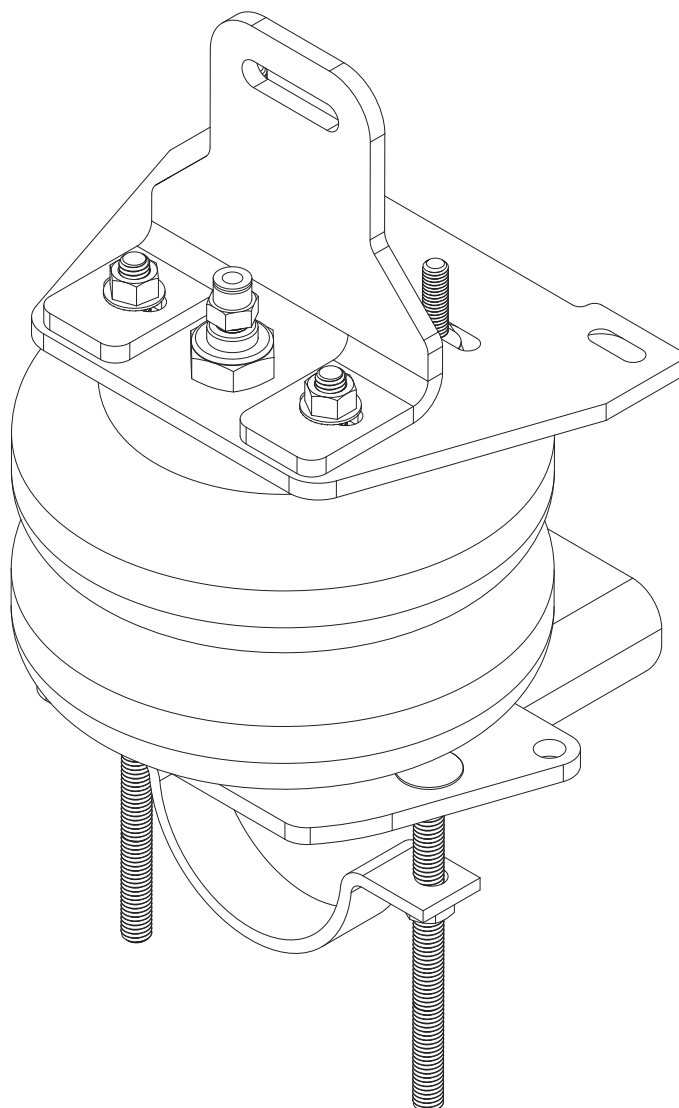


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INSTALLATION INSTRUCTIONS



! 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.

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 1300 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).

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



MINIMUM PRESSURE


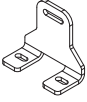
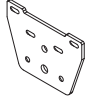

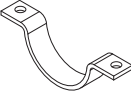

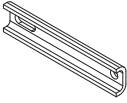


MAXIMUM PRESSURE (LOADED)

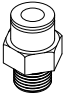
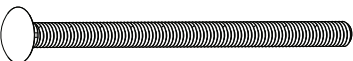







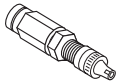




PARTS

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

MAIN KIT CONTENTS

PT # 6397	 x2 AIR SPRING	PT # 5943	 x2 UPPER BRACKET	PT # 5944	 x2 MIDDLE BRACKET
PT # 5945	 x2 LOWER MAIN BRACKET	PT # 0530	 x2 BRACKET STRAP	PT # 9414	 x1 RED AIR LINE TUBE (18 FEET)
PT # 5613	 x2 BRACKET STRAP				

A21-760-2628 HARDWARE PACK

PT # 3055	 x2 AIR FITTING	PT # 3502	 x4 3/8-16 x6 SQUARE NECK CARRIAGE BOLT	PT # 3521	 x6 M8 x 1.25 x 30MM CLASS 10.9 FH CAP SCREW
PT # 3514	 x4 3/8-16 x 1.00 FLAT HEAD CAP SCREW GR5	PT # 3370	 x2 3/8-16 x .75 FLAT HEAD CAP SCREW	PT # 3309	 x2 M8 x 1.25 FLANGE NUT
PT # 3022	 x8 3/8" - 16 FLANGE LOCK NUT	PT # 3332	 x2 5/8" - 18 NYLON INSERT JAM NUT	PT # 3033	 x4 5/16" FLAT WASHER
PT # 3032	 x2 INFLATION VALVE AND VALVE CAP ASSEMBLY	PT # 9483	 x1 NO-DRILL INFLATION VALVE BRACKET	PT # 9488	 x2 LARGE NYLON TIE
PT # 9036	 x6 RED NYLON TIE	PT # 0899	 x2 THERMAL SLEEVE		

