



350 S. St. Charles St. Jasper, In. 47546  
Ph. 812.482.2932 Fax 812.634.6632  
[www.ridetech.com](http://www.ridetech.com)

**Part # 19002005**  
**2000lb Air Over Leaf Kit – 2” leaf / Under frame**

**Components:**

|   |          |   |
|---|----------|---|
| 2 | 90007076 | Rolling sleeve air spring                       |
| 2 | 90002495 | Leaf spring bracket                             |
| 2 | 90002494 | Leaf Spring Bracket Clamp                       |
| 2 | 90000070 | Air spring roll plate                           |
| 2 | 90000033 | Under frame bracket                             |
| 2 | 31952201 | 1/8” npt x 1/4” tube 90 degree air line fitting |

**Hardware:**

|    |          |                        |                             |
|----|----------|------------------------|-----------------------------|
| 2  | 99752004 | 3/4" SAE jam nut       | Air spring to upper bracket |
| 2  | 99371003 | 3/8" x 1" USS bolt     | Air spring to lower bracket |
| 8  | 99371004 | 3/8" x 1 1/4" USS bolt | Upper bracket to frame      |
| 12 | 99372002 | 3/8" USS Nylok nut     | Upper bracket to frame      |
| 14 | 99373003 | 3/8" flat washer       | Air spring mounting         |
| 2  | 99373005 | 3/8" lock washer       | Air spring to lower bracket |
| 4  | 99371047 | 3/8" Carriage Bolt     | Leaf Spring Bracket         |



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## INSTRUCTIONS

### **REAR INSTALLATION**

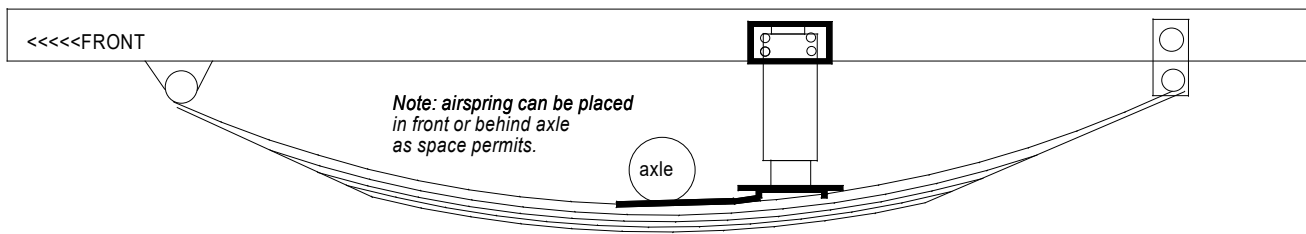
#### **SUPPLEMENT FOR MOUNTING AIRSPRING ON TOP OF LEAFSPRING**

1. This installation is performed with the vehicle at ride height. When you raise the vehicle to a comfortable working height, support it by the axle housing.
2. Attach the lower airspring bracket to the top of the leafspring, preferably behind the rearend, using the attachment hardware provided. Refer to Illustrations below for assembly method of leaf spring bracket.. **NOTE:** On some vehicles, a softer ride is obtained by removing leafs from the spring pack. Be sure to leave at least 2 leafs in the spring pack for stability.
3. Attach the airspring to the lower bracket.
4. The upper bracket can now be attached to the airspring and its placement on the framerail can be determined. If the leafspring is under the frame, the upper bracket will be a "J" shaped piece that the airspring screws into. If the leafspring is beside the frame, the upper bracket will be an angle bracket that will bolt on to the frame. Using the proper inflated dimensions, check for airspring clearance to nearby obstacles. [Refer to the airspring dimension chart.] Note that the proper inflated dimensions will not be the same as the uninflated dimensions.
5. Mark the bolt holes for drilling or clamp in place to weld.[Remove airspring before welding to avoid weld splatter damage!]
6. Reassemble, inflate, and re-inspect for proper clearance.

