INSTALLATION INSTRUCTIONS
IMPORTANT

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

DO NOT INSTALL IF THE TRUCK HAS BEEN LIFTED AND THE STOCK JOUNCE BUMPER SPACERS ARE NOT ON THE VEHICLE. 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:

5 PSI  -  100 PSI
MINIMUM PRESSURE  MAXIMUM PRESSURE (LOADED)
## PARTS

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

### MAIN KIT CONTENTS

<table>
<thead>
<tr>
<th>Part #</th>
<th>Quantity</th>
<th>Description</th>
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<tbody>
<tr>
<td>6397</td>
<td>2</td>
<td>AIR SPRING</td>
</tr>
<tr>
<td>5878</td>
<td>2</td>
<td>LOWER AIR SPRING BRACKET</td>
</tr>
<tr>
<td>5872</td>
<td>1</td>
<td>UPPER LEFT BRACKET</td>
</tr>
<tr>
<td>5873</td>
<td>1</td>
<td>UPPER RIGHT BRACKET</td>
</tr>
<tr>
<td>3077</td>
<td>2</td>
<td>BAIL CLAMP</td>
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<tr>
<td>3071</td>
<td></td>
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<tr>
<td>5916</td>
<td>2</td>
<td>AXLE SUPPORT BRACKET</td>
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<tr>
<td>5433</td>
<td>2</td>
<td>AXLE STRAP BRACKET</td>
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<tr>
<td>5872</td>
<td>1</td>
<td>HEAT SHIELD</td>
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<tr>
<td>5873</td>
<td></td>
<td>AIR LINE TUBE (22 FEET)</td>
</tr>
<tr>
<td>9483</td>
<td>1</td>
<td>NO-DRILL INFLATION VALVE BRACKET</td>
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<tr>
<td>9488</td>
<td>2</td>
<td>LARGE NYLON TIE</td>
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### A24-760-7560 INFLATION VALVE BRACKET KIT

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<td>NO-DRILL INFLATION VALVE BRACKET</td>
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<td>9488</td>
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<td>LARGE NYLON TIE</td>
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### A21-760-2620 HARDWARE PACK

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<tbody>
<tr>
<td>3370</td>
<td>4</td>
<td>3/8&quot; - 16 x 3/4&quot; FLAT HEAD SCREW</td>
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<tr>
<td>3367</td>
<td>12</td>
<td>3/8&quot; - 16 FLANGE LOCK NUT</td>
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<tr>
<td>3366</td>
<td>2</td>
<td>INFLATION VALVE AND VALVE CAP ASSEMBLY</td>
</tr>
<tr>
<td>3363</td>
<td>4</td>
<td>5/16&quot; FLAT WASHER</td>
</tr>
<tr>
<td>3463</td>
<td>12</td>
<td>3/8&quot; FLAT WASHER</td>
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<tr>
<td>3362</td>
<td>2</td>
<td>AIR FITTING</td>
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<td>2</td>
<td>3/8&quot; - 16 FLANGE BOLT</td>
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<td>3361</td>
<td>2</td>
<td>5/8&quot; - 18 NYLON JAM NUT</td>
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<td>4</td>
<td>3/8&quot; - 16 FRAME NUT</td>
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<td>3355</td>
<td>4</td>
<td>3/8&quot; - 16 NYLOCK NUT</td>
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<td>3354</td>
<td>4</td>
<td>3/8&quot; - 16 CARRIAGE BOLT</td>
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<td>3353</td>
<td>8</td>
<td>10 - 24 x 2&quot; THREADED ROD</td>
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<tr>
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<td>THERMAL SLEEVE</td>
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<tr>
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<td>2</td>
<td>RED NYLON TIE</td>
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<td>4</td>
<td>3/8&quot; - 16 FRAME NUT</td>
</tr>
<tr>
<td>3348</td>
<td>2</td>
<td>THERMAL SLEEVE</td>
</tr>
</tbody>
</table>
1. Remove the jounce bumper and the two studs holding it on. The two studs can be pried out with a flat head screw driver.