CONTENTS AND OVERVIEW

PAGE **4** REMOVE FACTORY JOUNCE BUMPER & PRE-ASSEMBLE UPPER BRACKET

PAGE **5** ATTACH UPPER BRACKET & REMOVE EMERGENCY BRAKE CABLE ATTACHMENT BOLTS

PAGE **6** LOOSELY ATTACH LOWER BRACKET TO AIR SPRING BOTTOM & INSTALL AIR FITTING

PAGE **7** ORIENT SPRING TO LOWER BRACKET

PAGE **8** INSTALL SPRING

PAGE **9** ATTACH LOWER BRACKET TO AXLE

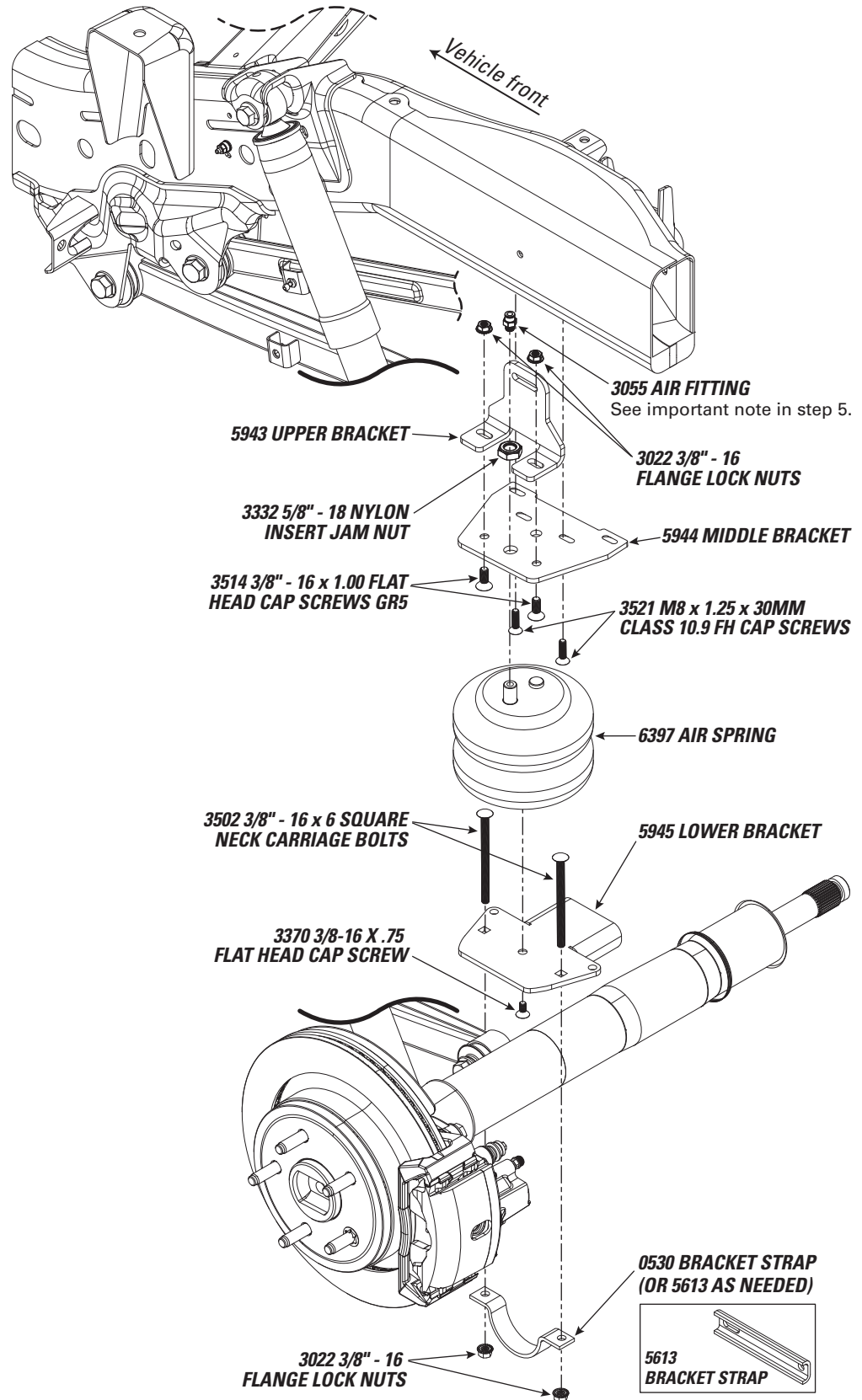
PAGE **10** AIR LINE TUBE & INFLATION VALVE INSTALLATION

PAGE **11** INSTALL & ROUTE AIR LINE TUBE

PAGE **12** CHECKING THE SYSTEM

PAGE **13** FIXING AN AIR LEAK

PAGE **14** FINISHING THE INSTALLATION



REMOVE FACTORY JOUNCE BUMPER

1

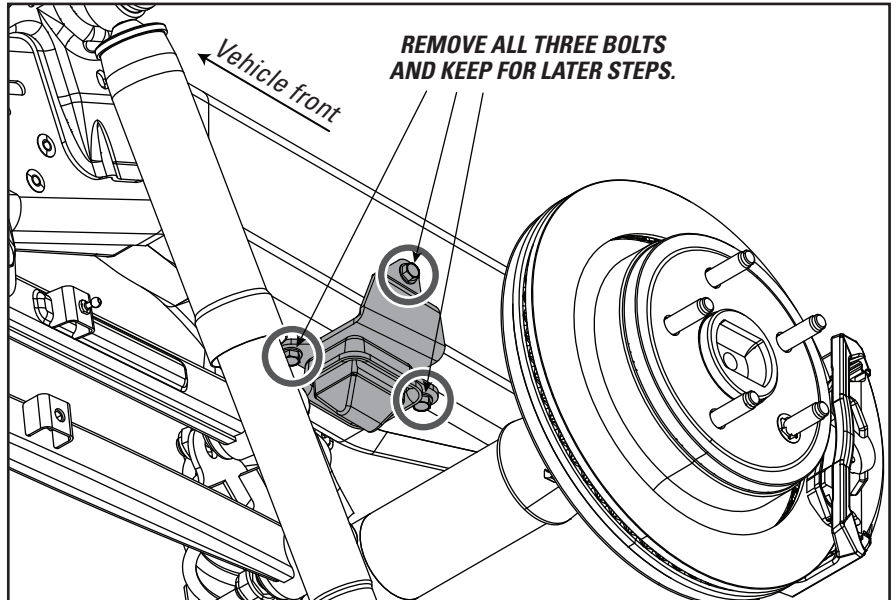


START THE INSTALLATION ON THE LEFT SIDE OF THE VEHICLE WHEN FACING FORWARD.

1 The factory jounce bumpers should be removed from both sides of the vehicle with a 12mm ratchet or wrench. Each one is secured by three bolts. Two are on the frame bottom and one is on the side of the frame.