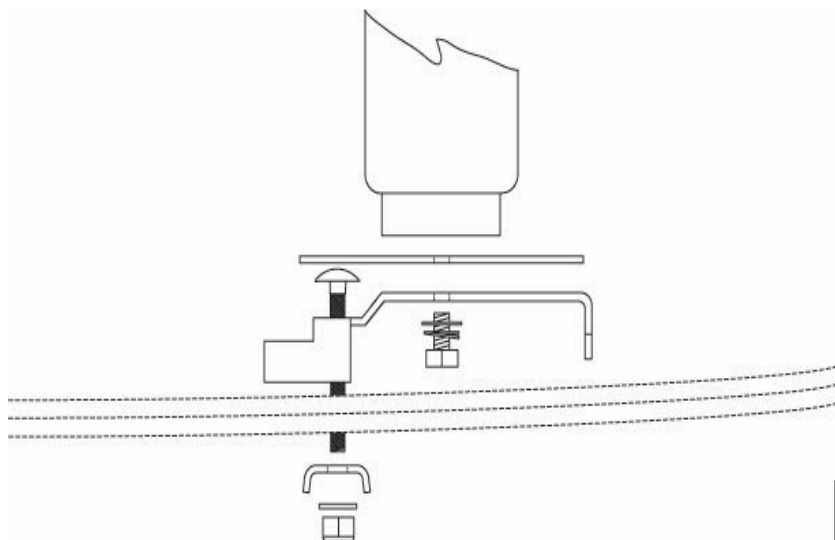
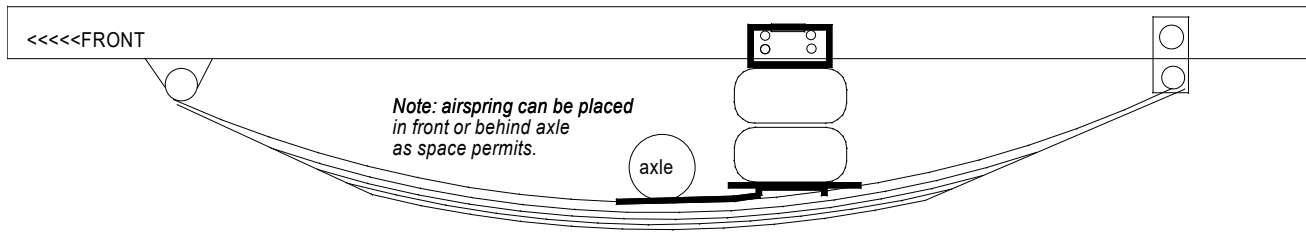
**REMEMBER: THE AIRSPRING BELLOWS MUST NOT TOUCH ANYTHING AT ANYTIME!! IT IS THE FINAL RESPONSIBILITY OF THE INSTALLER TO DETERMINE ADEQUATE CLEARANCE.**

**CAUTION!!! EXCEEDING THE DIMENSIONS IN THE CHART BELOW MAY RESULT IN SUDDEN AIRSPRING FAILURE! PROPER CLEARANCES MUST BE MAINTAINED AT ALL RIDE HEIGHTS AND STEERING ANGLES. BUMPSTOPS MUST BE USED TO LIMIT SUSPENSION TRAVEL BEFORE THESE DIMENSIONS ARE EXCEEDED.  
PLEASE CALL RIDETECH IF YOU HAVE ANY QUESTIONS.**

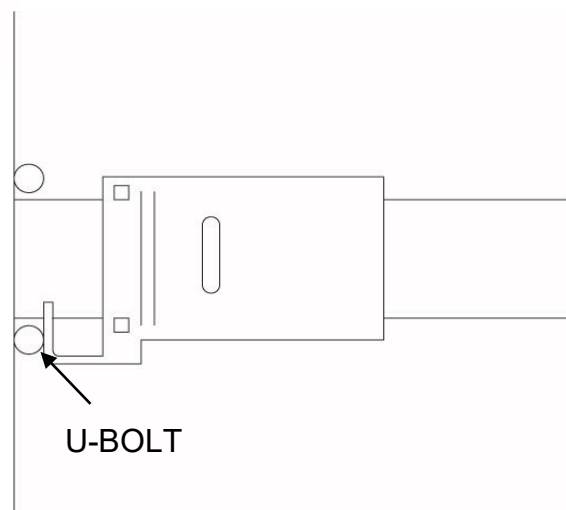
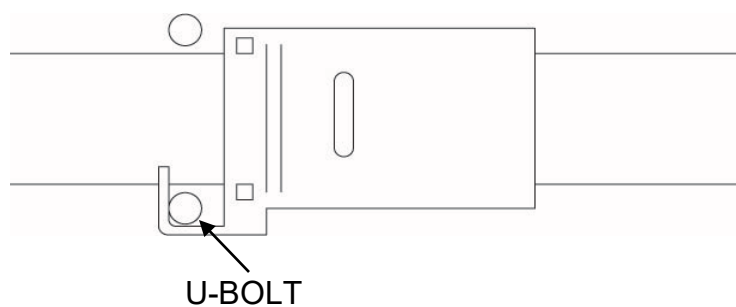
## Installation using 7000series or 9000 series airspring



