BOSS FITTING INSTRUCTIONS FOR AN LA-80 AIR SUSPENSION KIT

(New Gen Ranger & Amarok - Standard & up to 2" lift)

FIRST - Read the safety recommendations and helpful tips

- Check that you have the correct kit for your vehicle.
- Installation should be done on level stable ground.
- Secure the lifted vehicle using axle stands beneath the chassis and use wheel chocks to prevent movement. If unsure how to best secure the vehicle seek advice first.

AIR BAG ASSEMBLY

DO NOT USE any sealing substances between the Airbag and bracket.

Attach the top and bottom brackets to the Airbag using the supplied bolts and spring washers (or counter sunk screws). Note that the alloy ring on the Airbag rotates to allow final alignment with the vehicle's mounting points. Leave the bolts loose enough to allow rotation during the fitting process. The brackets will ultimately be tightened down leaving an even **1-2mm gap** between the bracket and alloy ring. Note, some fitting configurations will not allow enough room to get to all bolts/screws for final tightening. If this is the case you may need to tighten one end only, or accurately align and tighten both the top and bottom prior to fitting up.

Now is a good time to check that you have the correct bracket orientation. Brackets often have directional off-sets and/are side specific. This is to ensure top and bottom alignment as well as clearance from other vehicle components, check the instructions and diagram.

INSTALLING THE KIT

1 Jack the vehicle up and support the vehicle on axle stands under the chassis.

2 Remove the wheel for easy access, do one side at a time.

3 Remove the rubber bump-stop by unscrewing it from the chassis.

4 Assemble the Airbags to the brackets as per the diagram and above 'Air Bag Assembly' directions. Tighten down the top bag bolts to the specified gap.

5 Loosen the U-Bolts and remove the factory leaf spring top clamping plate from under the U-bolts.

6 Slide the Airbag assembly into the space and screw the top bracket stud tightly into the bump-stop thread so that the bracket sits hard against the chassis rail. Tighten the supplied Nyloc nut (with washer) to the top of the thread.

7 Locate and align the lower bracket on top of the leaf spring and beneath the U-bolts. Note that the elbow push fitting faces towards the diff head. Once aligned the U-bolts can be torqued down and the bag bolts tightened to the specified gap (as above).

8 Make sure that the brackets, Airbag and fittings are not rubbing on anything.

9 Repeat on the other side.

10 Run the air line from the elbow fittings and zip tie along the axle housing to the diff breather on the left side then up to the chassis and back to the Schrader panel (see photo).

FINAL TIGHTENING OF BAG BOLTS

Check bag assembly alignment and confirm clearance from other components that could rub on the Airbag, air fittings or airline. The alloy bag ring is designed to bite into the bag to create the seal. IMPORTANT, tighten the six bag bolts down as you would with wheel nuts. Systematically from side to side tighten the bolts down until you achieve an even **gap of 1-2mm** between the alloy bag ring and the bracket. Do not over tighten as this will cause leaks.

AIRLINE AND FITTINGS

If you're going to get an air leak it's most likely going to be during this next process. Airline must seal correctly and foreign matter must be kept out of the system. It is important to consider these tips, particularly if you're also installing or going to be installing a BOSS Incab Control Kit or air management system down the track.

1. Before routing the airline around the vehicle it's a good idea to tape the ends to avoid collecting foreign matter. Blow the airlines out before connecting to the push fittings.

2. Airline must be free from any crushing or burring, use the supplied BOSS Tube Cutter.

3. Install the two supplied Schrader valves (manual bag inflation) in an easy to get-to spot. Around the rear number plate is a common place.

4. Secure the airline with zip ties avoiding sharp objects and heat sources such as the exhaust.

5. Make sure that airline is run STRAIGHT into push fittings, avoid hard curves as this may cause leaks.

6. Pay attention to how the airline is routed from the Airbag. Make sure that you do not route it in a manner that causes the airline to pivot against the push fitting when the suspension rises and falls, this will cause wear on the internal seal of the fitting which will eventually leak.

   NOTE: If the push fitting is on the top bracket, first run and zip tie the airline along the chassis or underbody. If the push-fitting is on the lower bracket, first run and zip tie the airline along the axle before rising to the underbody or chassis.

7. Place the airline into the push fitting and push firmly, this can sometimes feel like two stages so make sure it's all the way home and then give it a short tug back to make sure that it is seated. The 'lock claws' inside the push fitting automatically grab the tubing, an elastic sleeve surrounds and seals around the tube.

