



FITTING INSTRUCTIONS FOR THE BOSS LA-89 LOAD 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. The vehicle make and model is printed in the top left hand corner.
2. When jacking the vehicle up, secure the vehicle in a safe with Jack/Axle stands under the chassis.

BENCH ASSEMBLE BRACKETS AND BAGS

Note: Top bracket – The upstand goes on the inside of the chassis (**see attached photos**)

1. Secure the bottom bracket to the bag using the 6 supplied counter sunk screws.
2. Tighten the screws down in a cross pattern as you would with wheel nuts, bring them down evenly until you have an even gap of 1-2mm all around between the alloy bag ring and the bracket.
3. The next step is to align the top and bottom bracket. Note that both flat pieces on the brackets orientate 'north – south' in the direction of the chassis.
4. Closely aligning the top and bottom brackets, start the 4 supplied ¼ bolts & washers and the 2 counter sunk screws (the alloy ring on the bag can be rotated).
5. Carefully align the flat piece of both brackets in the same direction making sure that they are parallel with each other (**see attached photo's**).
6. Tighten down by repeating step 2.

FITTING TO THE VEHICLE

1. Check that the vehicle has been raised and secured in a safe way – **use axle stands and wheel chocks**.
2. Remove the factory bump-stop from the cradle beneath the chassis rail (use a pry bar or large multi-grips if needed).
3. Clean all debris from and around the bump-stop cradle.
4. Slide the 10mm flat plate for the top bracket into the cradle where the bump-stop was.
5. Compress the Airbag assembly and put into place between the chassis and axle (being able to droop the axle with the chassis securely supported will make this step easier).
6. Check that both brackets sit squarely with both the flat plate and the axle.
7. Confirm that the wiring loom clears through the notched upstand of the bracket.
8. Secure the top bracket to the flat plate beneath the chassis using **two** of the **four supplied 30mm** bolts, flat washers and spring washers.
9. The upstand of the bracket will be sitting on the underside of the chassis seam. Using **one** of the **two supplied 35mm** bolts, 2 flat washers and Nyloc nut, secure the 50 x 55mm sill clamping plate to the top of the bracket (over the top of the chassis seam) and tighten (the 55mm goes over the seam).
10. Secure the bottom bracket to the axle using the supplied U-bolt, washers and Nyloc nuts.
11. Repeat on the other side.



HELPFUL TIPS

1. If you have a problem with air leaking between the Airbag and the end plate, loosen the 12 bag bolts and rotate the airbag inside the alloy rings 90 degrees and retighten bag bolts and retest.
2. The alloy ring is designed to bite into the bag bellow to seal it, that's why it's 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., 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 FITTINGS

1. Keep air fittings free from dirt during assembly.
2. Mount the Schrader valve unit (air valves) in a convenient accessible location.
3. A good idea is to seal the ends of the airline with tape when routing through and around the vehicle to avoid foreign matter getting pushed through the system.
4. **Keep the airline at least 100mm away from the exhaust.**
5. Make sure the airline has a clean straight cut free of burrs on the edges and don't squash the line.
6. 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.
7. Inflate the system and check for leaks using very soapy water, you're looking for active bubbling indicating a leak.
8. If leak is found remove the airline from the fitting and rotate the airline until leak stops.
9. If leak persists, check airline for damage. Make sure the airline is free to come straight off the fitting at about 90 degrees and recut the airline with a very sharp knife ensuring a clean straight cut. Repeat step 4 above.
10. **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.
11. Zip tie the airline to the chassis.
12. Install the door decal onto your door jam and you're 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 rating or overload your vehicle you run the possibility of damaging your chassis.

