

Air Lift 1000™



Installation Guide



60863 - Jeep Cherokee (all FWD and 4X4 models except Trailhawk)

60864 - Jeep Cherokee (4X4 Trailhawk models only)

Kits 60863/60864

For maximum effectiveness and safety, please read these instructions completely before proceeding with installation.

Failure to read these instructions can result in an incorrect installation.

Protect your Air Lift Purchase by Completing your Warranty Registration



Thank you for purchasing an Air Lift load support product!

Take a photo of your sales receipt and then scan the
QR code to complete your online warranty registration.

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Video-enhanced installation guides

Visit airliftcompany.com/workshop/category/install-videos to access our installation video archive*.

Hardware and Tools

HARDWARE LIST

Item	Part#	Description	Qty
A	46129	Air Spring (kit #60863).....	2
A	46130	Air Spring (kit #60864).....	2
B	09112	Spacer (kit #60864 only)	2
C	20937	Air line	15'
D	10466	Zip ties	6
E	10638	Air line clamp	6
H	18501	M8 flat washer.....	2
I	18411	Star washer	2
J	21230	Valve cap.....	2
K	21233	5/16" Hex nut.....	4
L	21234	5/16" Flat rubber washer	2
M	21236	Tee fitting.....	1
N	21455	Schrader valve	2

TOOLS NEEDED

Description.....	Qty
Flat nose screwdriver or Push pin removal tool	1
Metric and standard socket set.....	1
Metric and standard wrench set.....	1
Ratchet.....	1
Pliers.....	1
Hoist or floor jack	1
Safety stands.....	2
Safety glasses	1
Tire spoon or blunt instrument	1
Air compressor or compressed air source	1
Spray bottle with dish soap/water solution.....	1



Missing or damaged parts? Call Air Lift customer service at (800) 248-0892 for a replacement part.

Introduction

The purpose of this publication is to assist with the installation and maintenance of the Air Lift 1000 air spring kit.

Air Lift 1000 kits utilize a cylinder-style air bag that provides up to 1,000 pounds (454kg) of load-leveling support when installed into the vehicles coil springs. Each cylinder is rated at a maximum of 35 PSI (2.4BAR).

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair.

NOTATION EXPLANATION

Hazard notations appear in various locations in this publication. Information which is highlighted by one of these notations must be observed to help minimize risk of personal injury or possible improper installation which may render the vehicle unsafe. Notes are used to help emphasize areas of procedural importance and provide helpful suggestions. The following definitions explain the use of these notations as they appear throughout this guide.



DANGER

INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.



WARNING

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.



CAUTION

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE VEHICLE OR MINOR PERSONAL INJURY.



NOTE

Used to help emphasize areas of procedural importance and provide helpful suggestions.

Installing the System

GETTING STARTED

IMPORTANT - PLEASE READ

BE AWARE THAT THE FOLLOWING INSTALLATION IS FOR THE TRAILHAWK MODEL. ALL OTHER MODEL'S INSTALLATIONS ARE THE SAME EXCEPT THE CYLINDER LENGTH IS DIFFERENT AND THE SPACER IS NOT NEEDED.

PREPARE THE VEHICLE

1. Jack up the rear of the vehicle or raise on a hoist. Support the frame with safety stands (Fig. 1). Lower the axle or raise the body of the vehicle until the springs are completely extended.
2. To gain access to the upper spring seat area for air line routing, remove the push pin and nut/washer from the weld stud above and behind the coil spring that holds the inner fender liner in place. These will be re-used later once the air line has been routed (Fig. 2).