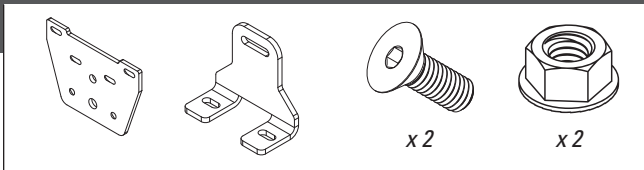
2 Keep the attaching bolts; they will be used later.

NOTE: Only 2 of the 6 factory jounce bumper screws will be used. There will be 4 left over.



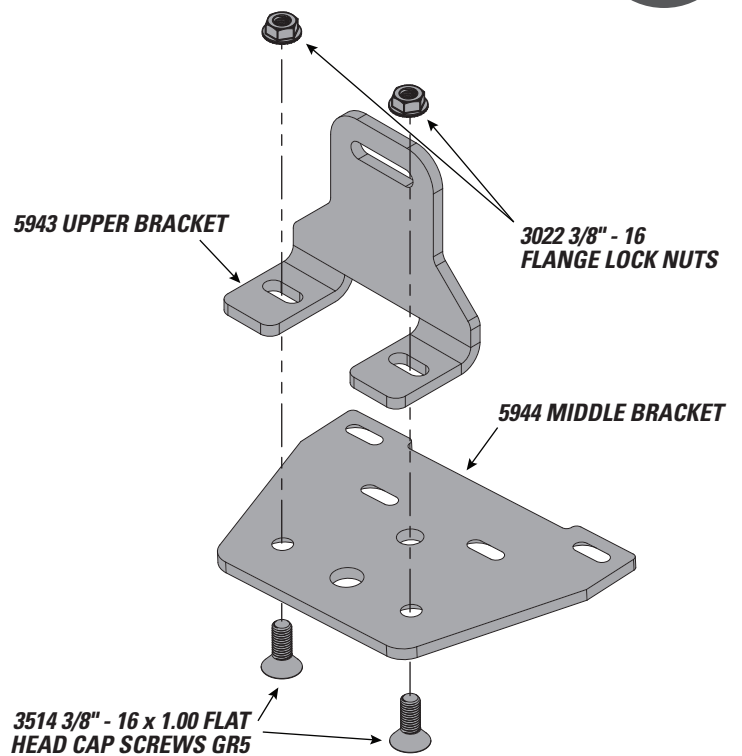
PRE-ASSEMBLE UPPER BRACKET

2



1 Attach 5944 to 5943 using 3514 bolt and 3022 flange nuts in holes shown.

2 Do not tighten.



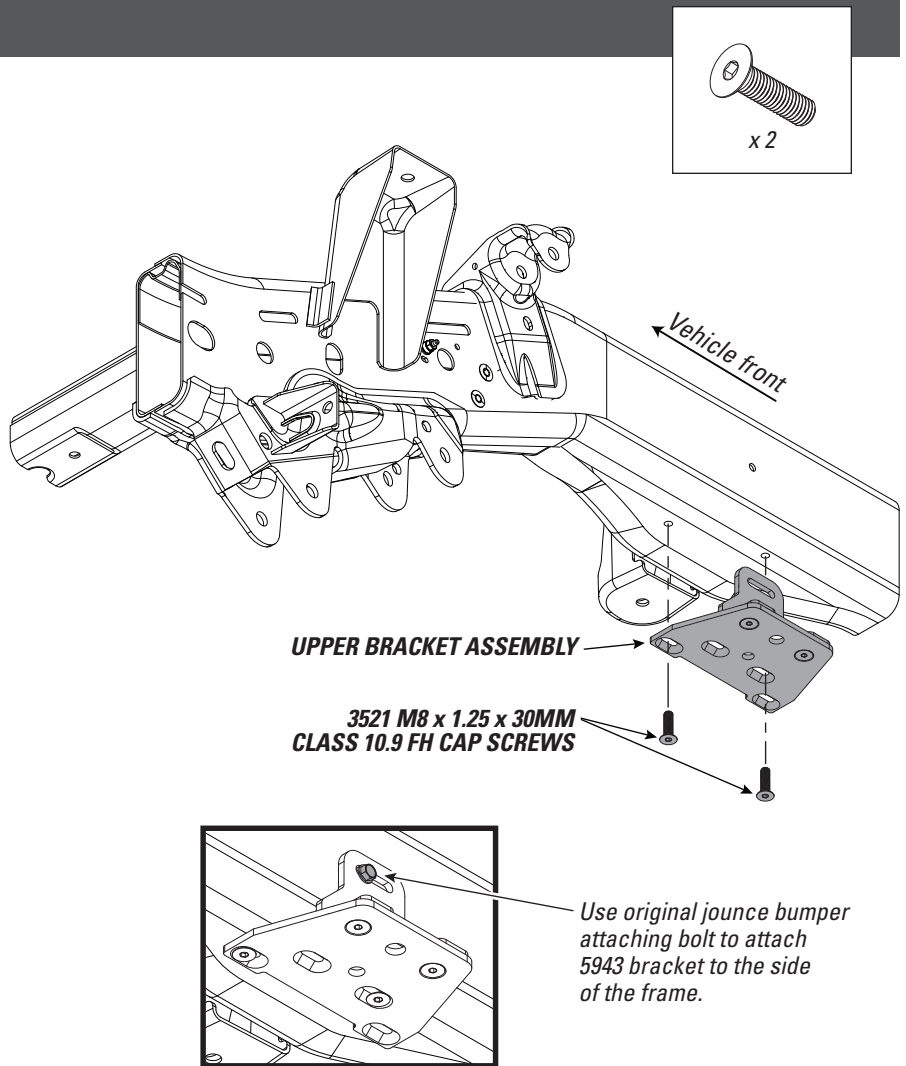
3

ATTACH UPPER BRACKET

1 Use two 3521 screws in the existing jounce bumper mounting holes (bottom of the frame rail) to attach the upper bracket assembly.

2 Using one of the original jounce bumper attaching bolts, attach the 5943 bracket to the side of the frame. Adjust the 5943 bracket to suit.

