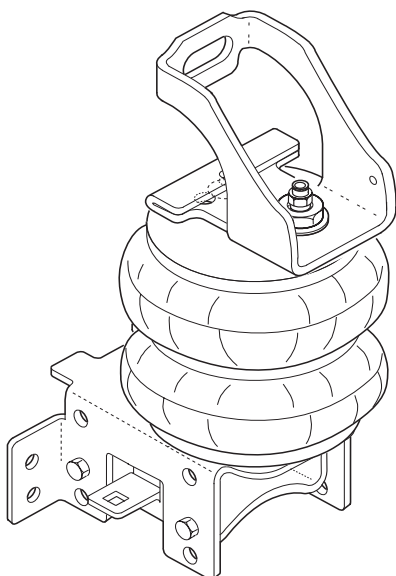


DO NOT INSTALL if the truck has been lifted and the stock jounce bumper spacers are not on the vehicle.

2550



WARNING:

Do not inflate this assembly when it is unrestricted. The assembly must be restricted by the suspension or other adequate structure. Do not inflate beyond 100 psi. Improper use or over inflation may cause property damage or severe personal injury.

The air springs in this kit have a minimum pressure of 5 psi and maximum of 100 psi after the truck is loaded.

INSTALLATION INSTRUCTIONS

Congratulations—your new Air Helper Springs are quality products capable of improving the handling and comfort of your vehicle. As with all products, proper installation is the key to obtaining all of the benefits your kit is capable of delivering. **Please take a few minutes to read through the instructions to identify the components and learn where and how they are used.** It is a good idea to start by comparing the parts in your kit with the parts list below.

The heart of the air helper spring kit is, of course, the air springs. Remember that the air helper springs must flex and expand during operation, so be sure that there is enough clearance to do so without rubbing against any other part of the vehicle.

Be sure to take all applicable safety precautions during the installation of the kit. The instructions listed in this brochure and the illustrations all show the left, or driver's side of the vehicle. To install the right side assembly simply follow the same procedures.

Your kit includes separate inflation valves and air lines for each air helper spring. This will allow you to level your vehicle from side to side as well as from front to back. If you would rather have a single valve inflation system, your dealer can supply the optional "T" fitting.

IMPORTANT!

For your safety and to prevent possible damage to your vehicle, do not exceed the maximum load recommended by the vehicle manufacturer (GVWR). Although your Air Helper Springs are rated at a maximum inflation pressure of 100 psi, this pressure may allow you to carry too great a load on some vehicles. It is best to have your vehicle weighed once it is completely loaded and compare that weight to the maximum allowed. Check your vehicle owner's manual or data plate on driver's side door for maximum loads listed for your vehicle.

When inflating your Air Helper Springs, add air pressure in small quantities, checking pressure frequently during inflation. The air spring requires much less air volume than a tire and, therefore, inflates much quicker.

Remove the negative battery cable. It is not necessary to jack up the truck to install this Ride-Rite kit, if you do, please use chocks in front of the front tires. Also, use jack stands beneath the truck's rear axle that are properly rated to support the trucks weight.

PARTS LIST

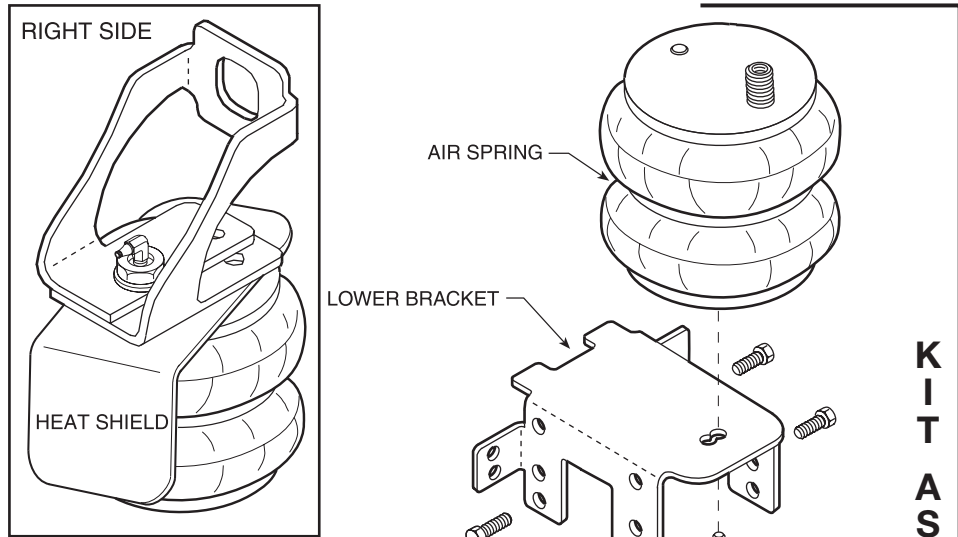
224C AIR SPRING	6401	2
UPPER BRACKET	5572	2
LOWER BRACKET	5380	2
SADDLE BRACKET	5379	2
FUEL LINE BRACKET	5428	1
AXLE STRAP	1163	2
1/2" SPACER	5477	2
HEAT SHIELD	1004	1
BAIL CLAMP	3077	2
AIR TUBING		1
THERMAL SLEEVE		2
CAUTION TAG		2
TIE-WRAPPS		6
5/16"-24 X 3/4" HEX HEAD BOLT		1
5/16"-24 FLANGE HEAD NUT		1
5/16" FLAT WASHER		4

HARDWARE PACK (A21-760-2550)

3/8"-16 X 3/4" FLANGE HEAD BOLT	2
3/8"-16 X 1" HEX HEAD BOLT	8
3/8"-16 X 2-1/2" FLAT HEAD BOLT	2
3/8"-16 X 3" CARRIAGE BOLT	4
3/8"-16 FLANGE HEAD NUT	18
3/8" LARGE FLAT WASHER	2
3/4"-16 X 3" HEX HEAD BOLT	2
3/4"-16 X 1-3/4" HEX HEAD BOLT	2
3/4"-16 HEX HEAD NUT	4
3/4"-16 FRAME NUT	2
3/4" INTERNAL TOOTH LOCKWASHER	2
3/4" LOCK WASHER	2
3/4" FLAT WASHER	8
3/4" THICK FLAT WASHER	2
INFLATION VALVE	2
1/4 NPT STRAIGHT FITTING	2

Figure "A"

Find the closest point between the exhaust pipe and the air spring. Mount the heat shield in this location.

