INSTALLATION INSTRUCTIONS

12895/
12995/
12095
ULTIMATE

1. Before working on vehicle, ensure vehicle is located on safety stands and is secure.
2. Lower axle or raise body of vehicle until suspension is fully extended.
3. Coil springs must be removed from vehicle. Refer to workshop manual if uncertain of method. Generally, lower shock absorber mounts and maybe panhard rod must be disconnected.

   OBSERVE TENSION ON BRAKE HOSE - DO NOT STRAIN -

4. Remove bounce rubbers, from inside coil springs. (Their function will be replaced by the Polyair Kit). Do not remove bounce rubbers fitted under chassis rail.
5. Using a hole saw, drill 40mm (1¾") hole in centre of upper spring seat, and deburr. The hole is to accommodate off centre movement of air hose during extended wheel travel (as shown in attached). It is also required that you drill out the centre hole in the chassis locator to 25mm.
6. Select a location for the inflation valves. Generally they will run out the back of the vehicle in an easy to reach location. Ask your installing dealer or a Polyair reseller about our easy to install airline brackets. The Polyair kit comes with two inflation valves for dedicated left and right inflation. Make sure that when routing your airline that it is clear of the exhaust system and well protected from any possible foreign objects. Make sure that you have also used the protective split tubing (supplied) over the airline where possible.
7. Determine hose routing & cut adequate length of tube.

   LEAVE SUFFICIENT HOSE SLACK TO PREVENT ANY STRAIN ON VALVE STEM DURING NORMAL AXLE MOTIONS.

8. Attach air hose to bag (Refer A, B, C Overleaf) & thread airline through centre of spacer (if supplied).
9. Push air bag into coil with hose / stem at top of coil.
10. Thread hose through hole in top spring seat then re-install coil. (Figure 2).

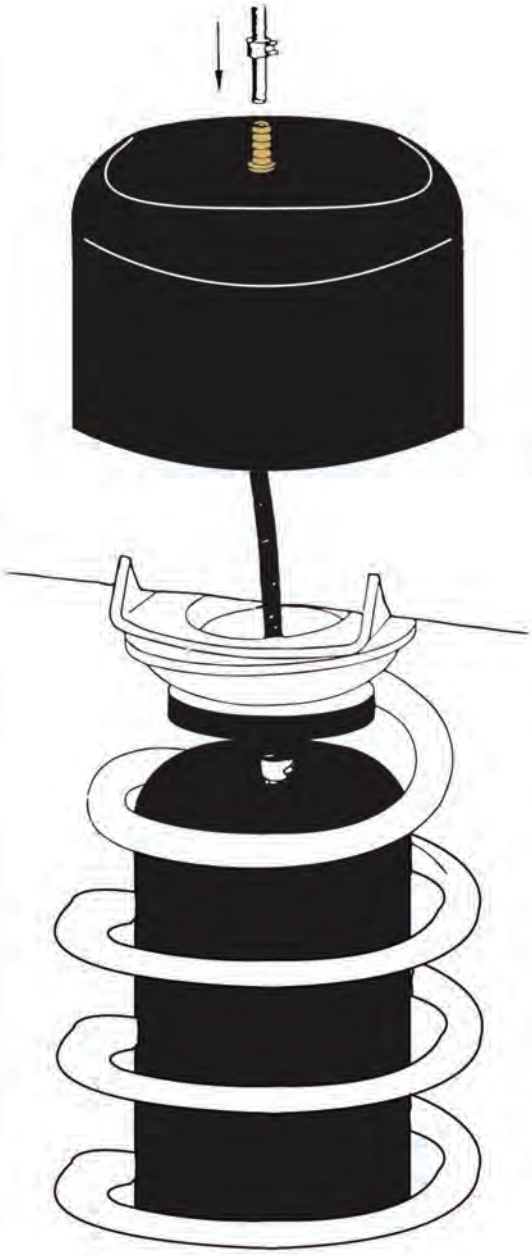

FIG. 1 & FIG.2

A. Slide metal hose clamp onto cut tubing.

B. Push the tube onto the stem, covering all the barbs.

C. Slide the metal hose clamp forward until it fully covers barbed section. Repeat process for right side.

D. Drill 5/16" (8.0mm) hole for inflation valves and mount as illustrated. (Rubber washer for outside weather seal.) Route tubing along frame to inflation valve location and cut off excess. Secure with plastic straps.

E. Slide metal hose clamp onto tubing and push tubing onto the fitting, covering all the barbs.

F. Slide the metal hose clamp forward until it fully covers the barbed section.

FIG.3

DO NOT INFLATE AIR CYLINDERS BEFORE READING INFLATION PROCEDURES.

G. Raise axle or lower body until air cylinders lightly touch upper and lower spring seats.

H. Check TAIL PIPE clearance and ensure that it is as least 3-4 inches (75-100 mm) from air cylinders. If necessary, loosen clamps and rotate or move to obtain additional clearance.

I. Inflate cylinders to 25lbs. (170kpa) air pressure.

J. Test for air leaks by applying a liquid soap solution to all valve cores, fittings and connections.

K. Deflate Polyair Springs to determine best ride and handling. Sufficient air pressure must be maintained to help prevent bottoming-out.

AN ABSOLUTE MINIMUM OF 5 PSI MUST BE KEPT AT ALL TIMES.

CAUTION

DO NOT EXCEED VEHICLE MANUFACTURER'S GROSS VEHICLE WEIGHT RATING.

FIG. 4

INITIAL INFLATION PROCEDURES
* CAUTION •
INFLATE BEFORE LOADING

TO OPERATE THE AIR SPRING UNITS, INFLATE THE CYLINDERS TO THE PRESSURE INDICATED BELOW.

LOAD THE VEHICLE THEN DECREASE THE PRESSURE UNTIL THE VEHICLE IS LEVEL.

DO NOT ATTEMPT TO RAISE A LOADED VEHICLE BY INFLATING THE AIR SPRINGS IF LOADED.

"JACK" UP BODY OF VEHICLE UNTIL LEVEL. THEN INFLATE TO THE DESIRED PRESSURE.

MINIMUM PRESSURE	MAXIMUM PRESSURE
5 P.S.I	60 P.S.I

MAINTENANCE TIPS

Always maintain at least 5 lbs (38 kpa) air pressure in the Air Springs to prevent chafing. When loading it is good practice to increase the inflation pressure of the tyres in proportion to the load being carried.

FITTING INSTRUCTIONS

Cut rubber at base, shown here.

The original hole in the top spring locator is 10mm in diameter.

You need to enlarge this to 40mm in diameter.

The plate should look like this; you do not need the centre piece. For the sake of the demonstration, this is **Hole 'A'.**

You will need to drill out the centre hole in the chassis locator to 25mm.

The spring locator plate fits back against the chassis locator. Be sure to align the hole in the locator plate 'A' up with the one in the chassis which we'll call **Hole 'B'.**

The Polyair Bag fits onto the locator plate, with the air valve sticking up through hole's 'A' and 'B'. Airline is then attached and can be lead to the appropriate area of the vehicle, for ease of access.