



FITTING INSTRUCTIONS FOR THE BOSS LA-123 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. The vehicle make and type is printed in the top left hand corner.
- 2 When jacking 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 top and bottom end plates to the alloy rings on the air bags with the 6 Hex head bolts and spring washers in the top bracket and x6 Socket Cap bolts and washers in the bottom supplied in the kit. It's important to make sure you leave bottom end just loose enough to be able to twist the plate around on the bag to allow for final alignment adjustment during the fitting process. (See the red arrows on the diagram)

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. Jack up front of car as per manufacture guide lines. Support with Axle stands.
2. Remove the Coil springs.
3. Fasten the Top Air bag bracket with the supplied bolts to the underside of the top spring seat.
4. Install the lower bracket base to suspension arm using supplied bolt and fit bolt with some Mild Lock tight and tighten to manufacturers specifications.
5. Once mounted and fitted. Tighten bottom bracket to bag Socket cap bolts.

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 ring) 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 **firmlly** 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 Suspension Kit.

LA-123 F100 1973-79

Front Coil Replacement kit

Top Bracket Bolt's
to Spring Tower

Tighten Bag bolts
down evenly to
get 1-2mm gap

Kit comes in Triple and
Double bag options

Socket Cap Bolts
& spring washers

Kit supplied with
new Axle bolt