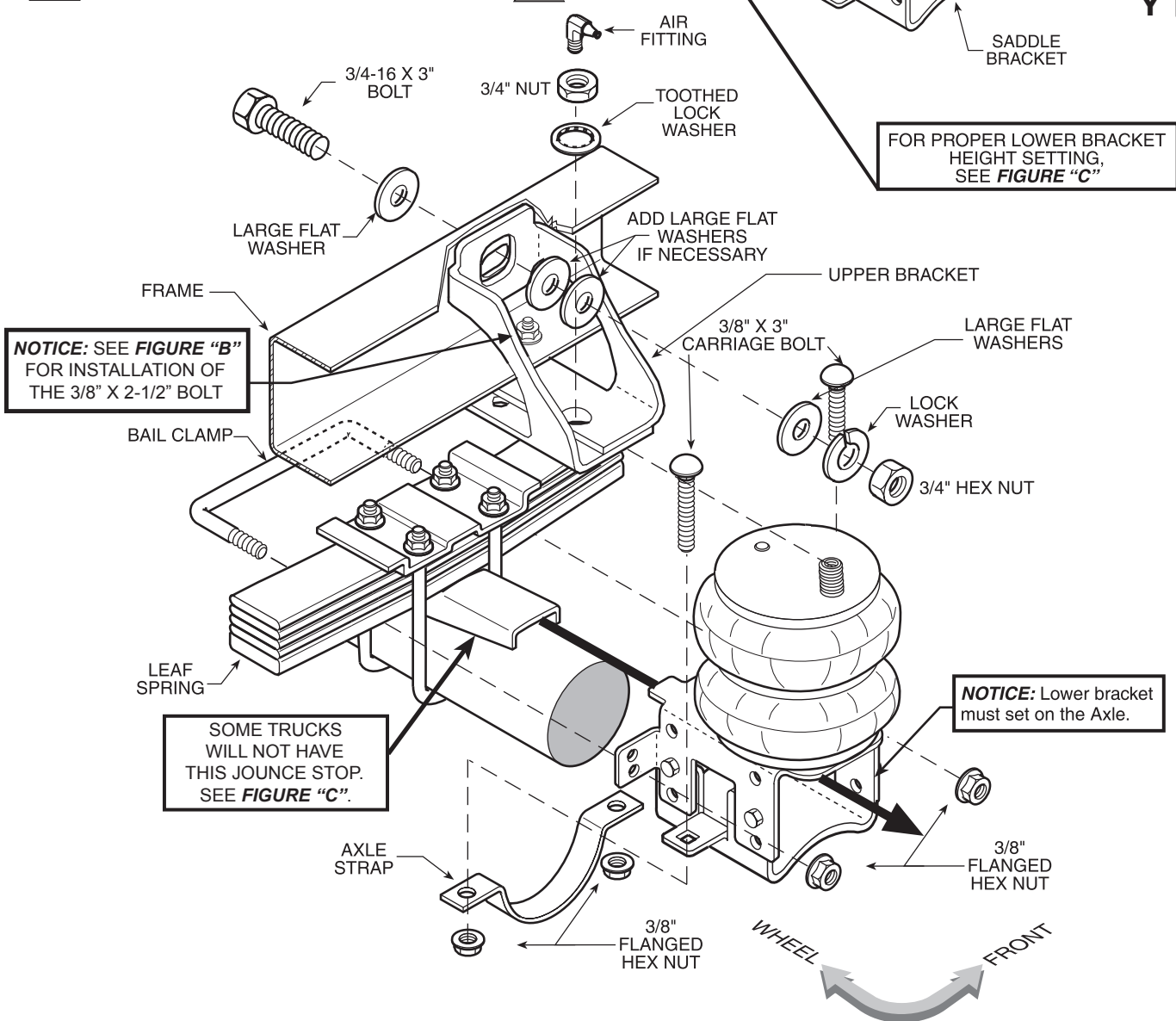


NOTE: This diagram is of the left side of the truck. Reverse any orientations when assembling and installing the right side of the vehicle.