3 Tighten all fasteners to 35 lb ft.

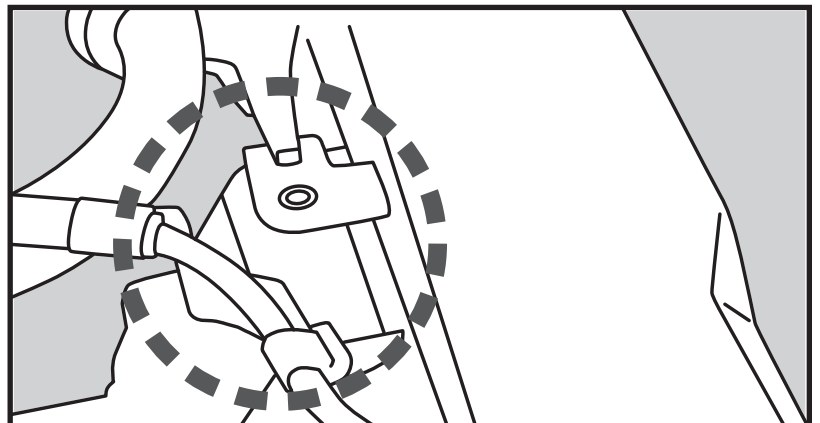


4

REMOVE EMERGENCY BRAKE CABLE ATTACHMENT BOLTS

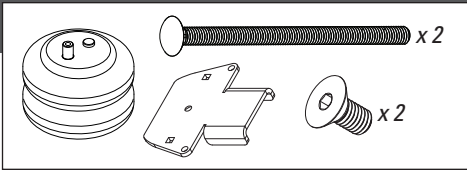
1 On each side, remove the bolt from the clamp that secures the emergency brake cable

2 Keep the attaching bolts; they will be used later.



LOOSELY ATTACH LOWER BRACKET TO AIR SPRING BOTTOM

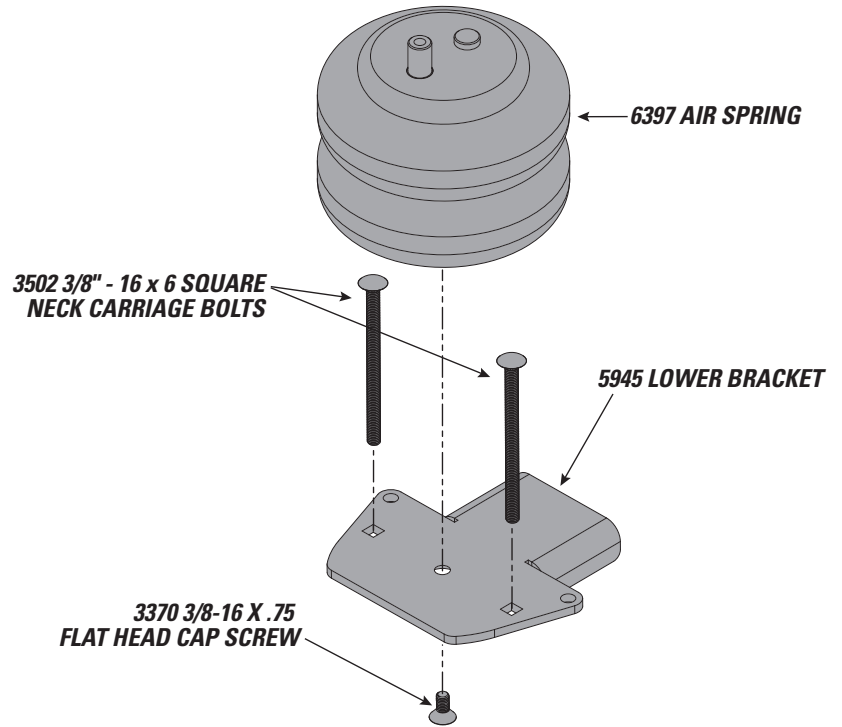
5



1 Install 3502 carriage bolts through square holes in 5945 bracket.

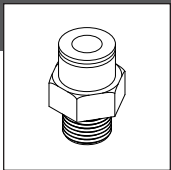
2 Insert 3370 bolt through lower bracket and into threads of spring.

3 DO NOT TIGHTEN – you will need to be able to rotate spring for proper orientation.



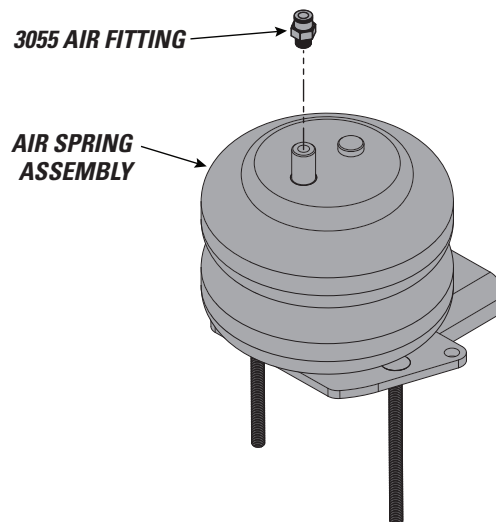
INSTALL AIR FITTING

6



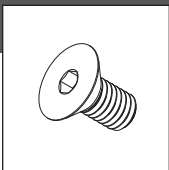
1 Thread 3055 air fitting into air spring combo stud.

