



## **FITTING INSTRUCTIONS FOR THE BOSS LA-113 AIR SUSPENSION ASSIST KIT**

Safety First! Please make sure you have read the Safety recommendations supplied with your Kit

- 1 Check you have the right kit for the right vehicle
- 2 Jack the vehicle up and secure vehicle in a safe way with Jack/Axle Stands under the chassis

### **ASSEMBLING THE AIR BAGS**

Assemble the Airbags by bolting on the Silver billet top and bottom end plates to the alloy rings on the air bags with the 6 countersunk threaded nuts (6 long for top and 6 short for bottom) supplied in the kit

### **FITTING BAGS TO THE VEHICLE (Do one side of the vehicle at a time)**

Jack one side of the vehicle up and place jack stand underneath for safety

1. Remove the lower shock absorber bolt and the control arm will come down so you can get the spring out.
2. Once assembled, use a liberal amount of urethane sealant in the top female bracket tube and the lower female bracket tube. Now slide the assembly into place. Rotate airbag so the bellows doesn't touch anything and the airline fitting is free from obstruction.
3. Pump the assembly up to locate into bump stop snouts.
4. Run the airlines and install the Schrader panel. Cut the airline to length and push the airline fully into the fittings. Pull on the line to ensure seal.
5. Re-install the shock absorber mount and lower the vehicle to the ground and inflate the Air bags. Check to make sure the airbags are not rubbing anywhere.
6. Standard height un-laden will require around 70psi

**Important Note:** Once you have fitted and adjusted the bags and rings, tighten the Bag Bolts (the 6 threaded bolts between the end plate brackets and the alloy bag plate) leaving approximately **1 - 2mm** gap between the two plates. When bolting the plates to the airbags, tighten the bolts up in a similar way to how you do wheel nuts up on a car. Do the bolts up evenly moving from one side of the plate to the other as shown on the diagram over the page. Make sure the gap is even all the way around. Do not over tighten as this can cause leaks. That's all there is to it!

### **HELPFUL HINTS**

- 1 If you have a problem with air leaking around the alloy ring area, remove the 6 bag bolts and rotate the alloy ring 90 degrees to get it will properly
- 2 The alloy ring is designed to bite into the bag bellow to seal it, that's why its important to tighten bolts as mentioned above
- 3 **When installed, initially inflate to 80-100psi and then reduce pressure to "normal" before using** ("normal" varies depending on vehicle and load etc., and you will find what is right for you). This is important to allow the rings to "bite" into the rubber and give a good seal.

### **AIR LINE & FITTINGS**

1. Keep air fittings free from dirt during assembly
2. Mount the Schrader valve unit (Air valves) in a convenient assessable location
3. **Keep the airline at least 100 mm away from the exhaust systems**
4. Make sure the airline has a clean straight cut free of burrs on the edges and don't squash the line (see the diagram over page)
5. To fit the air hose into the fitting simply push the airline **firmly** into the air fitting because that activates the seals. The lock claws will automatically grab the tubing and the elastic sleeve surrounding the airline seals the tube. Now, give a short sharp tug on the line to make sure it is seated.
6. Inflate the system and check for leaks using very soapy water, you're looking for active bubbling indicating a leak.
7. If leak is found remove the airline from the fitting and rotate the airline until leak stops
8. If leak persists, check airline for damage. Make sure the airline is free to come straight of the fitting at about 90 degrees and recut the air line with a very sharp knife ensuring a clean straight cut and repeat step 4 above
9. Do NOT use any thread tape, sealant, oil, grease, or any other substance on the airline when inserting it into the air fitting. It will cause a leak.
10. Zip Tie the line to the chassis
11. Install your door decal onto your Door Jam and your finished

### **Safety First**

The airbags are intended to help the vehicle maintain a level and safe stance when legally loaded. Do not exceed the factory GVM rating.

**If you exceed the factory GVM or overload your vehicle you run the possibility of damaging your chassis.**

Do not inflate bags above 200psi and do not drive with bag bottomed out.