KIT ASSEMBLY

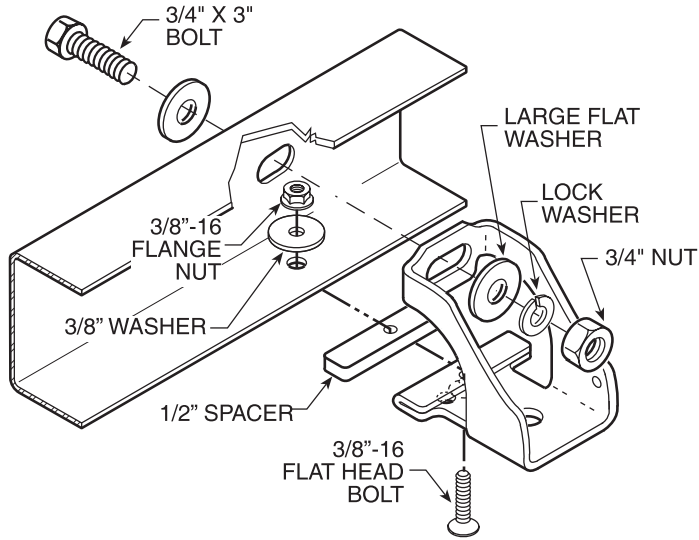
KIT TO FRAME ASSEMBLY

⚠ See Figure "B" for Upper Bracket mounting. ⚠



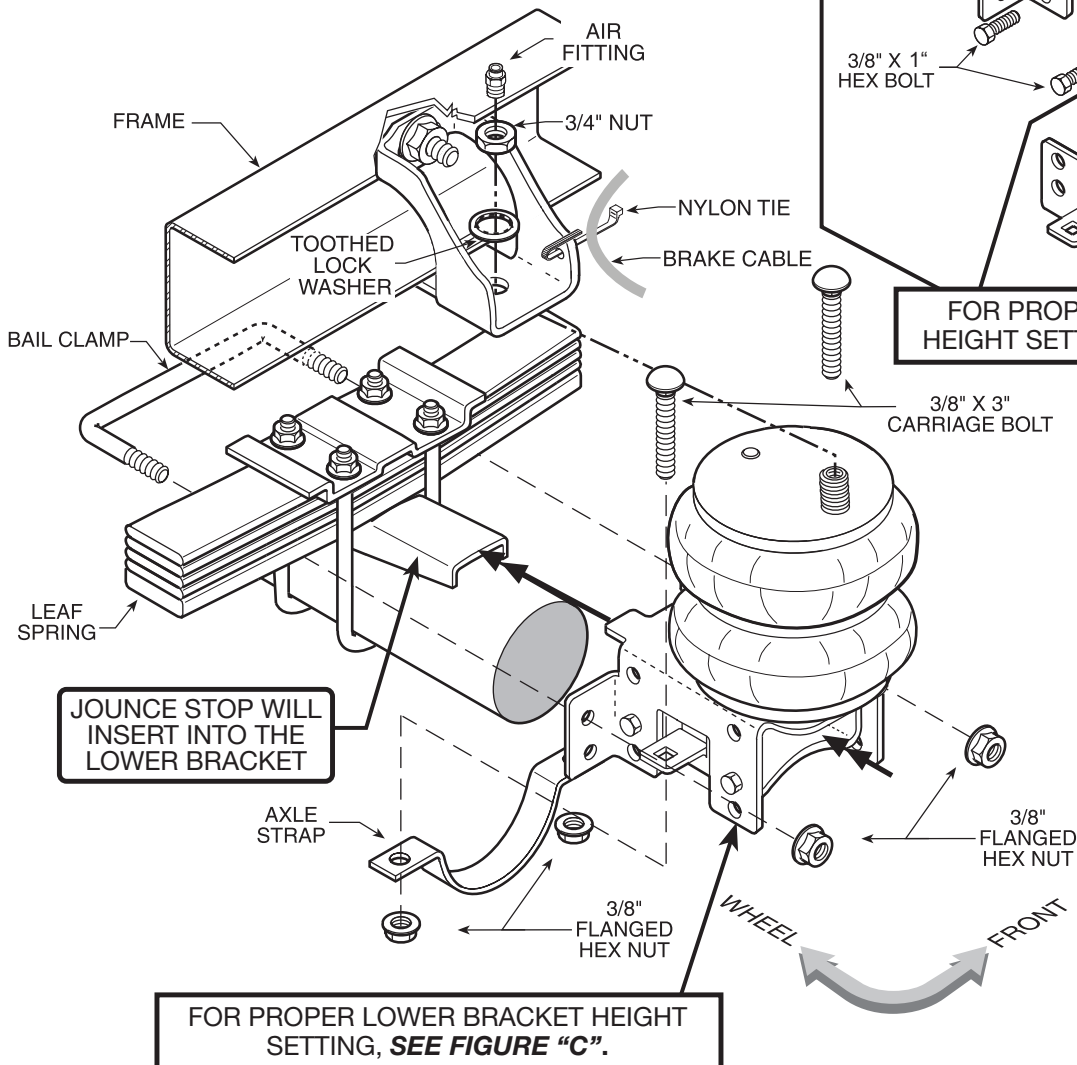
**2008–2010 Gasoline and Diesel Trucks
2011+ Gasoline Trucks**

Figure "A"



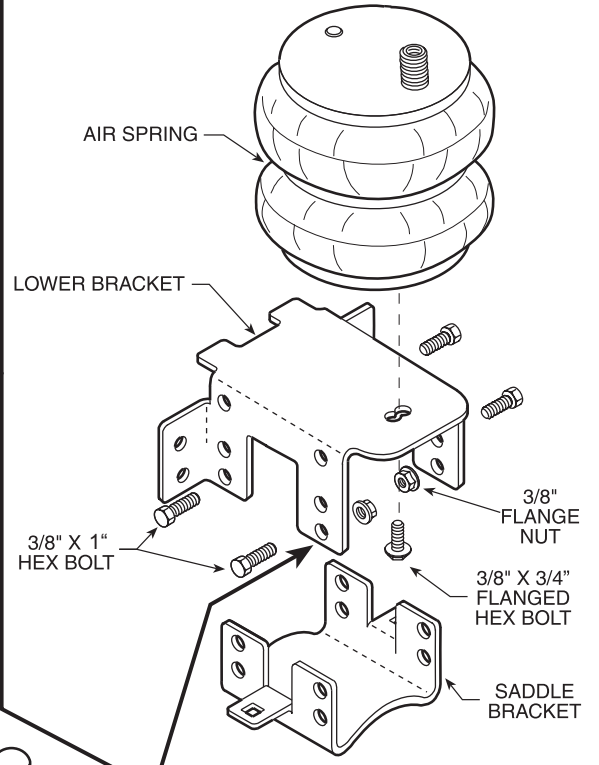
UPPER BRACKET ATTACHMENT

KIT TO FRAME ASSEMBLY



Note: This diagram is of the left side of the truck. Reverse any orientations when assembling and installing the right side of the vehicle.

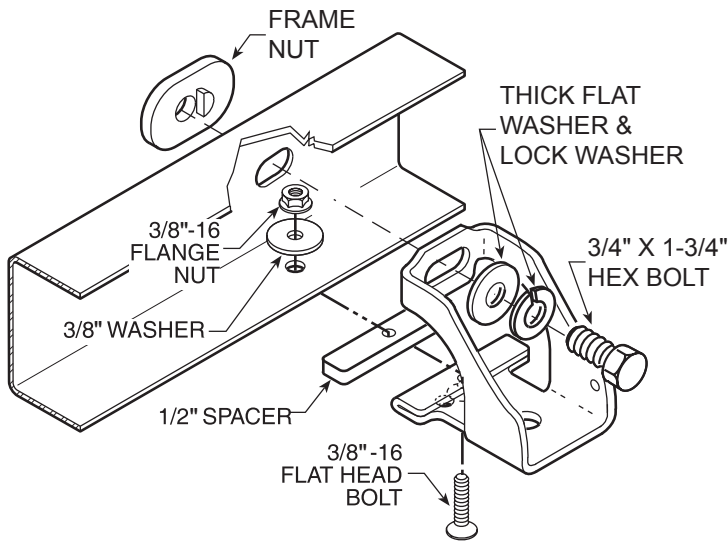
KIT ASSEMBLY



FOR PROPER LOWER BRACKET HEIGHT SETTING, SEE FIGURE "C".