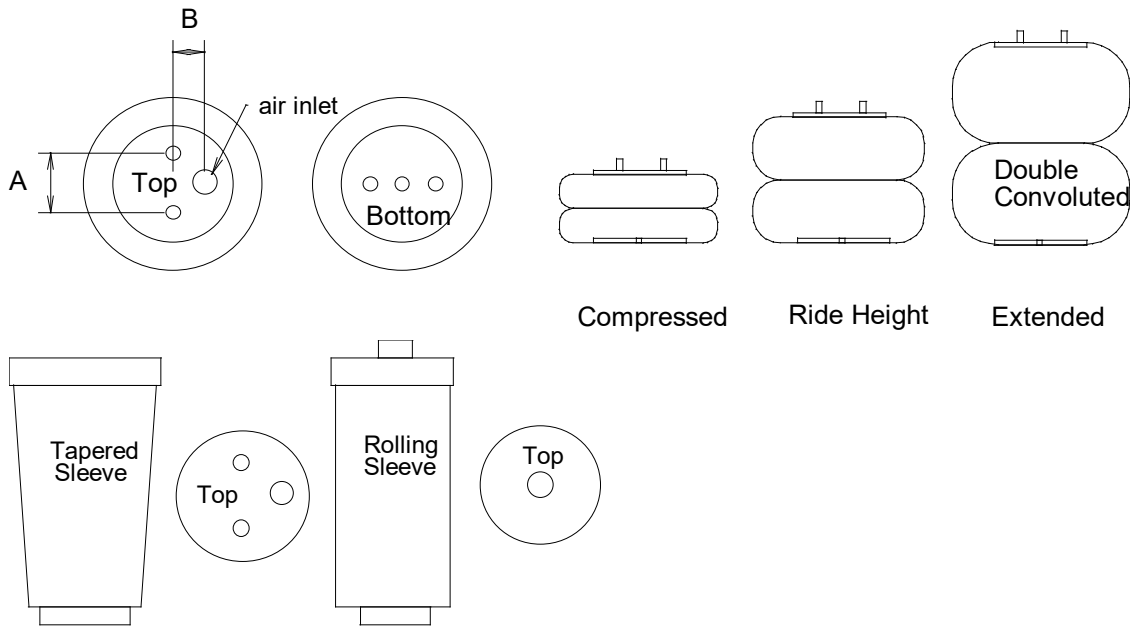
## Installation using F6781 airspring



SIDE VIEW OF ASSEMBLY



THE LEAF SPRING BRACKET CAN BE INSTALLED HOOKED ON THE U-BOLT OR TOUCHING U-BOLT AS SEEN IN ABOVE ILLUSTRATIONS.



## AIRSPRING DIMENSION CHART

| PART#                  | TYPE                 | Capacity<br>@100psi | Compressed<br>Height      | Ride Height | Max.<br>Height | Max<br>Diameter | Bolt Pattern     |
|------------------------|----------------------|---------------------|---------------------------|-------------|----------------|-----------------|------------------|
| <b>255C</b><br>[F6781] | Double<br>Convoluted | 2040#               | 3" [built in<br>bumpstop] | 5"-6"       | 7"             | 6.5"            | A=1.75 B=.875    |
| <b>224C</b><br>[F0335] | Double<br>Convoluted | 3150#               | 3"                        | 5"-6"       | 8"             | 8.0"            | A=2.75 B=1.312   |
| <b>26C</b><br>[F7325]  | Double<br>Convoluted | 3400#               | 3"                        | 5"-6"       | 10"            | 8.5"            | A=2.75 B=1.312   |
| <b>20</b><br>[F6908]   | Double<br>Convoluted | 4790#               | 3"                        | 7"-8"       | 11"            | 9.9"            | A=3.50 B=1.75    |
| <b>F9000</b>           | Tapered Sleeve       | 1500#               | 4.5                       | 8" - 9"     | 13"            | 5"              | A=2.75 B=1.312   |
| <b>F9002</b>           | Tapered Sleeve       | 1500#               | 4.5                       | 7" - 8"     | 12"            | 5"              | A=2.75 B=1.312   |
| <b>F9003</b>           | Tapered Sleeve       | 1500#               | 4.5                       | 6.5"-7"     | 11"            | 5"              | A=2.75 B=1.312   |
| <b>F9010</b>           | Tapered Sleeve       | 2000#               | 6.5"                      | 10.5"-11.5" | 16"            | 6.5"            | .750 SAE/.250npt |
| <b>7012</b>            | Rolling Sleeve       | 1020#               | 4"                        | 7" - 8"     | 13"            | 5"              | .750SAE/.125npt  |
| <b>7076</b>            | Rolling Sleeve       | 800#                | 3.5"                      | 5"-6"       | 9"             | 4"              | .750SAE/.125npt  |