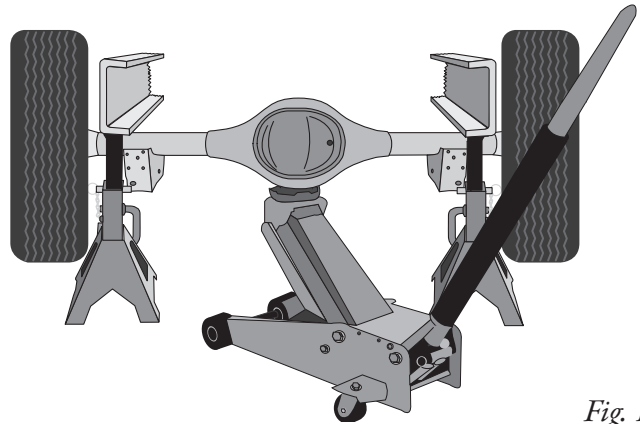


Fig. 1

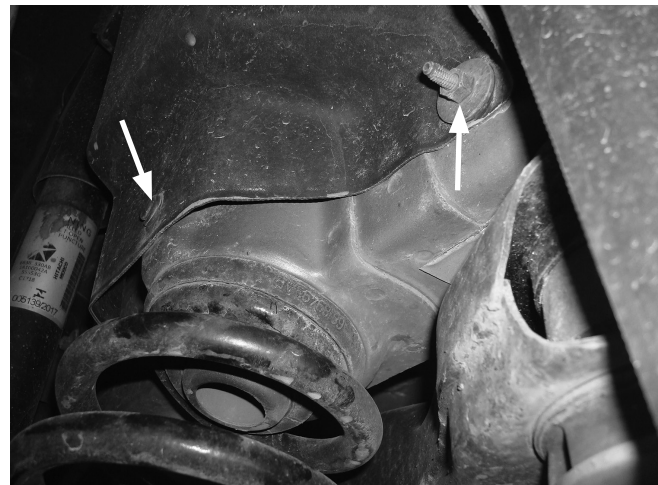


Fig. 2

INSTALL THE AIR SUSPENSION

1. Remove the black plastic cap from the barbed stem on the end of the air spring (A). Exhaust the air from the air spring by rolling it up towards the barbed stem. Replace the cap on the stem to hold its flat shape. Fold the air spring into a "hot dog bun shape" (Fig. 3).



Fig. 3

2. Insert the flattened end of the air spring (A) into the bottom opening of the coil spring (with the stem at the top) (Fig. 4). Push the air spring up into the coil spring by hand or with a blunt instrument such as a spoon-type tire iron.
3. When the air spring is completely in the coil, remove the cap and allow the air spring to assume it's "as molded" shape. Push the air spring to the bottom of the coil spring.

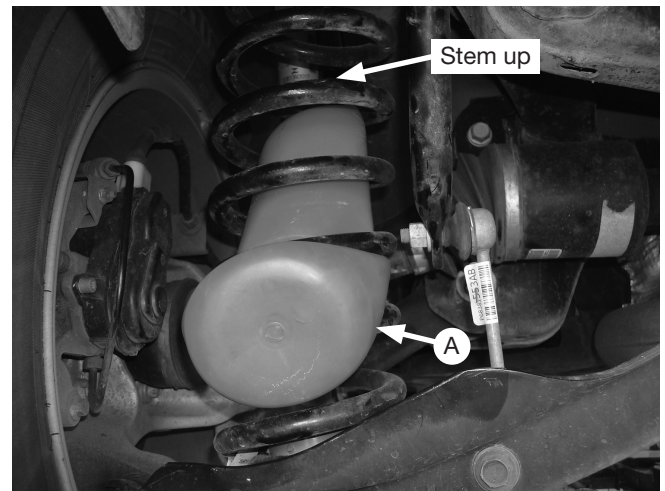


Fig. 4

4. Cut the air line (C) into two pieces and using a pair of pliers, slide the air line clamps (E) over one end of the air lines. Then route the air lines through the hole in the upper spring seats (Fig. 5), through the spacers (B, Trailhawk only) then over the barbed stem on top of the cylinders. Making sure the air lines completely cover the barbed stems and using the pliers, slide the air line clamps over the barbed stems.

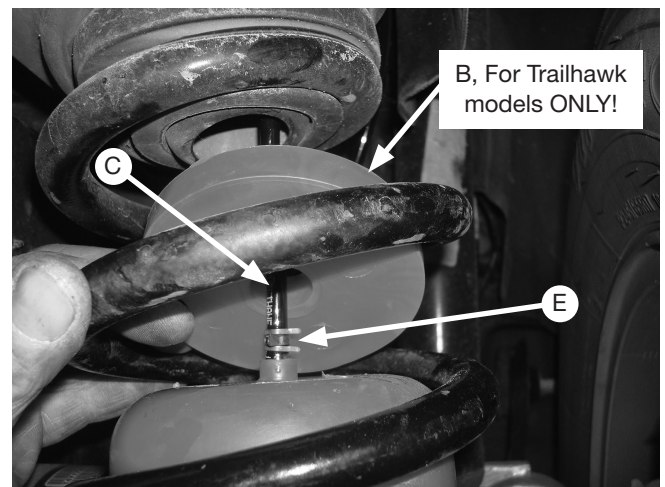


Fig. 5

5. Starting with the passenger's (right) side, route the air line forward of the coil spring and under the unibody frame, then inboard above the sub frame and across the front side of the rear upper crossmember to the driver's (left) side just forward of the coil spring (Fig. 6).



