

Fitting Instructions for Air Bag Load Assist Kit

LA22



Make sure your work area is safe and that you do not get under a car that is not properly supported by jack stands etc. Make sure that when undoing suspension components such as U bolts that the axle is supported and can not fall.

Read these instructions prior to commencing and learn the tricks the easy way before you need to undo your work.



Air Bag assembly

- **The rings on the bags do rotate and you will need to align the top and bottom brackets by rotating the rings to ensure there is no twist in the air bag.** With very loose bolts securing each of the top and bottom end plate brackets, it is easiest to rotate the rings by twisting the brackets while there is virtually no clamping pressure. In most cases the chassis and axle run at 90 degrees.
- There are 6 bolts and washers which clamp the bag rings to the end plates. Do NOT tighten 1 bolt all the way up and then the next as the bags won't sit straight inside the rings. Start by doing every second bolt to finger tight, then the alternate bolts. Then tighten the first 3 to semi tight, then the alternate 3, then tighten each set 2-3 more times, alternating so even pressure is applied as you go. The rubber of the bag acts just like an O'Ring and should never leak when tight enough. No sealant, lube or anything is needed to seal the ends of the bags.
- Once tightened any curves or waves in the end of the bags are flattened out and do not cause leaks.
- Most kits come with the air fittings already seated into the end plates. If you need to fit air fittings a sealant is needed, despite there being what appears to be a white or grey thread seal on the fitting. We recommend liquid sealant as bits of plumbers tape eventually make its way to valves and create leaks.
- When cutting air lines, make sure you do not squash the air line in the process. You must not use side cutters, pliers or scissors. The best cutting device is the hose cutter we provided for free. Make sure ends are straight 90 degrees.
- The best way to check for leaks is submerge air bag with bracket assembly in water (refer to trouble shooting below) – doing this now before fitting to car can save a lot of time later when looking for a leak.

Fitting brackets to vehicle — do ONE side at a time.

1. Remove the rubber bump stop from chassis.
2. Loosen the leaf spring U bolts.
3. Slide the pre-assembled bag assembly into place. The lower brackets with curved edges slide under the U bolts. Re-tighten the U bolts. Best to check these after a few hundred km to ensure seated and still tight.
4. It is also best to run the air line along the axle /diff housing and follow the brake line up to chassis. That means rotate the bottom bracket so the air line is on the inner side.
5. The top bracket clamps around the chassis. Position it so the bags sit vertical. In some cases there is a rubber pad the ute tub sits on. That is just stuck there with glue and should be removed so the top clamp can sit in the correct position. The bag should not be leaning to one side if fitted correctly.
6. Sometimes you need to lower the vehicle and pump up the bags with air to fully reach and prevent a stretched bag from preventing mounting bolts to tighten.
7. Make sure all U bolts and mounting bolts are all tight.
8. Make sure nothing fouls with the air bag such as sway bar brackets, mounts for brake lines or breathers etc and remember the bags get wider as they compress.

Trouble shooting

You should not have leaks and can expect air to remain in the bags for a few weeks without refilling. It is near impossible to find a leak if it takes more than 3 days to leak out and only replacing fittings or refitting bags until the leak stops can solve such slow leaks. But if you have a bag that deflates in say less than 2 days then we stand a good chance of finding the leak.

The easiest but less successful method is temporarily pump up the bags until compressor will pump no more and spray soapy water on all air fittings including Schrader valve, end plates etc. It could take a few minutes for a small bubble to appear.

The most successful method of finding a leak requires more work and we suggest new installs to do this step before fitting to car to save removing the kit afterwards. Inflate a bag and bracket assembly on the bench until it no longer expands any further. Submerge it all in a bucket of water including the air line and Schrader valve and any leak no matter how slow will present itself as a bubble.

Most common fault is the end plate bolts not being tight enough. Tighten them to 20 Nm or as tight as you can go with a 6" spanner (11mm) but tighten when there is no air in the bag. We use grade 8 Hi Tensile bolts so you will not break them with a spanner.

Other areas to check for leaks is the thread where the fitting goes into the end plate, where the hose goes into the air fittings or the Schrader valve. It is super rare that bag itself leaks. If bubbles appear between ring and inside edge of bag that is because the end bolts are not tight enough – and not the bag itself.

By the way AAA Suspension use 6mm air hose and all threads are BSP type.

The air fitting in the end plate is in the same location on every kit and even as it overlaps the rubber of the bag still works fine and even if the fitting protrudes through the end plate it still does not present a problem.

The air bags and brackets in this kit are built to be super strong. In some cases stronger than your car. Do not carry extreme loads and travel at high speeds with high pressure as hitting holes and dips at speed with extreme loads could result in damage to your vehicle. This is an overloading issue and by being sensible you will avoid damage.

Do not exceed your vehicle's GVM (Gross Vehicle Mass). Your GVM will be detailed on your vehicle compliance plate. Know your limits with regard to loads carried or towed.

If you remain within your load limits, drive at a safe speed for the conditions and run your air bags at an ideal working pressure below 60 psi you will have trouble free travelling.

The good thing about air bag suspension is you can just keep adding more air to suit your preferred ride height and loads carried. Typically a good working pressure is 25 to 50 psi per bag. The bags become your bump stops. When unloaded you may run the bags empty but a few psi will cushion your bump stop and offer a bit of added stability to your handling. If you experience a firm bump then increase pressure to prevent that.