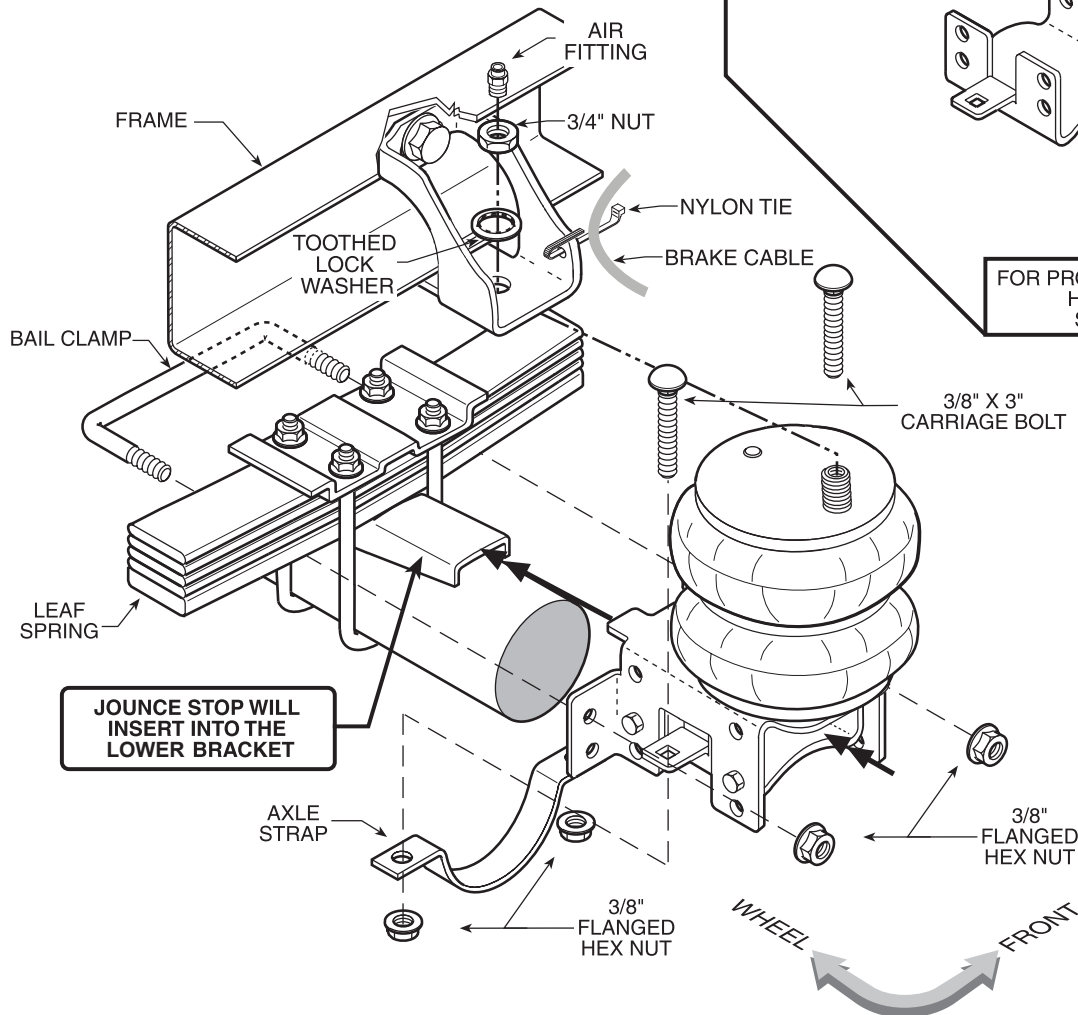
2011+ Gasoline Trucks with In-Bed Factory Hitch

Figure "A"



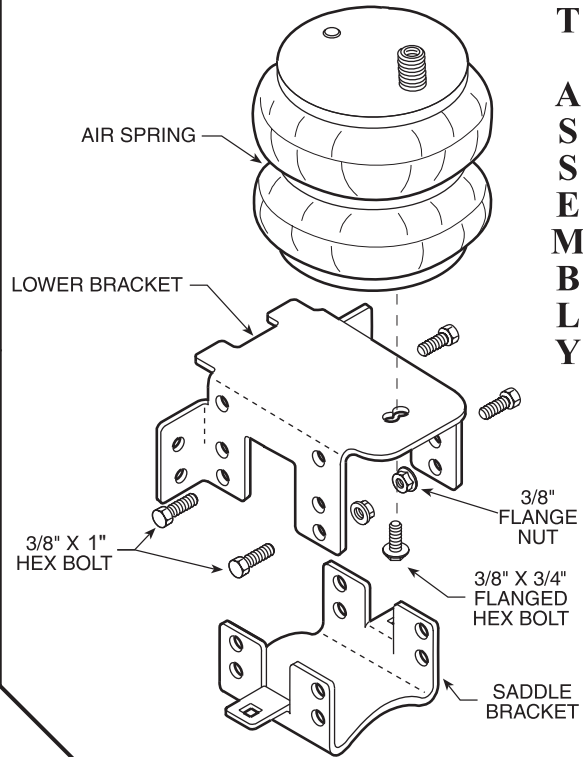
UPPER BRACKET ATTACHMENT

KIT TO FRAME ASSEMBLY



Note: This diagram is of the left side of the truck. Reverse any orientations when assembling and installing the right side of the vehicle.

KIT ASSEMBLY



FOR PROPER LOWER BRACKET HEIGHT SETTING, SEE FIGURE "C"



STEP 1—PREPARE THE VEHICLE

Place the truck on a solid level surface. Remove the negative battery cable. Take necessary safety precautions such as using wheel chocks when working on your truck.

On some 2008 and newer trucks some lines must be repositioned on the left side of the vehicle. Remove the nut holding the fuel line retaining clip. Rotate the retaining clip 90 degrees with the stud facing down. Install the relocation bracket with the nut previously removed. Next fasten the retaining clip to the relocation bracket using a 5/16"-24 x 3/4" bolt and 5/16"-24 flange nut.

Your truck is equipped with jounce bumpers attached to the frame directly above the axle. Remove these bumpers by unbolting from the inside of the frame flange. These bumpers will not be re-used with this kit. For vehicles from 1999 to 2004 please save the collar as it will be re-used in Step 2B.

STEP 2A—UPPER BRACKET INSTALLATION FOR 2008 AND UP TRUCKS

Insert the 3/8"-16 x 2-1/2" flat head bolt into the upper bracket and then slide the spacer over the bolt. Install the upper bracket onto the frame. Make sure that no part of the vehicle's wiring will be pinched between the upper bracket and the frame. Tighten the 3/8"-16 flat head bolt with a 3/8" large flat washer and 3/8"-16 flange nut. The emergency brake cable will have to be tie-wrapped out of the way using the hole provided in the upper bracket. **See Figure "A"**.

On trucks without factory installed in-bed hitch, install the 3/4"-16 x 3" hex bolt through the existing hole in the frame rail and upper bracket. Secure the 3/4"-16 x 3" bolt with a 3/4" flat washer, 3/4" lock washer and a 3/4"-16 hex nut.