2 Securely tighten air fitting.

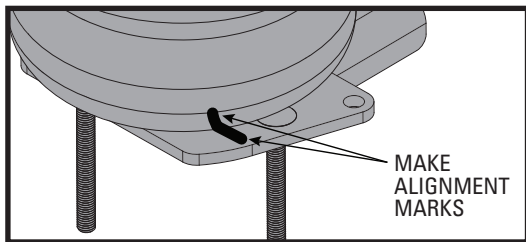


7

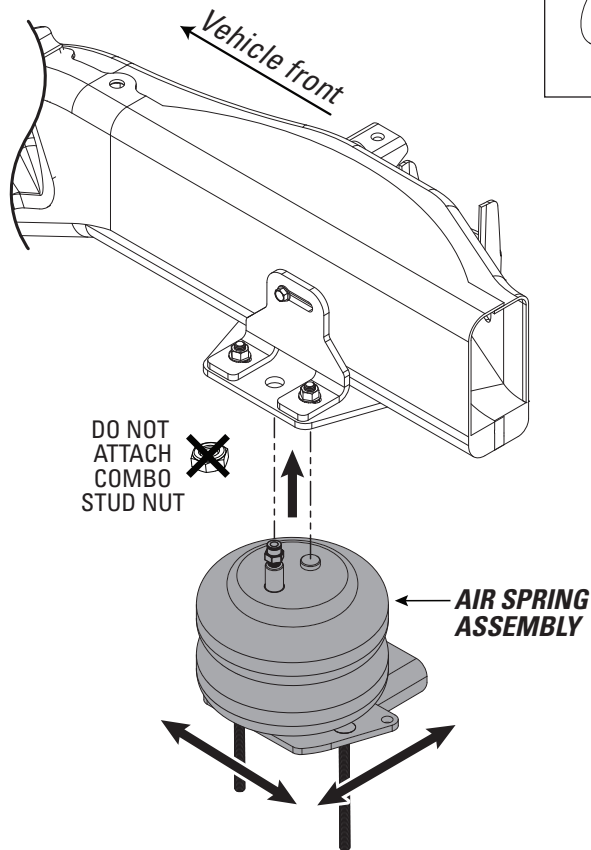
ORIENT SPRING TO LOWER BRACKET



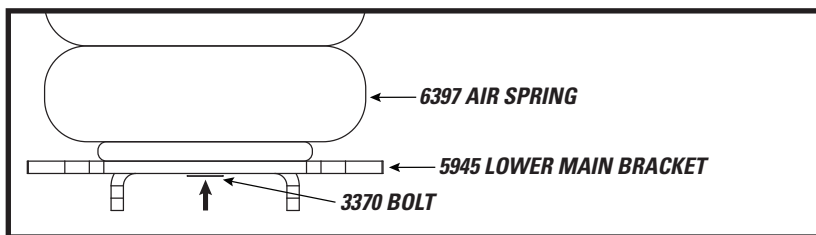
- 1 Temporarily insert spring into upper bracket.
- 2 Do not attach combo stud nut at this time.
- 3 Ensure air spring index pin is fully seated into upper bracket hole. See **ALIGNMENT PIN WARNING** at bottom of page.
- 4 Accurately mark this position on lower spring plate and lower bracket.



- 5 Remove spring from upper bracket.
- 6 With marks aligned, secure lower bracket by tightening 3370 bolt.



SIDE VIEW

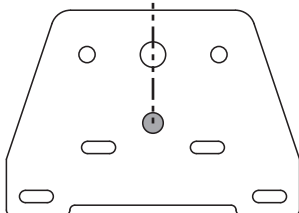


ALIGNMENT PIN WARNING

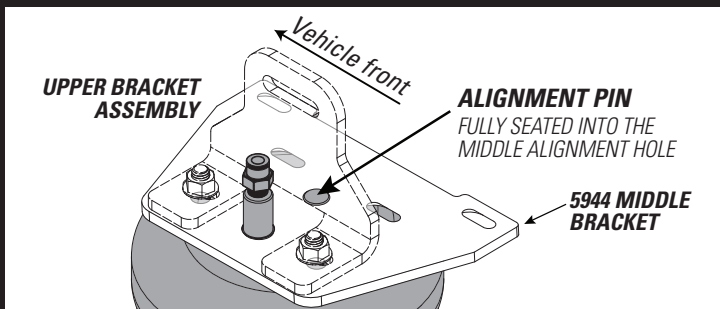
Alignment pin on air springs **must** be installed to fully seat into the middle alignment hole in the upper bracket. Failure to do so will cause it to be pushed into the bead plate, creating an air leak, and resulting in an air spring failure that is **not warrantable**. The alignment pin cannot hold 2,500 lbs! It is used for alignment only!