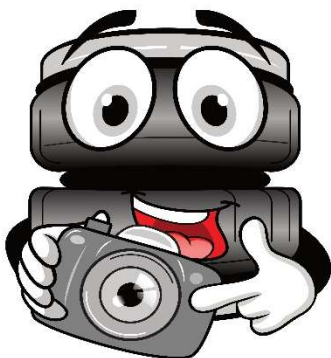
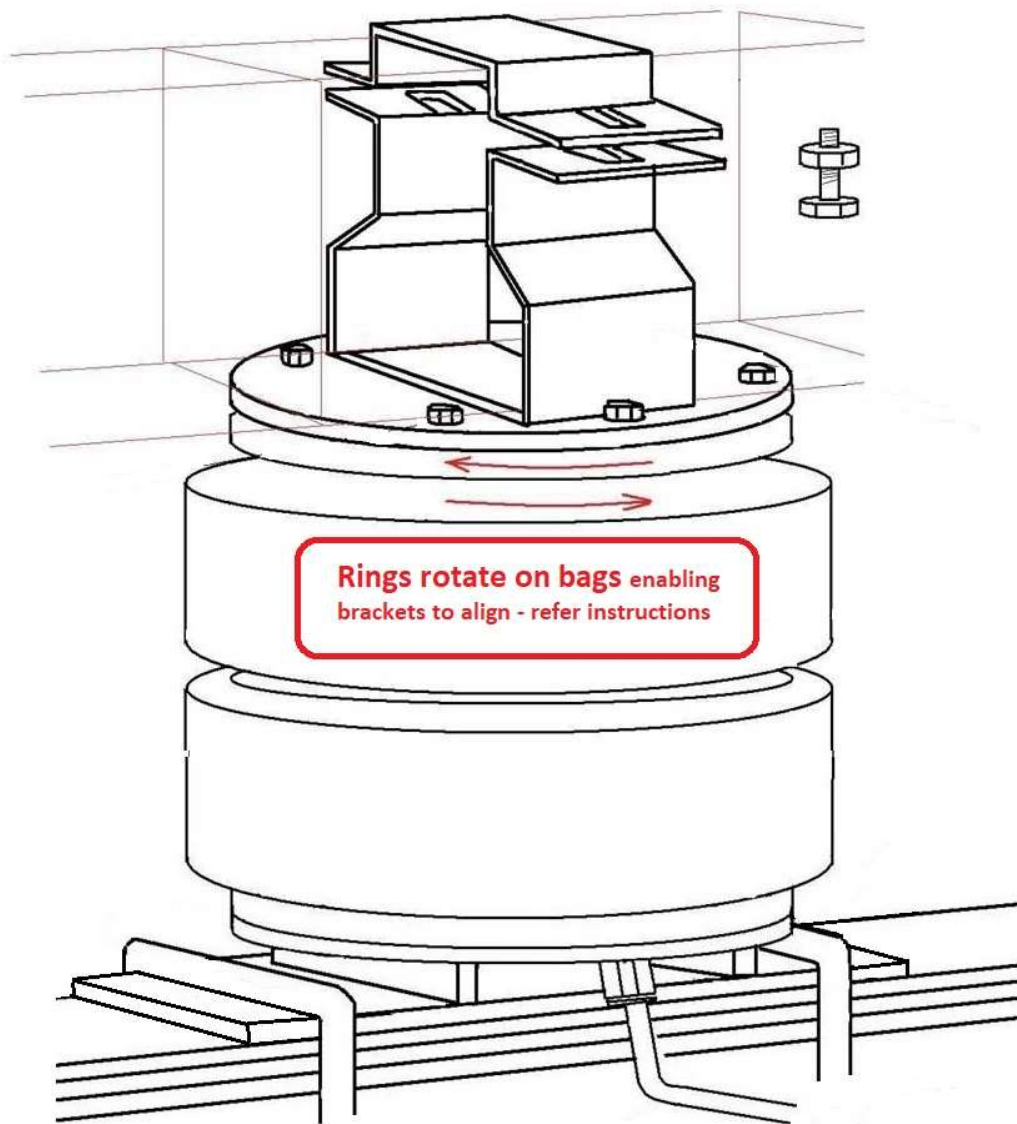
AAA kit come with a 10 year new for old parts replacement warranty on bags, brackets and air fittings. Electronic components come with a 12 month warranty. Keep a copy of your invoice or online purchase so you can show us later when you purchased your kit.

Warranties are parts replacement only and exclude postage, labour and any other incidental cost or damage.

Warranties also exclude corrosion or damage caused by external influences such as road hazards, heat, chemicals, salt or fuel spills.

The brackets in this kit are proudly made in Australia





One thing we really struggle with is obtaining photos of our kits out in the real world. If you can send us some pics of your kit fitted and maybe some pics of your vehicle carrying a load with and without air in your bags to demonstrate their effectiveness, we would most certainly appreciate that.

And you know we also just like seeing all the varied places and applications our bags are used.

Please email all pics to support @aaasuspension.com.au

If you have any questions or need support please message us on socials or email us on steve@aaa.suspension.com.au

Thanks,

AAA Suspension