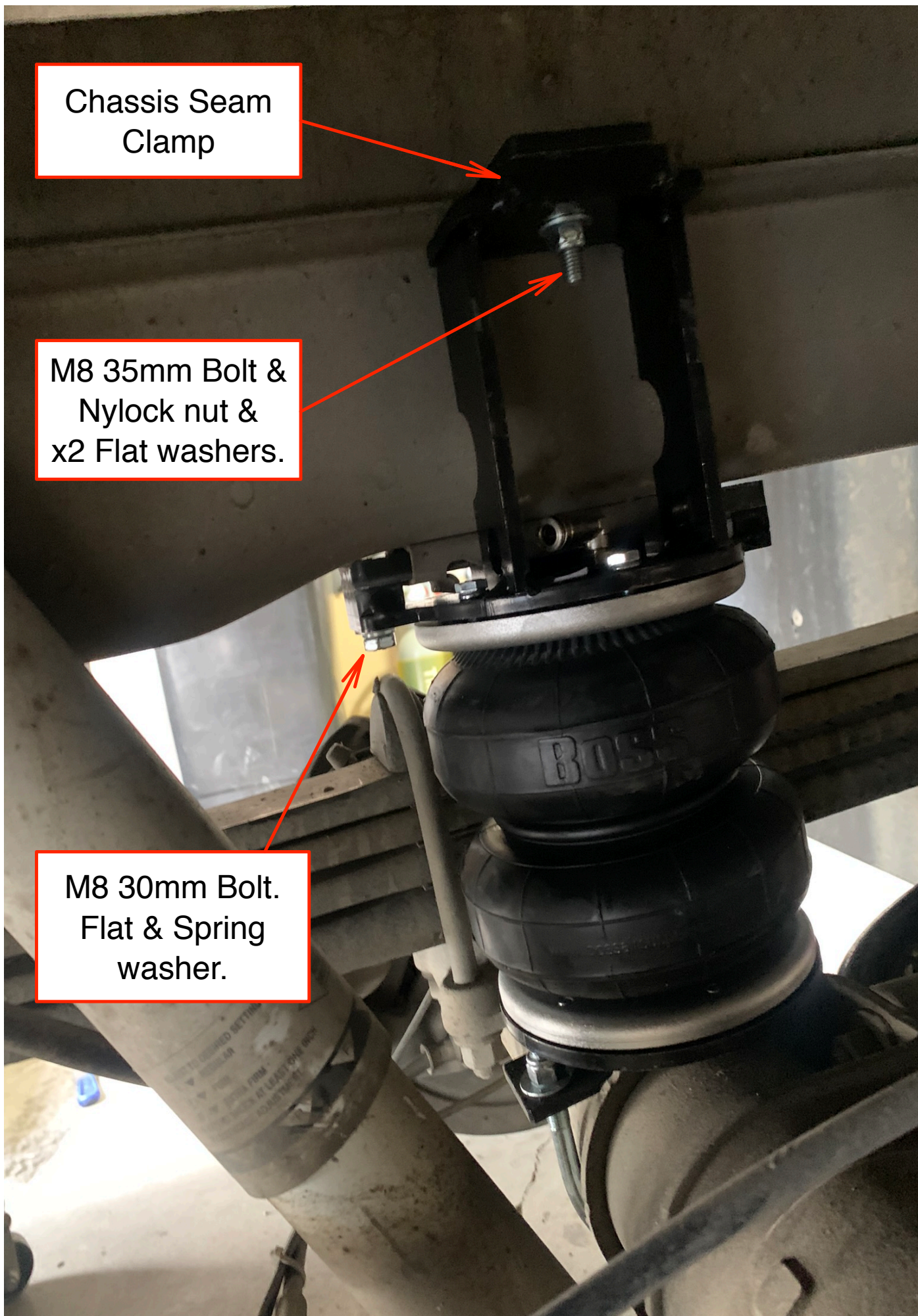
Do not inflate bags above 200psi and do not drive with bag bottomed out.

When retightening any factory fitted bolts such as U bolts make sure you 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.

Chassis Seam
Clamp

M8 35mm Bolt &
Nylock nut &
x2 Flat washers.

M8 30mm Bolt.
Flat & Spring
washer.





X2 Counter Sunk screws
to go into the 2 counter
sunk holes in Top bracket.