INFLATING AIRBAGS FOR THE FIRST TIME

When the full installation is completed and airing up for the first time, initially inflate both Airbags to 80-100psi. This helps the bag rings to bite into the rubber creating a good seal.

Then adjust the pressure to the weight being carried.

Always maintain a minimum of 3-5 psi when not carrying additional weight, this will prevent bottoming out on harsh bumps.

INSTALL THE SUPPLIED DOOR DECAL ONTO THE 'A' PILLAR AND JOB DONE

CHECKING FOR LEAKS

If the system loses air:

1. Pressure the system up. Use a squirt bottle with very soapy water to spray around all the airline connections, you are looking for active bubbling which will indicate a leak.

2. If a leak is found pay close attention to where the bubbles are coming from. For example, if it's a push fitting, is it coming from the thread or where the airline goes into the fitting?

3. If it's the airline, remove it by depressing the round collar on the fitting, push in slightly and then manipulate backwards. Check for a clean cut, snip 10mm off if required and re-insert.

4. If it's a thread, remove the fitting and clean the thread checking for any obvious damage. Apply thread sealant and tighten into place (firm is enough, do not over tighten)

REFITTING FACTORY COMPONENTS

When re-fitting any factory bolts make sure that they are torqued down to the manufacturer's specification. If you are unsure of the specification, contact the vehicle dealer.

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. Any damage to parts or consequential damage or cost resulting from the fitment of incorrect parts or incorrect fitment is totally the responsibility of the fitter.

SAFETY NOTE

Load Assist Airbags work in conjunction with your vehicles operational suspension

Designed to help the vehicle maintain a level and safe stance when legally loaded

Under load a typical bag pressure range would be 0-45psi

Requiring above 70psi to level the vehicle may indicate that the GVM has been exceeded and you run the risk of damaging your vehicle

Enjoy your ride and thanks for choosing BOSS

If you haven't already, check out our range of Incab Control systems

LA-80

New Gen Ford Ranger
4WD 07-/2022 upwards

BOSS AIR SUSPENSION

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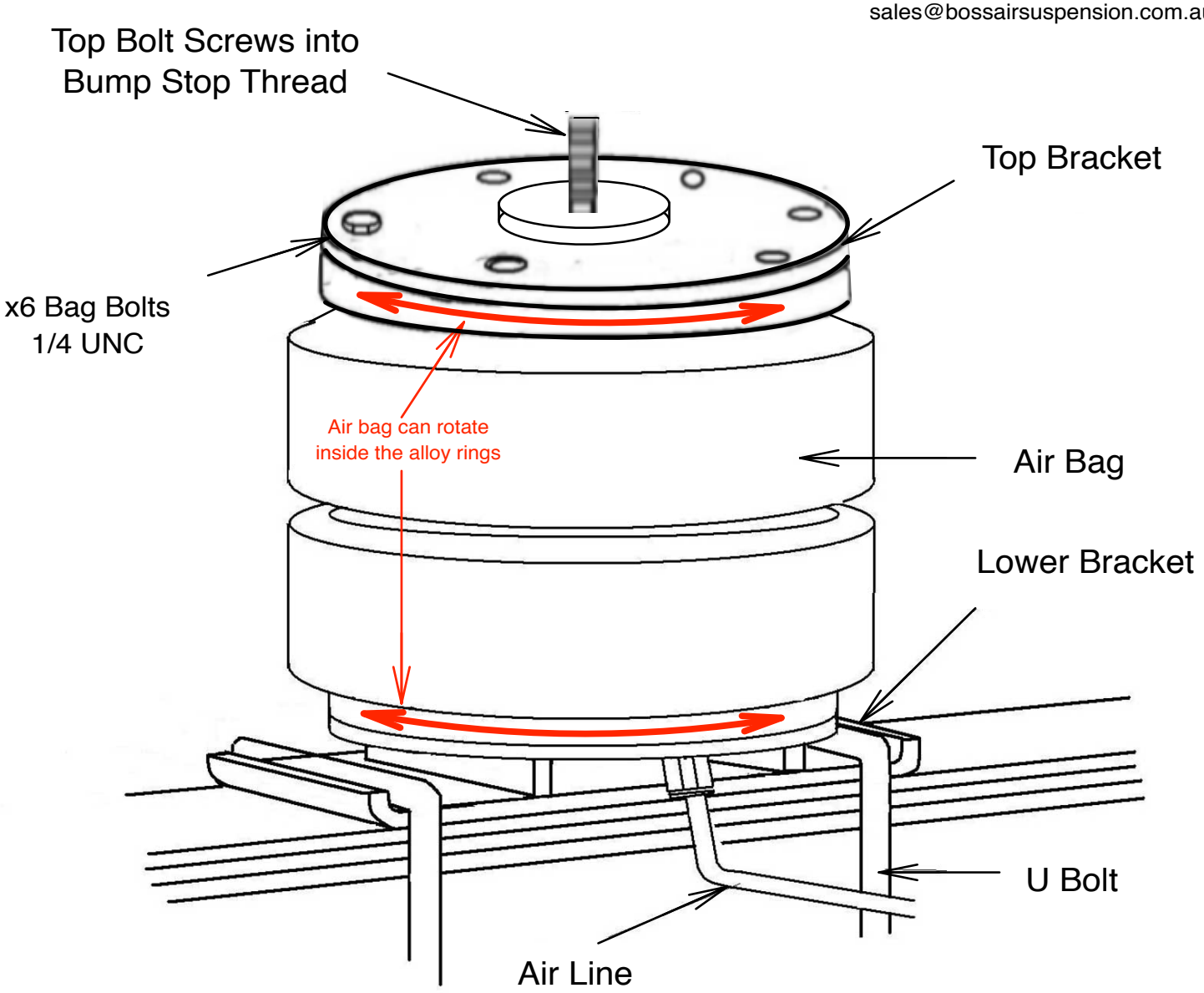

