

Rear Install Instructions 1999+newer Ford F-53 chassis

1. Place the coach on a level concrete surface. Jack the coach up so that the rear tires are just off the ground. Make sure to put jack stands on each side of the frame for safety.
2. Remove the rear shackle hanger bolt that fastens the leaf spring hanger to the shackle. Keep this bolt and nut as it will be reused. If the coach has storage compartments that are close to shackle assembly, it may be required to use a hole saw and cut a hole in the compartment to get the bolt out. If this is required, just cut a piece of tin and pop rivets to cover the hole. Use some silicone to seal the hole to prevent leaks.
3. Remove the six bolts that hold on the shackle hanger in place. Keep these bolts and nuts as they will be reused.
4. Remove the front fuel tank strap. This will not be reused.



5. This step will take at least two people. Locate the upper framework. The ears that are welded on the framework go towards the front of the coach. Lift the framework up into position and fasten the upper framework to the frame with the bolts that held the shackle hangers in place. The holes in the upper framework will match up to the holes in the frame. Locate the bolts that you took out in step 3 and tighten all the bolts.



6. Next locate the air bags. Insert the fitting and tighten. Slide the bag up in the framework and fasten in place using the $\frac{1}{2}$ " and $\frac{3}{4}$ " lock washers and nuts.

7. Locate the lower swing arm. Slide the swing arm up in place using the 7/8x5” bolts and lock nuts. You may want to get a long slide clamp or a strap to help hold up the swing arm once you get the 7/8” bolt in place. Use the 3/4” nuts and lock washers to fasten the bottom of the air bag to the swing arm. Next, locate the bolt that originally held the leaf spring shackle to the shackle hanger. Use this bolt to fasten the shackle to the swing arm.
8. Locate the air line and “T” fitting and connect the 2 bags together. If you are doing a manual fill, locate where you want to mount the Schrader valve. Mount the valve and run an air line from the valve to the “T”. If you are doing the height control valve, use the supplied brackets to mount the valve on the driver’s side of the air ride assembly.
9. Inflate the bags so that the lower swing arm is level with the ground. Depending on how heavy your coach is, it may be up to 80-100 psi.
10. Go back and recheck all the bolts for tightness. It is recommended to check the bolts for tightness at regular service intervals.
11. If you are running the system as a manual fill, mount the Schrader valve in a convenient location under the hood. Run an airline between the Schrader valve and the air bag making sure to keep the line away from the exhaust and sharp objects. Use some zip ties to fasten the air line away from any sharp components and anything that gets hot. If you are using in cab controls, use the instructions provided with the kit to plumb up the system.
12. Inflate each bag. When inflating, alternate inflating the right bag to the left bag until you get the coach to the measurement you recorded in step 1. If you don’t have this measurement, a good starting point is to inflate the air bag to 7”.

13. Record the air pressure measurements and write them down. One side will usually record a higher pressure than the other. This is because one side of the coach is heavier than the other. If one side of the coach was leaning, you will be able to level up the coach by increasing the pressure in the side that was leaning.
14. The best ride of the coach will be running the bags at 7" tall. Once the kit is installed and aired up the ride height desired, measure the bags to see that you are in the 7" range. You can get by running the bag as low as 6 ½" and as high as 8", but if you go lower or higher than these recommendations, the ride will not be as smooth.