VIEW FROM BELOW

ROTATE ASSEMBLY TO USE MIDDLE ALIGNMENT HOLE



ALIGNMENT DETAIL

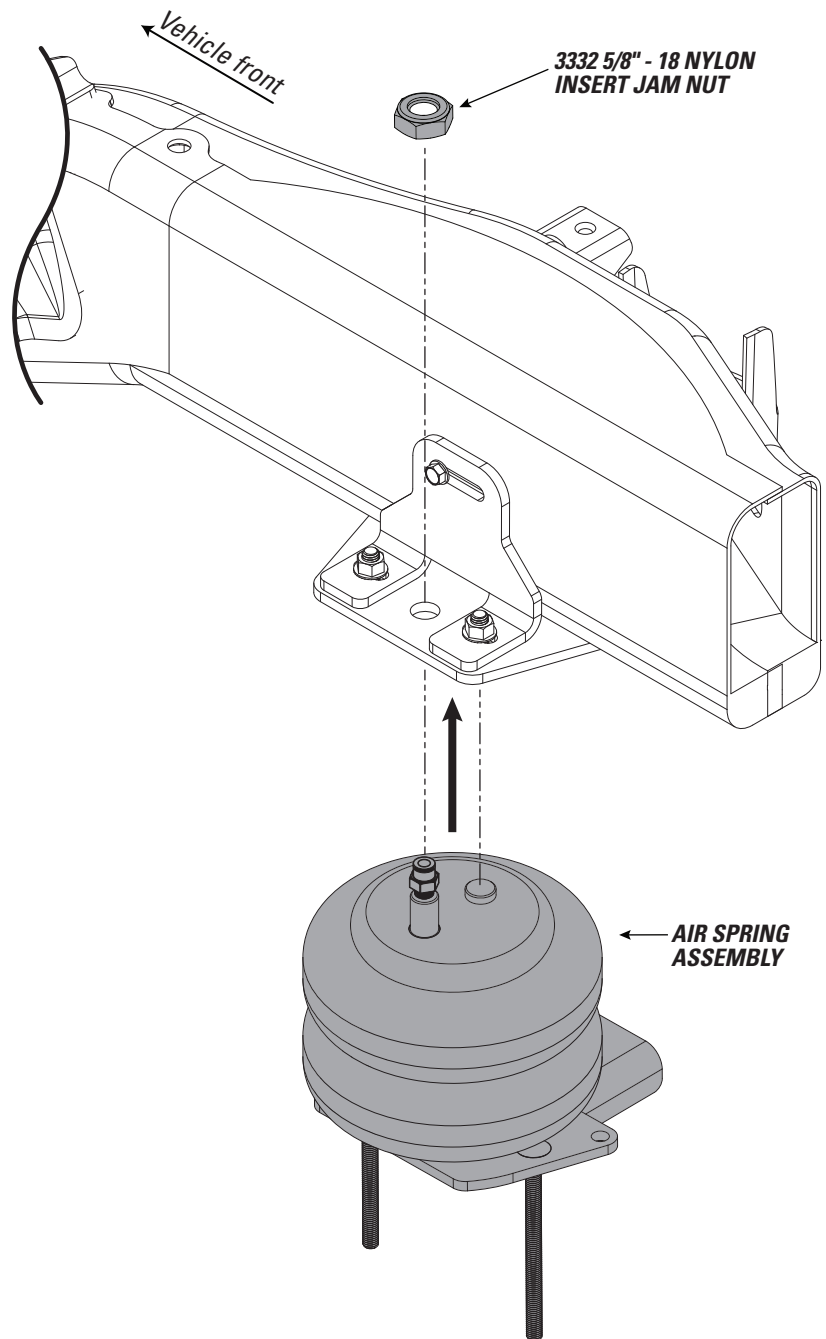




1 Insert spring into upper bracket.

2 Make sure air spring index pin is properly seated in upper bracket hole

3 Secure spring to upper bracket using 3332 jam nut.



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!



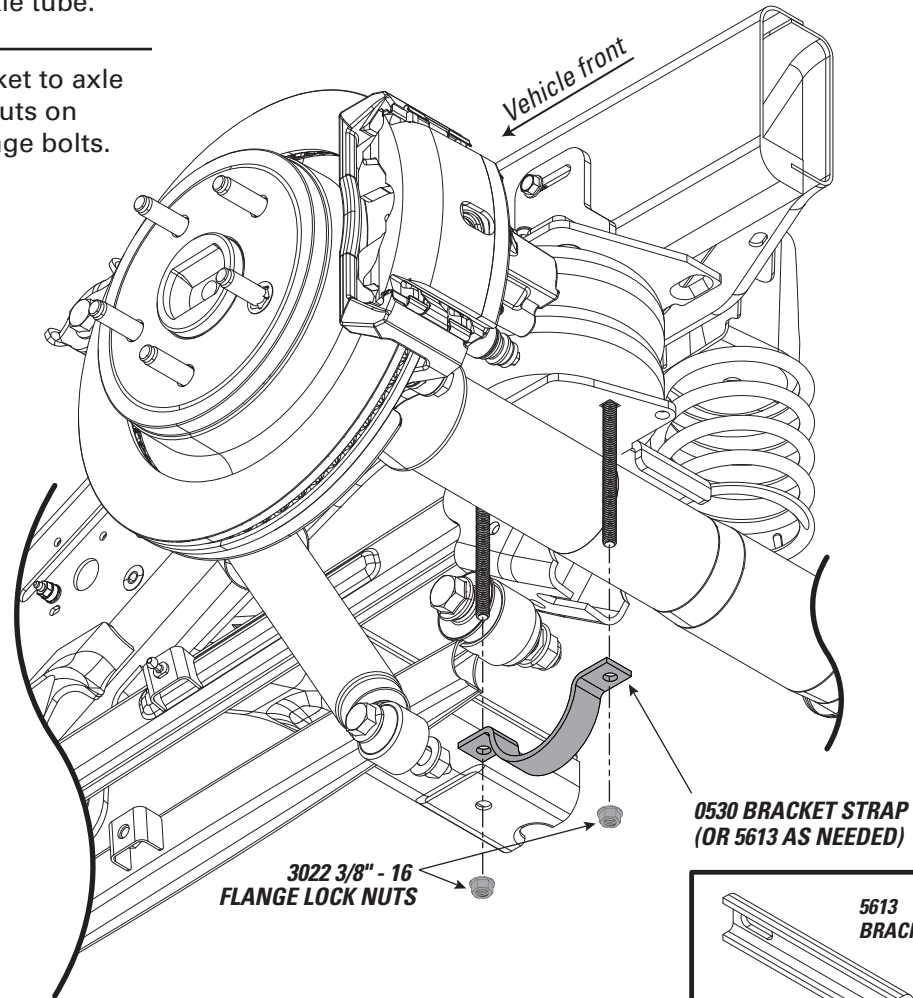
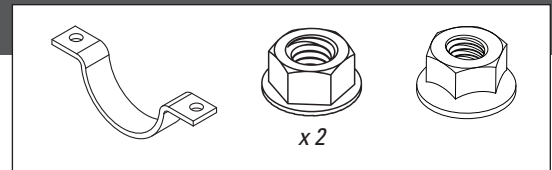
AWESOME! You're done with the left side. Go back to step 1 and repeat the steps for the right side installation, including step 7.

