Nuts to draw Axle Strap Bracket evenly around the axle.

---

**BAIL CLAMP INSTALLED**

**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!**
AWESOME! You’re done with the left side. The right side installation is the same, with the addition of this step. Go complete Steps 1-5 for the right side, then complete this step before continuing to Step 6.

RIGHT SIDE INSTALLATION MUST INCLUDE HEAT SHIELD!

Position Heat Shield to closest point of exhaust. DO NOT PLACE DIRECTLY ABOVE AXLE.
Secure the Air Inflation Valve Bracket to a protected, secure location. PROCEED TO STEP 3.

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.

Install Inflation Valve assembly as shown.

Match Air Line Tube ends.

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

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

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

**Do**

**Don’t**

**Proper and Improper Cuts in the Air Line Tube**
11 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.

12 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**.

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 15 to finish installation. Review the Operating Instructions.

**LEAK?**

Bummer. Continue to Step 14 to fix the leak.
1 Press the air valve on end of Inflation Valve to release all air pressure.

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

LEAK AT AIR LINE TUBE AND AIR FITTING

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.

! 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.

5 PSI - 100 PSI
MINIMUM PRESSURE MAXIMUM PRESSURE (LOADED)
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" - 7" 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.

Firestone
World’s Number 1
Air Spring.

FIESTONE INDUSTRIAL PRODUCTS COMPANY
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**.
No Drill Inflation Valve Bracket

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<td>Large Nylon Tie</td>
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This bracket is designed to mount on receiver hitches round or square. Simple use the two provided large Nylon ties to affix the bracket to the receiver hitch tube. Install the air inflation valves on the bracket using two 5/16” flat washers per valve as supports. Then push the end of each air line tubing into the inflation valve as far as possible.
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 inflation, 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 specification 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 inflated air springs to verify that they do not contact any component of the vehicle under normal suspension operation. The air helper spring must flex and expand during normal operation. There must be at least 1/2” of clearance between the inflated 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.

Never inflate the air helper springs beyond the maximum pressure indicated in the installation manual.

Never attempt to remove any component of the air spring assembly when the air springs are inflated.

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 unleveled condition. Failure to level a heavily loaded vehicle may result in excessive body roll and possible damage or injury.

If unidentifiable 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 benefits 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 specific 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 flatten 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: fittings with a thread locking compound pre-applied to the threads or fittings with a Nylon collar in place of the thread locking compound.

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 fittings, 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, first release the air pressure from the air spring. Push the collar towards the body of the fitting and then pull the tubing out.

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 inflating 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 inflating the air springs. Each air spring has a separate inflation 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 inflating 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 therefore, will inflate and deflate quickly.

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 inflating 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 inflation 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 inflate 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 inflated 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 are torqued to the specifications listed on 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, first release the air pressure from the air springs. This will allow the air springs to extend to their maximum length without being damaged. The uninflated 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 reinflate 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

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Style</th>
<th>“X” Ride Height</th>
<th>Min/Max Air Pressure</th>
<th>Max Load @100 psi (per pair)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6868</td>
<td>Single Convoluted</td>
<td>160BY</td>
<td>5.0&quot; - 6.0&quot;</td>
<td>5 / 100 psi</td>
<td>3600 lbs</td>
</tr>
<tr>
<td>6762</td>
<td>Double Convoluted</td>
<td>268C</td>
<td>4.5&quot; - 5.5&quot;</td>
<td>5 / 100 psi</td>
<td>3200 lbs</td>
</tr>
<tr>
<td>6764</td>
<td>Double Convoluted</td>
<td>267C1.5</td>
<td>5.5&quot; - 6.5&quot;</td>
<td>5 / 100 psi</td>
<td>4800 lbs</td>
</tr>
<tr>
<td>6397</td>
<td>Double Convoluted</td>
<td>224C</td>
<td>5.5&quot; - 7.0&quot;</td>
<td>5 / 100 psi</td>
<td>5000 lbs</td>
</tr>
<tr>
<td>6401</td>
<td>Double Convoluted</td>
<td>224C</td>
<td>5.5&quot; - 7.0&quot;</td>
<td>5 / 100 psi</td>
<td>5000 lbs</td>
</tr>
<tr>
<td>6873</td>
<td>Double Convoluted</td>
<td>26C</td>
<td>7.0&quot; - 8.0&quot;</td>
<td>5 / 100 psi</td>
<td>5640 lbs</td>
</tr>
<tr>
<td>7076</td>
<td>Reversible Sleeve</td>
<td>70mm</td>
<td>6.0&quot; x 8.0&quot;</td>
<td>10 / 100 psi</td>
<td>2000 lbs</td>
</tr>
<tr>
<td>9000</td>
<td>Tapered Sleeve</td>
<td>110/70 mm</td>
<td>7.75&quot; - 8.75&quot;</td>
<td>10 / 100 psi</td>
<td>3000 lbs</td>
</tr>
<tr>
<td>9001</td>
<td>Tapered Sleeve</td>
<td>110/70 mm</td>
<td>5.88&quot; - 6.88&quot;</td>
<td>10 / 100 psi</td>
<td>3000 lbs</td>
</tr>
<tr>
<td>9002</td>
<td>Tapered Sleeve</td>
<td>110/70 mm</td>
<td>6.75&quot; - 7.75&quot;</td>
<td>10 / 100 psi</td>
<td>3000 lbs</td>
</tr>
<tr>
<td>5405</td>
<td>1T Reversible Sleeve</td>
<td>1T14C-3</td>
<td>8.0&quot; - 12.0&quot;</td>
<td>5 / 100 psi</td>
<td>6400 lbs</td>
</tr>
</tbody>
</table>

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 manufacturer's Gross Vehicle Weight Rating (GVWR) for the intended vehicle. Brackets and air springs should not be interchanged or modified.
### 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.