On truck with a factory installed in-bed hitch, install the 3/4"-16 x 1-3/4" hex bolt through the existing hole in the frame rail and upper bracket. Secure the 3/4"-16 x 1-3/4" bolt with a 3/4" thick flat washer, 3/4" lock washer and a 3/4"-16 flange nut.

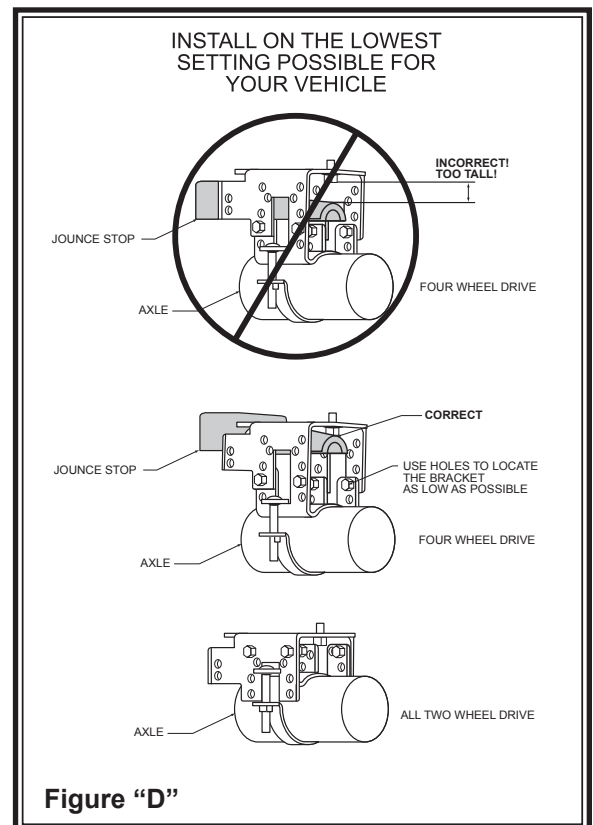
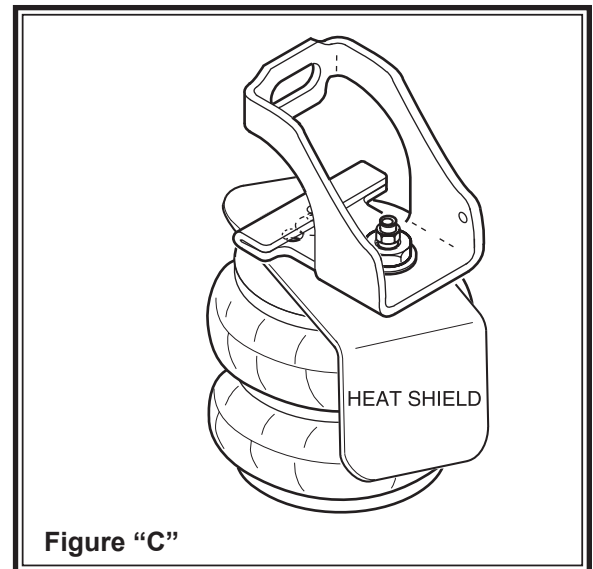
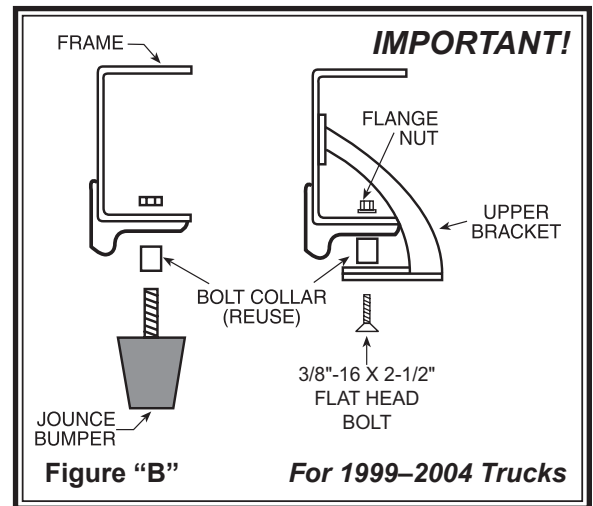
STEP 2B—UPPER BRACKET INSTALLATION FOR 1999 TO 2004 TRUCKS

Make sure that no part of the vehicle's wiring will be pinched between the upper bracket and the frame. At this time, the collar that was on the jounce bumper will be reused. Insert the collar into the original hole on the frame. Put the upper bracket in place (to hold the collar) while you insert the 3/8"-16 x 2-1/2" flat head bolt into the upper bracket and collar. **See Figure "B"**. Secure the 3/8"-16 flat head bolt with a 3/8" large flat washer and 3/8"-16 flange nut finger tight.

Hold the upper bracket tight against the bottom of the frame. If the bracket appears to be level with the upper part of the bracket rests against the inside of the frame, install the 3/4"-16 x 3" bolt through the frame rail and upper bracket. If the top of the bracket does not set level, install some of the large 3/4" flat washers between the bracket and the inside of the frame rail. If you have existing hitch hardware, the 3/4" bolt should be long enough to extend through the upper bracket, truck frame and hitch brackets. Be sure to install at least one of the large flat washers and the 3/4" lock washer before installing the 3/4"-16 hex nut onto the bolt. After you have installed the upper bracket as level as possible, tighten the 3/8"-16 x 2 1/2" flat head bolt in the bottom of the frame, then tighten the 3/4"-16 x 3" bolt through the side of the frame. The emergency brake cable will have to be tie-wrapped out of the way using the hole provided in the upper bracket. **See Figure "A"**.

STEP 3—AIR SPRING INSTALLATION

The heat shield will be used on the exhaust side of the truck only. It is placed between the upper bracket and the top of the air spring. **See Figure "B"**. The alignment pin on top of the air spring **must** be aligned with the hole in the upper bracket



towards the front of the truck, on both sides. When the air spring is in place and properly aligned, install the internal tooth lock washer and $\frac{3}{4}$ "-16 hex nut onto the stud of the air spring. On the right side, align the heat shield before tightening the $\frac{3}{4}$ "-16 hex nut on the air spring. Make sure the heat shield will not interfere with the normal operation of the air spring or the vehicle's suspension. Do not position the face of the directly over the axle, as it may contact the axle on full suspension compression. Next install the air fitting into the stud of the air spring. Tighten the air fitting securely to engage the orange thread sealant.

STEP 4—LOWER BRACKET INSTALLATION

Four wheel drive trucks will have a cast iron jounce stop as shown in **Figures "A" and "C"**. If this jounce stop is present, the height setting of the lower bracket assembly needs to be just above the jounce stop (to clear the head of the bolt in the bottom of the air spring). On two wheel drive trucks assemble the lower assembly to the shortest setting. **See Figure "D"**.