2. Thread the 10 - 24 x 2” threaded rods onto the frame nuts. These act as a grip to assist in installation.

3. Insert the frame nuts into the hole in the frame where you removed the jounce bumper studs, seating the frame nuts so they are flush with the vehicle frame.
2 INSTALL UPPER BRACKET

1 Using the threaded rods as guides, slide the upper bracket into place, secure against the bottom of the vehicle frame.

2 Fasten upper bracket to the frame using the flat head screws, as shown.

3 Remove the threaded rods and save them for installation on the other side of the vehicle.

⚠️ REMOVE THREADED RODS AFTER SECURING THE UPPER BRACKET. FAILURE TO DO SO COULD CAUSE THEM TO PUNCTURE THE AIR SPRING, RESULTING IN AN AIR SPRING FAILURE THAT IS NOT WARRANTABLE.

3 ASSEMBLE LOWER BRACKET TO AIR SPRING

Attach the lower bracket to the air spring, as shown. Hand-tighten only at this point.
MEASURE DISTANCE BETWEEN TOP OF JOUNCE BUMPER STOP AND AXLE

Step 4

Take the measurement shown below and note for step 5.

Measure distance between top of vehicle jounce bumper stop and top of vehicle axle in millimeters - 40, 70, or 80.

ASSEMBLE LOWER BRACKET ASSEMBLY

Step 5

1. Using the holes selected in step 4, assemble the lower bracket and axle saddle bracket.

2. Assure that the bolts are tight against the top of the slots in the lower bracket. Fully-tighten all fasteners.

- BOLTS MUST BE TIGHT AGAINST THE TOP OF THE SLOTS IN THE LOWER BRACKET.

- HEX BOLT ALIGNMENT

- 3/8” - 16 x 1” HEX BOLT
  Align all 4 bolts to top of slot in lower bracket.

- LOWER BRACKET SLOTS
**INSTALL LOWER BRACKET ASSEMBLY & AIR SPRING**

1. Fit the assembly into place. Assure the lower bracket tabs are tight against the vehicle leaf springs.

2. Rotate the air spring until the combo stud fits in the rear alignment hole in the upper bracket and the air spring alignment pin is fully-seated into the front alignment hole.

3. Fully tighten the top of the air spring to the upper bracket.

4. Assuring the bottom of the air spring does not twist, fully-tighten the bolt to the bottom of the air spring.

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**ALIGNMENT PIN ON AIR SPRINGS MUST BE INSTALLED TO FULLY SEAT INTO THE FRONT ALIGNMENT HOLE 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!**

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**DID YOU TIGHTEN THE BOLT TO THE BOTTOM OF THE AIR SPRING? COMPLETE THIS BEFORE MOVING TO THE NEXT STEP!**

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**INSTALLING THE RIGHT SIDE? REMEMBER TO INSTALL THE HEAT SHIELD IN STEP 8 FIRST!**
1. Position the lower bracket assembly so that the axle tab rests on top of the axle. **Assure that the vehicle brake line is not pinched between the axle saddle bracket axle tab and vehicle axle.**

2. Install the bail clamp and the axle strap bracket, as shown.

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**AWESOME!** You’re done with the left side. The right side is the same, with the addition of the heat shield. See step 8, then complete the steps for the right side installation.
Position heat shield to closest point of exhaust. DO NOT PLACE DIRECTLY ABOVE AXLE.
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.

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.

CUT THE AIR LINE TUBE INTO TWO EQUAL LENGTHS

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

Square cut 90°
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.

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.

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

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.
1 Place an air chuck onto the inflation valve and fill the system to 70 PSI.

2 Spray fittings with soap and water mixture or glass cleaner.

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.
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.
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?
Email us at rrtech@fsip.com. Please include photos to help us better diagnose and understand any problems you may be experiencing.