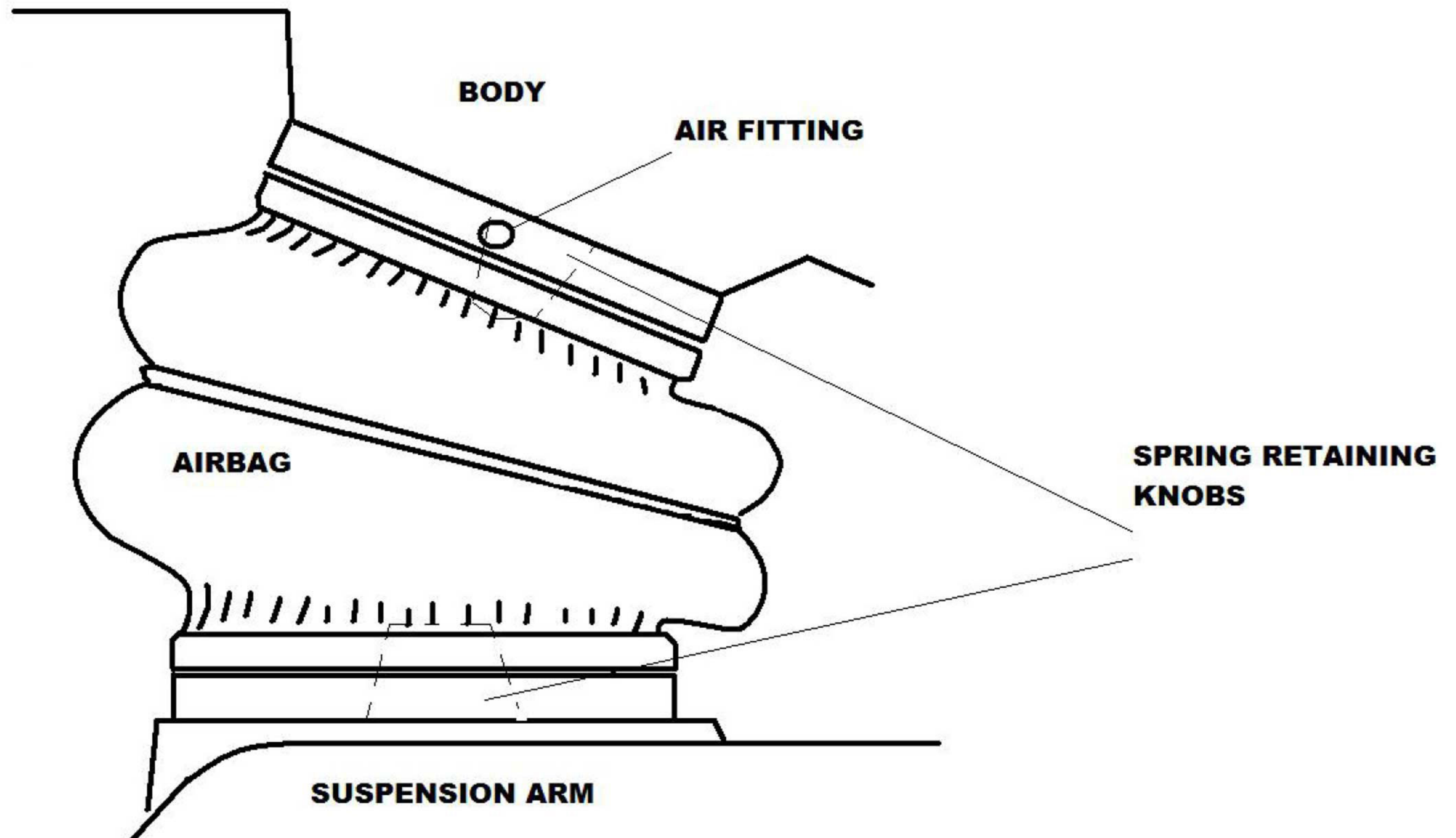
When retightening any factory fitted bolts such as U Bolts make sure you to tighten them to the vehicle manufacturers torque specification. If you are uncertain about the specification contact your vehicle manufacturer or dealer for details. Note: Replace your U bolts if they appear damaged. No responsibility whatsoever is accepted for the fitment of incorrect parts. The onus is clearly with the fitter to ensure the correct parts are used and those parts are correctly fitted to the particular job. Any damage to parts or consequential damage or cost resulting from the fitment of incorrect parts or fitment are totally the responsibility of the fitter.

Now you can pump up and enjoy your ride with BOSS. Thanks again for choosing a BOSS Air system.



# LA-113

## Holden Adventra



**BE SURE TO POSITION THE BAGS SO THE BAG DOESNT RUB ON THE CHASSIS. THE LOCATION HOLES ARE OFF-SET FOR THIS REASON**

**CHECK OUT [YOUTUBE.COM/BOSSAIRBAGSUSPENSION](https://www.youtube.com/BossAirBagsSuspension) FOR HELPFULL INSTALLATION VIDEOS**



5/132 Brisbane Road  
Labrador QLD 4215  
AUSTRALIA  
Ph 1300 855 161  
Email [info@bossairsuspension.com.au](mailto:info@bossairsuspension.com.au)

[www.bossairsuspension.com.au](http://www.bossairsuspension.com.au) for more information and details of our in-cab inflation kits.