The lower bracket assembly should be installed on the lowest setting possible for the truck. See Figure "D".

The saddle and lower bracket are bolted together using four $\frac{3}{8}$ "-16 x 1" bolts and flange nuts to make up the lower bracket assembly. When the assembly is bolted together at the proper height, install the $\frac{3}{8}$ "-16 x $\frac{3}{4}$ " flange blot through the forward hole on the lower bracket into the bottom of the air spring and tighten.

Place the lower bracket assembly against the leaf spring stack making sure that the top of the lower bracket fits in between the axle U-bolts. Place the bail clamp around the axle block and install the $\frac{3}{8}$ "-16 flange nuts onto the bail clamp and tighten.

Insert the carriage bolts through the square holes on the lower bracket assembly being careful not to chaff or pinch the brake lines on the axle. Next push the axle strap onto the bottom of the axle and through the carriage bolts. When the $\frac{3}{8}$ "-16 flange nuts are tightened, they will draw the axle strap into place.

STEP 5—AIR TUBING INSTALLATION

Uncoil the air tubing and cut into two equal lengths. **DO NOT FOLD OR KINK THE TUBING.** Try to make the cut as square as possible. Insert one end of the tubing into the straight fitting installed in the top of the air spring. Push the tubing into the fitting as far as possible. Select a location on the vehicle for the air inflation valves. This can be on the bumper or the body of the truck, as long as it is protected so the valves will not be damaged. Drill a $\frac{5}{16}$ " hole and install the air inflation valve using two $\frac{5}{16}$ " flat washers per valve as supports. Route the air tubing from the air spring to the inflation valve, avoiding direct heat from the engine and exhaust pipe while keeping it away from sharp edges as well. The air tubing should not be bent or curved sharply as in may kink with time. Secure the tubing in place with the tie-wraps provided. Push the end of the air tubing into the inflation valve as far as possible. **See Figures "E" and "F"**.

STEP 6—CHECK THE SYSTEM

Visually check for loose attaching bolts. Make sure that no part of the truck is rubbing against the air springs. Again, make sure that the truck's brake lines are not pinched or being rubbed by any part of your air spring kit.

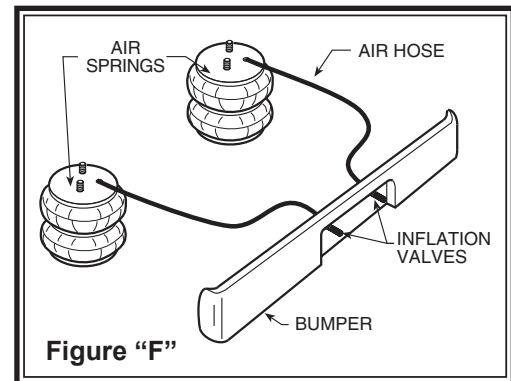
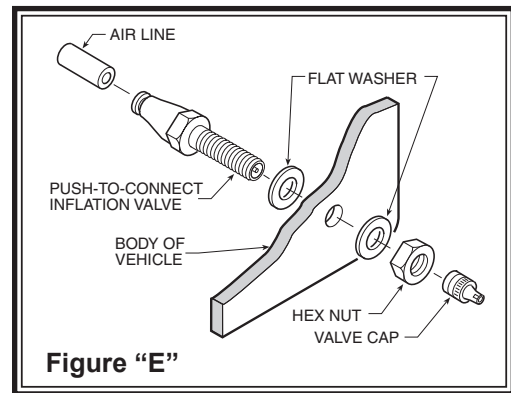
Inflate the air springs to 50 psi and check the fittings for air leaks with an applied solution of soap and water. If a leak is detected, deflate the air spring by depressing the valve core. The tubing can easily be removed from the fittings by pushing the collar towards the body of the fitting while pulling out the tube. Next check the tubing connection to ensure that the air tubing is cut as square as possible and that it is pushed completely into the fitting.

If a leak is detected where the air fitting screws into the air spring, gently tighten the air fitting into the spring until the leak stops. Also check the core of the inflation valve. The valve core can be tightened using the valve cap provided. Re-inflate the air springs and check for leaks again if needed. This now completes the installation. Reconnect the battery cable and remove the wheel chocks.

NOTE: THE OPERATION PRESSURE OF THIS KIT IS 5 PSI MIN. TO 100 PSI MAX.

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. Too little air pressure will also not provide the improvement in handling that is possible. TO PREVENT POSSIBLE DAMAGE MAINTAIN A MINIMUM OF 5 psi IN THE AIR SPRINGS AT ALL TIMES.

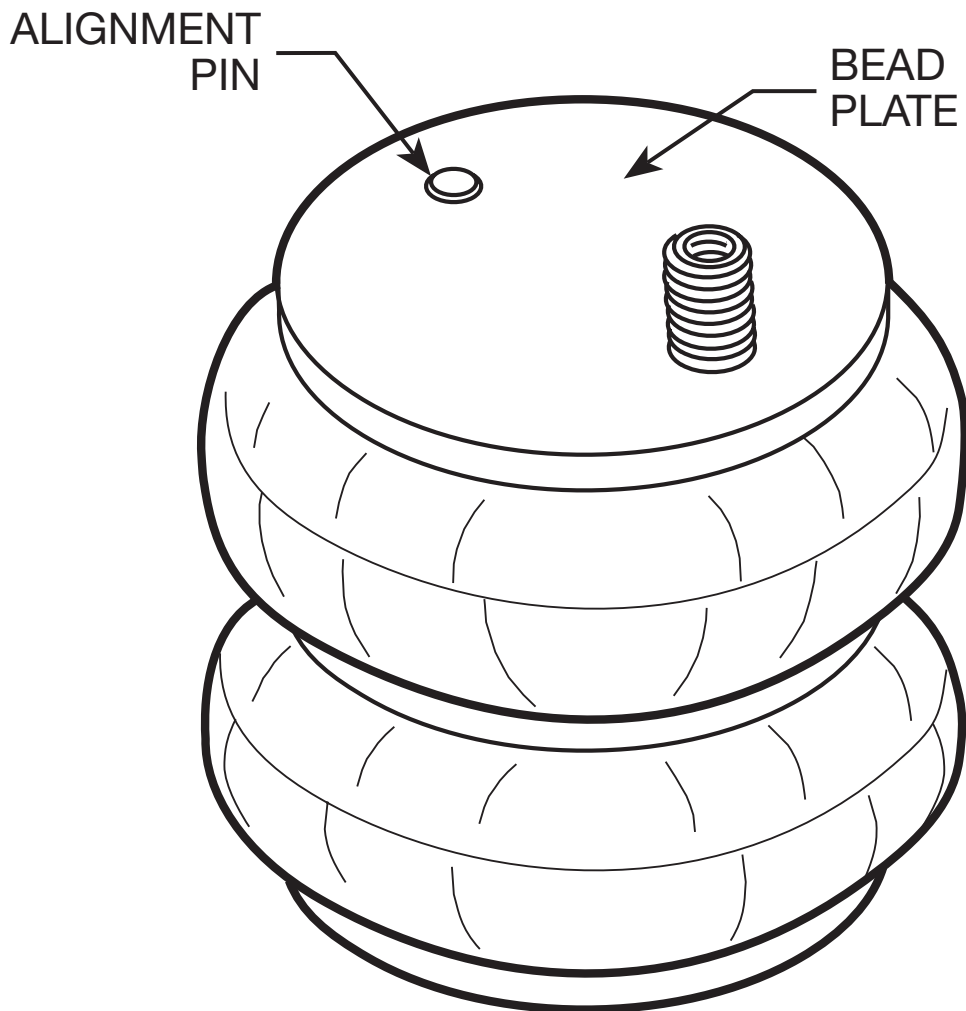
Once the air springs are installed, it is recommended that the vehicle not be lifted by the frame, as over-extension may occur, resulting in damage to the air springs. However, should it become necessary to raise the vehicle by the frame, deflate both air springs completely.