Fig. 6

6. Repeat routing the air line for the driver's (left) side in the same manor and following the air line instructions (single fill installation shown) install a tee just inside and above, the driver's (left) side sub frame (Fig. 7). Zip tie (D) the air line to the crossmember or wiring harness that runs on top of the crossmember.
7. Route the remaining air line coming from the tee, between the coil spring and the sub frame mount, then to the back of the vehicle (Figs. 7 & 8). Zip tie the air line to the sub frame mount or wiring harness that runs on top of the crossmember.

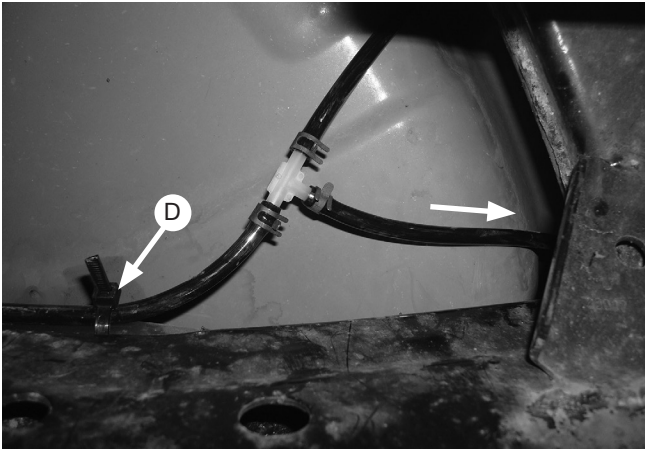


Fig. 7



Fig. 8

8. Route the air line back behind the driver's (left) side inner fender liner and loop around the wiring harness (Fig. 9).



Fig. 9

9. You can drill a hole anywhere to mount the inflation valve. For our installation (shown) we decided to remove a rivet that held the inner liner to the bumper cover and installed the inflation valve in this location (Fig. 10).



Be sure to keep the valve cap on if you install the inflation valve this way because debris can be thrown off the rear tire.

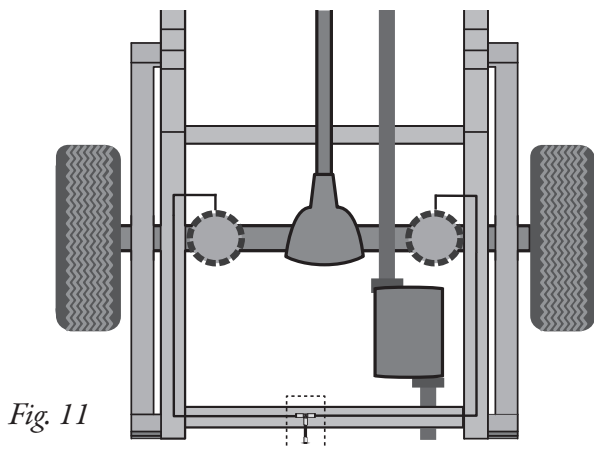


Fig. 10

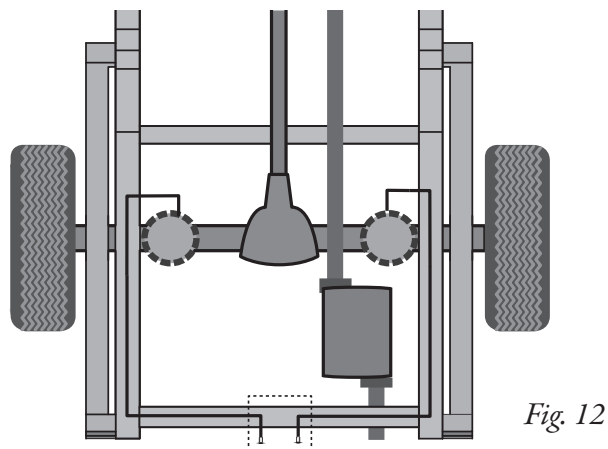
Installing the Air Lines

1. A single-path air line installation is recommended for vehicles that typically have even weight distribution (Fig. 11). If weight in the vehicle varies from side to side and unequal pressures are needed to level the load, use a dual-path installation. For dual-path air line installations, eliminate the tee fitting (M) and route separate air lines for both air springs (Fig. 12).

Single-Path Air Line Routing



Dual-Path Air Line Routing



TO PREVENT THE AIR LINE FROM MELTING, MAINTAIN AT LEAST 6" (152MM) FROM THE EXHAUST SYSTEM TO THE AIR LINE.