9

ATTACH LOWER BRACKET TO AXLE

1 Select 0530 or 5613 as needed to clear possible obstructions on axle tube.

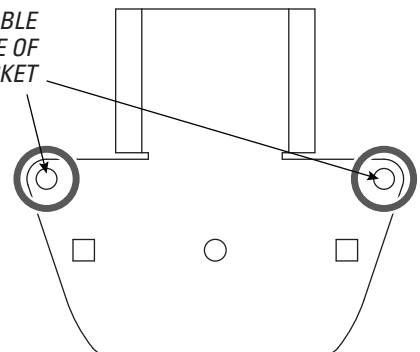
2 Secure lower bracket to axle with 3022 flange nuts on pre-installed carriage bolts.

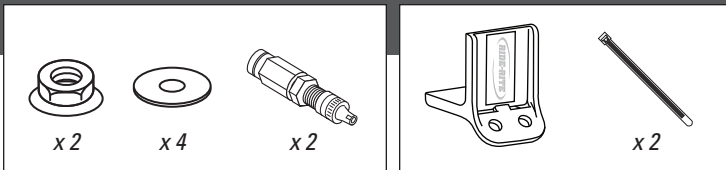


3 Reattach the emergency brake cable clamp using the bolts that were removed in Step 4 and a 3309 nut. Reattach through the hole in the corner of the 5945 lower main bracket

REATTACH EMERGENCY BRAKE CABLE CLAMP THROUGH A CORNER HOLE OF 5945 LOWER MAIN BRACKET

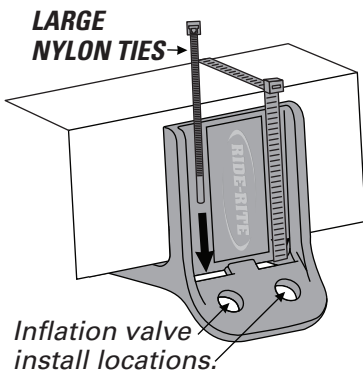
3309 M8 X 1.25 FLANGE NUT





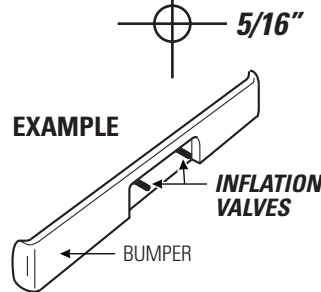
IF USING THE OPTIONAL NO-DRILL INFLATION VALVE BRACKET, CHOOSE OPTION 1. IF DRILLING, CHOOSE OPTION 2. **INFLATION VALVES MUST BE ACCESSIBLE BY AN AIR CHUCK.**

1 Secure the air inflation valve bracket to a protected, secure location. **PROCEED TO STEP 3.**

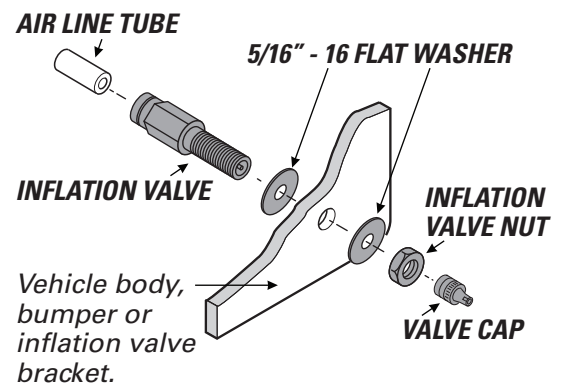


2 Select a protected location to install the inflation valves, such as the bumper or the body of the vehicle.

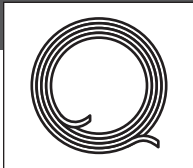
Drill two 5/16" holes for Inflation Valve install locations.



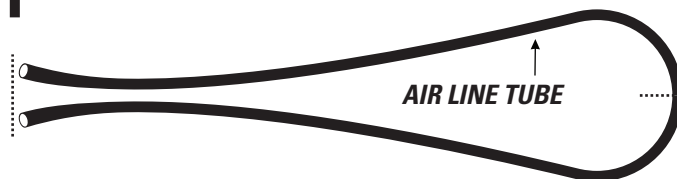
3 Install inflation valve assembly as shown.



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.

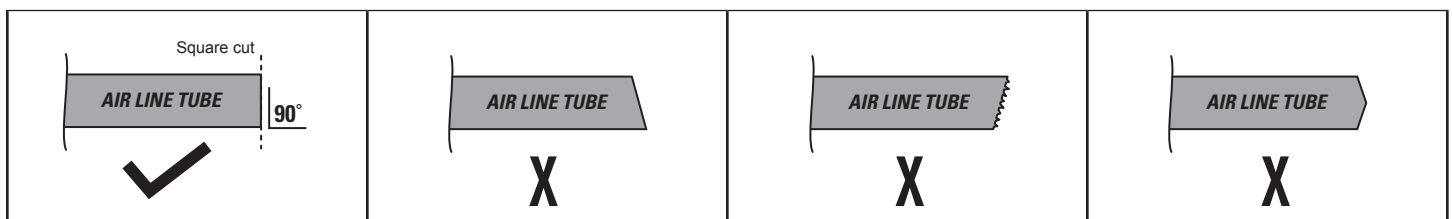
DO

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.

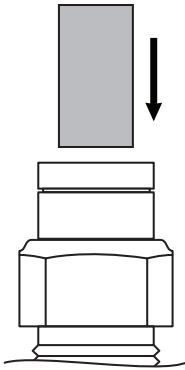
PROPER AND IMPROPER CUTS IN THE AIR LINE TUBE



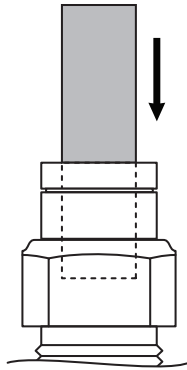
12

INSTALLING AIR LINE TUBE INTO AIR FITTINGS AND INFLATION VALVE

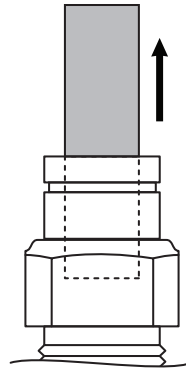
1 Insert end of air line tube into air fitting.