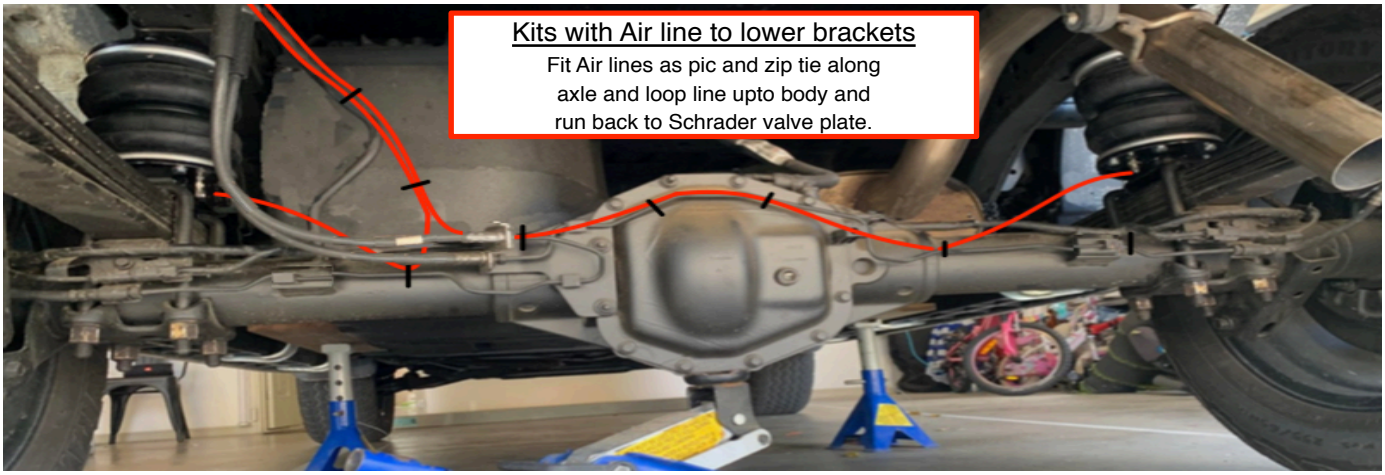

www.bossairsuspension.com.au for more information and details of our incab inflation kits

Next Gen Ranger With Headlight Level Sensor

Some Models have a headlight level sensor mounted on a bracket bolted onto the chassis rail.
This sensor needs to be unbolted from its position on the inside of the bracket, and bolted back to the outside of the same bracket as per pics.
You will need also need to bend the tag (as per Pics) on the bracket downwards out of the way.
Once repositioned, this allows enough clearance between the sensor arm and the Boss Airbag.