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.**



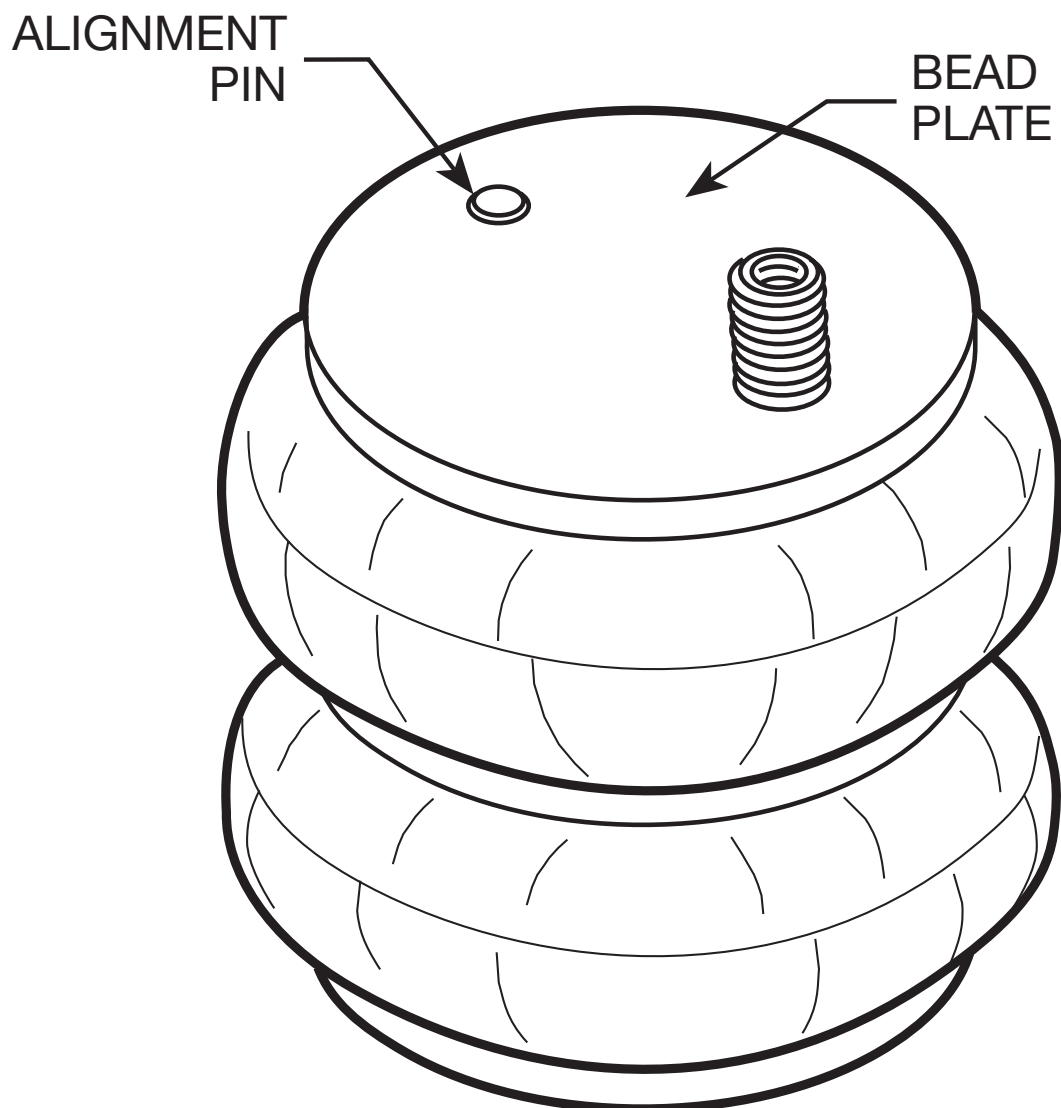
RIDE-RITE
SPORT-RITE COIL-RITE
AIR HELPER SPRINGS

www.riderite.com

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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.

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 unlevelled 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	
Using a torque wrench, torque the threaded fasteners to the following specifications:	
Fasteners used on studs and blind holes in air springs	15 – 20 ft lbs
Hex nuts installed on axle straps	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 than 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**.

