



## BOSS FITTING INSTRUCTIONS FOR AN **LA-98** AIR SUSPENSION KIT

(Ford Ranger Super Duty, Standard suspension up too 2.5" lifts)

**FIRST** - Read the safety recommendations and helpful tips

- Check that you have the correct kit for your vehicle and all parts have been supplied.
- 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.

### 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 with a 14mm socket.
- 4 Remove the 2 bolts & nuts for the Height Sensor unit and the Sensor mounting bracket bolt.
- 5 Assemble the Airbag to the top bracket as per the diagram 1. Tightened down leaving an even **1-2mm gap** between the bracket and alloy ring.
- 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 Nyloc nut & washer to the top of the thread.
- 7 Fit lower bracket with x2 loose bolts and washers to allow for bracket rotation to align the lower bracket to sit over the leaf spring plate. Note that the elbow Air fitting needs to be the inside of the leaf spring.
- 8 Tighten remaining x4 Airbag bolts & washers leaving an even **1-2mm gap** between the alloy ring & Bracket.
- 9 Fit and tighten the x2 Square shaped Ubolts to the leaf spring and bottom bracket as per diagram.
- 10 Refit **Left Sensor Mounting bracket onto chassis with x2 5mm spacers** (note bracket tab locates into original chassis hole) Bend the small lug on the bracket down as per diagram 2, refit the sensor on the outside of the bracket. Assemble same for **Right hand side but with x1 5mm spacer between bracket & chassis**.
- 11 Make sure that the brackets, Airbag and fittings are not rubbing on anything. Repeat on the other side.
- 12 Run the air line from the elbow fittings and zip tie along the axle housing to the diff breather then up to the chassis and back to where you chose to mount the Schrader panel for Airbag inflation.

### 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 Spray 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.

### 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

**Note:** No responsibility whatsoever is accepted for the fitment of incorrect parts. The onus is with the fitter to ensure the correct parts are used and 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.

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

Enjoy your ride and thanks for choosing BOSS

### DIAGRAM 1



**DIAGRAM 2**