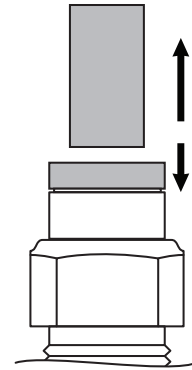
2 Push air line tube into air fitting as far as possible.



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.

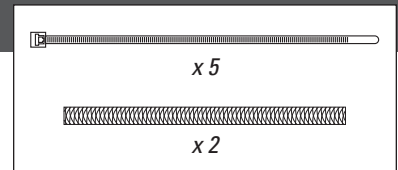


Removal Tip: Use a 1/4", 5/16", or 6mm open-ended wrench to push the collar down.

13

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.



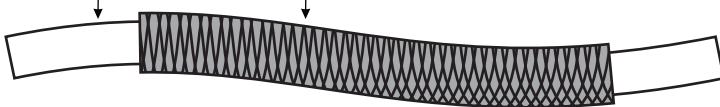
DO

Select routes protected from heat, debris, and sharp edges.
Use thermal sleeves near heat sources.
Use Nylon ties to secure the air line tube.

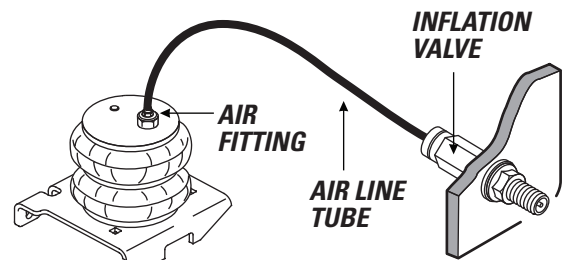
DON'T

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.

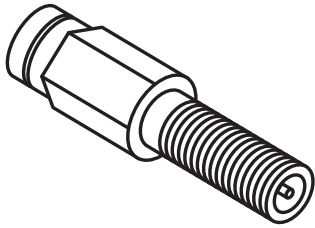
AIR LINE TUBE **THERMAL SLEEVE**



USE SUPPLIED THERMAL SLEEVES 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**.

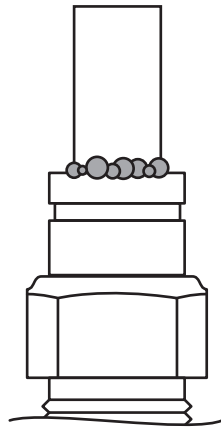


AIR SPRINGS INFLATE QUICKLY. CHECK AIR PRESSURE WHILE INFLATING.

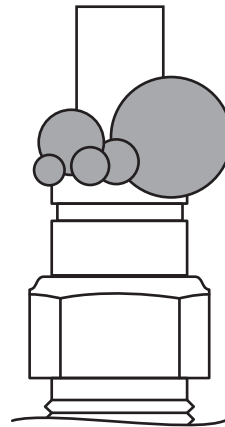
- 2** Spray fittings with soap and water mixture.



- 3** Observe bubbles.



**SMALL SOAP BUBBLES
THAT DO NOT EXPAND**



**SOAP BUBBLES
THAT EXPAND**



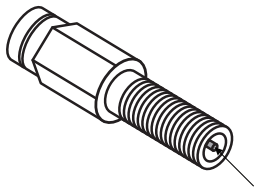
NO LEAKS?

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

LEAK?

Bummer. Continue to step 14 to fix the leak.

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

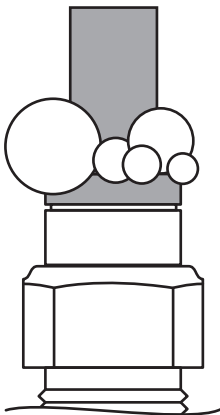


AIR VALVE



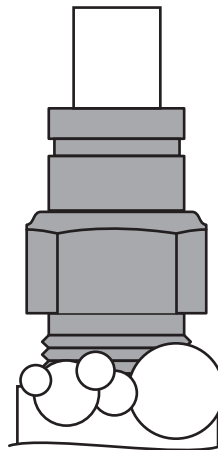
EXHAUST ALL AIR FROM THE SYSTEM PRIOR TO RELEASING AIR LINE TUBES FROM AIR FITTINGS.

LEAK AT AIR LINE TUBE AND AIR FITTING



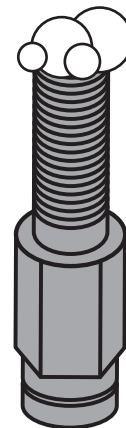
Release air line tube (see page 11). Review proper cuts and procedures in step 9. Repeat steps 10 and 12.

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

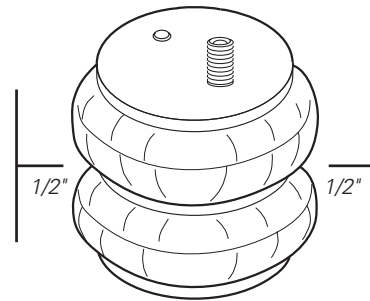
NEVER exceed the maximum load recommended by the vehicle manufacturer (GVWR). The GVWR can be found in your vehicle's owner's manual or on the data plate on the driver's side door. Consult your local dealership for additional GVWR specifications.

READ AND UNDERSTAND THE OPERATING INSTRUCTIONS

The Airide 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)

Firestone

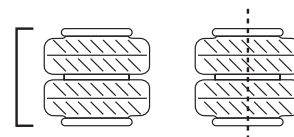
AIRIDE

firestoneairide.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 in your glove compartment for future reference.
- You've been bagged...and now your suspension is Airide™ equipped!

5 1/2" - 6 1/2"



NEED INSTALLATION HELP? 1-800-888-0650

Select Option 1 for Airide; Select Option 1 for Technical Support.

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