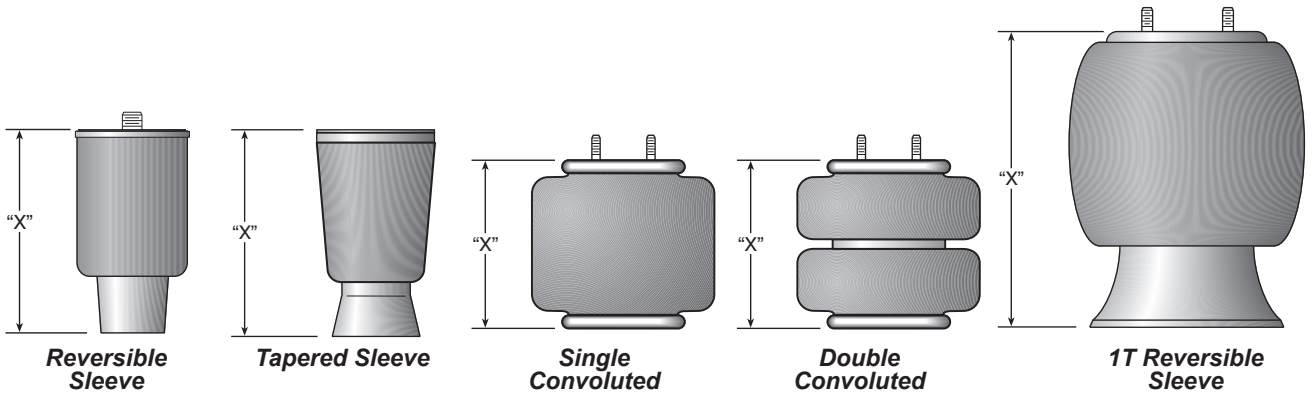
Accumulated sand, gravel, or other road debris on the air springs or brackets should be rinsed away with a garden hose each time the vehicle is washed.

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



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 intended vehicle. Brackets and air springs should not be interchanged or modified.

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.

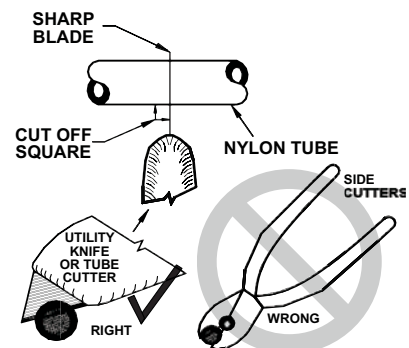
The vehicle is not level

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



WARRANTY QUESTIONS

FIRESTONE LIMITED LIFETIME AIR SPRING WARRANTY

Firestone Industrial Products Company LLC ("Firestone") warrants that its Ride Rite Air Spring Assembly will perform according to the manufacturer's specifications for as long as the vehicle on which the system was originally installed is owned by the original retail purchaser. This limited warranty does not include installation or other service charges for replacement.

Warranty Period

The Air Spring is warranted for as long as the original purchaser owns the vehicle on which it was originally installed. The fasteners and upper and lower brackets which accompany the air spring are warranted for a period of twenty-four (24) months or 24,000 miles whichever occurs first. This warranty begins on the original retail delivery date.

What is Covered

Any implied warranties are limited in duration to the coverage period of this warranty (some states do not allow limitation on how long an implied warranty lasts so the above limitation may not apply to you). This Warranty runs in favor of the original retail purchaser when the Ride Rite Air Spring Assembly is used under normal operating conditions according to Firestone's specifications and installed on the appropriate application. This warranty does not apply to Ride Rite Air Spring Assemblies that have been improperly applied, improperly installed, used in racing or off road applications or used for commercial purposes. In addition, the warranty will not apply to products which have not been maintained and serviced according to the instructions that accompany the air spring assembly. The consumer will be responsible for any costs incurred in removing the product from the vehicle and the cost to return the air spring assembly to the dealer or installer from which it was purchased. If it is determined that the Ride Rite Air Spring Assembly failed as a result of a manufacturing defect, Firestone will repair or replace, at its option, any product or components subject to this warranty. You should retain a copy of your contract with your installer and your receipt as proof of the date of installation. This warranty is non-transferable and is not assignable in any way.

Firestone specifically excludes any obligation for consequential damages or incidental expenses including claims for loss of use of the product, loss of time, inconvenience, or commercial loss. This warranty gives you specific legal rights. You may also have other rights that may vary from state-to-state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages. The above limitation or exclusion may not apply to you. There are no warranties, express or implied, including implied warranty of merchantability and fitness which extend beyond this warranty.



IS A LEAKING AIR SPRING COVERED UNDER WARRANTY?

An air helper spring with a leak does not necessarily indicate that the air spring is defective. Inspect the air spring for obvious punctures or abrasions. A failure caused by a puncture or abrasion to the air spring would not be covered by the material and workmanship warranty. An air helper spring kit that has not been installed according to the published installation manual will not be covered by the warranty. Warranty consideration will only be given if the kit listed in our published application guide is installed on the proper vehicle.

WHAT DO I DO IF I HAVE A DEFECTIVE PART THAT IS COVERED UNDER WARRANTY?

If you live in the U.S. or Canada, contact Firestone directly at 1-800-888-0650 for warranty assistance. All other customers should contact their purchasing dealer. If the warranty claim is questionable, you may need to purchase a replacement part until the warranty claim can be submitted and reviewed by Firestone. If the warranty claim is determined to be a valid warranty claim, a credit for the purchased part will be issued.

Firestone has made every attempt to assure that your air helper spring kit will properly fit your vehicle. Revised vehicle designs, new model year vehicles, and changes made to the vehicle by the manufacturer can affect proper fit. Any aftermarket chassis or suspension modification made to the vehicle may affect suspension dimensions and may not allow the air helper spring kit to fit the vehicle as intended.

AIR-RITE™ 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.

Choosing among the Air Command products has now become easier. To select an Air Command Kit from the table below, consider the level of air source and the style of gauge that best fits the application.

STEP #1:

Based upon usage, consider the level of air source.



	LIGHT DUTY	STANDARD DUTY	HEAVY DUTY	XTRA	XTREME	PRESSURE MONITOR ONLY
Usage Examples	Ideal for Coil-Rite, Level-Rite, or consistent loads	Moderate use Most 1/2 tons	Regular use 8-lug or RVs Wide load ranges	Heavy Use Small Fills (Motorcycle Tires)	Heavy Use Large Fills (RV/Truck Tires)	No Compressor No Tank
Compressor Included	 Compressor No.9377	 Compressor No.9284	 Compressor No.9285	 Compressor No.9285	 Compressor No.9287	N/A
Air Tank Included	N/A	N/A	N/A	 9124 1/2 gal.	 9420 2 gal.	N/A




STEP #2:

Select from the assortment of gauge styles.



STEP #3:

Use the table to choose the Air Command Kit that matches your air source and gauge selection.

Air Command™	CLASSIC 	Single	2538	2158	2097	2266	2543	2196
		Dual		2178	2219	2168	2549	
	ELECTRONIC 	Single	2490	2544				
		Dual	2491	2545				
	REMOTE 	Dual	2489	2540	2541	2546	2547	
	Warranty Period		1 yr.	1 yr.	2 yr.	2 yr.	2 yr.	2 yr.