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

<table>
<thead>
<tr>
<th><strong>Light Duty</strong></th>
<th><img src="compressor_light.png" alt="Light Duty Compressor" /></th>
</tr>
</thead>
<tbody>
<tr>
<td>1-Year Warranty</td>
<td><img src="compressor_light.png" alt="Light Duty Compressor" /></td>
</tr>
<tr>
<td>Includes 9377 Compressor</td>
<td><img src="compressor_light.png" alt="Light Duty Compressor" /></td>
</tr>
<tr>
<td>Best for passenger cars, SUVs, vans, small pickups for occasional use and light loads</td>
<td><img src="compressor_light.png" alt="Light Duty Compressor" /></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Standard Duty</strong></th>
<th><img src="compressor_standard.png" alt="Standard Duty Compressor" /></th>
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</thead>
<tbody>
<tr>
<td>1-Year Warranty</td>
<td><img src="compressor_standard.png" alt="Standard Duty Compressor" /></td>
</tr>
<tr>
<td>Includes 9284 Compressor</td>
<td><img src="compressor_standard.png" alt="Standard Duty Compressor" /></td>
</tr>
<tr>
<td>Best for moderate usage, including towing boats, trailers 20’ or smaller and medium loads</td>
<td><img src="compressor_standard.png" alt="Standard Duty Compressor" /></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Heavy Duty</strong></th>
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</thead>
<tbody>
<tr>
<td>2-Year Warranty</td>
<td><img src="compressor_heavy.png" alt="Heavy Duty Compressor" /></td>
</tr>
<tr>
<td>Includes 9499 Compressor</td>
<td><img src="compressor_heavy.png" alt="Heavy Duty Compressor" /></td>
</tr>
<tr>
<td>Best for 8-lug trucks, trailers larger than 20’, slide-in campers and heavy loads</td>
<td><img src="compressor_heavy.png" alt="Heavy Duty Compressor" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Xtra</strong></th>
<th><img src="compressor_xtra.png" alt="Xtra Compressor" /></th>
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</thead>
<tbody>
<tr>
<td>2-Year Warranty</td>
<td><img src="compressor_xtra.png" alt="Xtra Compressor" /></td>
</tr>
<tr>
<td>Includes 9499 Compressor</td>
<td><img src="compressor_xtra.png" alt="Xtra Compressor" /></td>
</tr>
<tr>
<td>Includes Half-Gallon Air Tank</td>
<td><img src="compressor_xtra.png" alt="Xtra Compressor" /></td>
</tr>
<tr>
<td>Includes 9006 Air Hose</td>
<td><img src="compressor_xtra.png" alt="Xtra Compressor" /></td>
</tr>
<tr>
<td>Best usage same as Heavy Duty, plus motorcycle tire, golf cart tire or trailer tire inflation</td>
<td><img src="compressor_xtra.png" alt="Xtra Compressor" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Xtreme</strong></th>
<th><img src="compressor_xtreme.png" alt="Xtreme Compressor" /></th>
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</thead>
<tbody>
<tr>
<td>2-Year Warranty</td>
<td><img src="compressor_xtreme.png" alt="Xtreme Compressor" /></td>
</tr>
<tr>
<td>Includes 9287 Compressor</td>
<td><img src="compressor_xtreme.png" alt="Xtreme Compressor" /></td>
</tr>
<tr>
<td>Includes 2-Gallon Air Tank</td>
<td><img src="compressor_xtreme.png" alt="Xtreme Compressor" /></td>
</tr>
<tr>
<td>Includes 2311 Air Hose</td>
<td><img src="compressor_xtreme.png" alt="Xtreme Compressor" /></td>
</tr>
<tr>
<td>Best usage same as Heavy Duty, plus off-road tire or truck tire inflation</td>
<td><img src="compressor_xtreme.png" alt="Xtreme Compressor" /></td>
</tr>
</tbody>
</table>
### Single Leveling System
Equal pressure to the springs on both sides. This applies to most towables using a hitch.

![Single Leveling System](image.png)

- **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.

![Dual Leveling System](image.png)

- **Analog**
  - N/A
    - Mounting Plate: 2588
  - 2178
    - Mounting Plate: 2497
  - 2219
    - Mounting Plate: 2497
  - 2168
    - Mounting Plate: 2530
  - 2549
    - Mounting Plate: 2530
- **Wireless**
  - 2581
    - Mounting Plate: 2588
  - 2589
    - Mounting Plate: 2588
  - 2590
    - Mounting Plate: 2588
  - 2591
    - Mounting Plates: 2588/2496
  - 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 of 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.