2. If installing a single-path air line, choose a location for the tee fitting on the wheel well or rear bumper. Determine and cut adequate length of air line (C) to reach to the tee from left and right side air springs. Make clean, square cuts with a razor blade or hose cutter (Fig. 13). Do not use scissors or wire cutters.
3. Leave sufficient air line slack to prevent any strain on the fitting during axle motions.
4. Use this procedure (Fig. 14) for all air line connections:
 - a. Slide the air line clamp (E) onto the air line.
 - b. Push the air line and air line clamp over the barbed stem so that the air line covers all the barbs.
 - c. Compress the ears on the air line clamp with pliers and slide it forward to fully cover the barbs.
5. Select a location for the Schrader valve (N), ensuring that the valve will be protected and accessible with an air hose (Fig. 15). Drill a 5/16" (8mm) hole, if necessary. Determine and cut adequate length of air line to reach from the tee to the Schrader valve or from the air springs to the valve if using a dual-path installation.

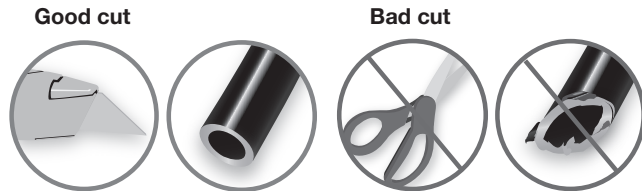


Fig. 13

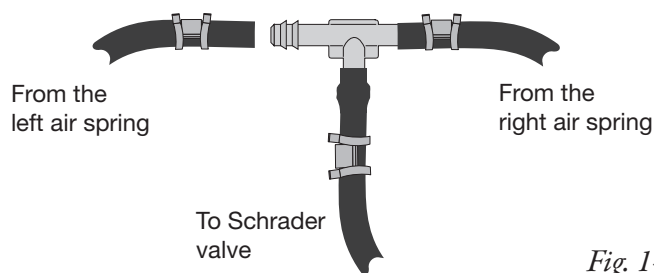


Fig. 14

- A. Inside fuel tank filler door
B. Inside rear wheel wells
C. License plate or rear bumper area

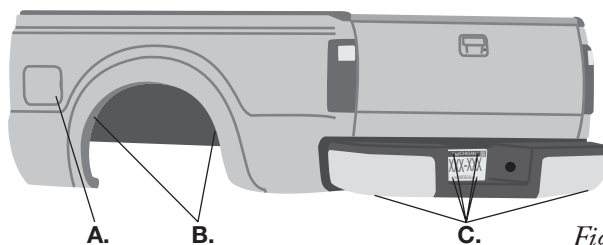


Fig. 15

6. Drill a 5/16" (8mm) hole for the Schrader valve and mount as shown (Fig. 16). Install the air line on the Schrader valve first. The rubber washer (L) serves as an outside weather seal.



DO NOT INFLATE THE AIR SPRINGS BEFORE READING THE MAINTENANCE AND USE GUIDELINES IN THIS INSTALLATION GUIDE AS WELL AS THE USER GUIDE INCLUDED WITH THIS KIT.

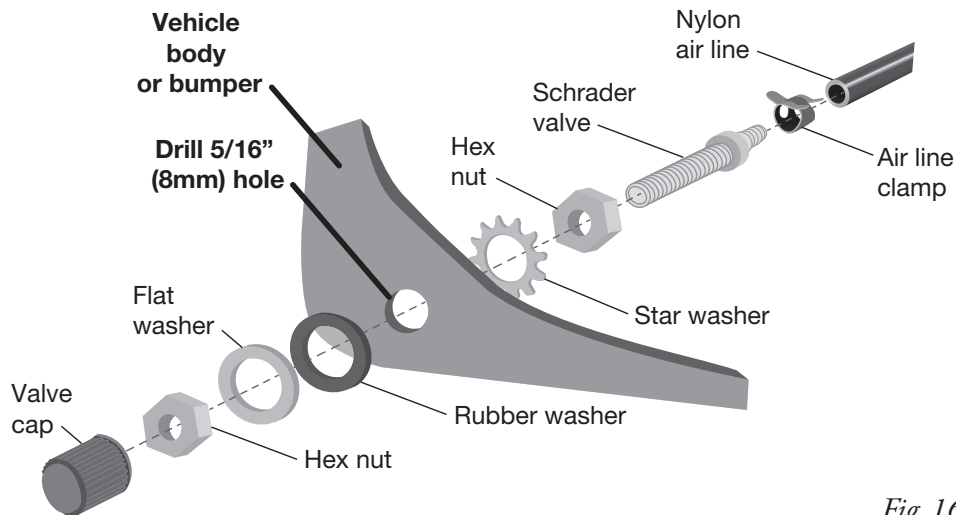


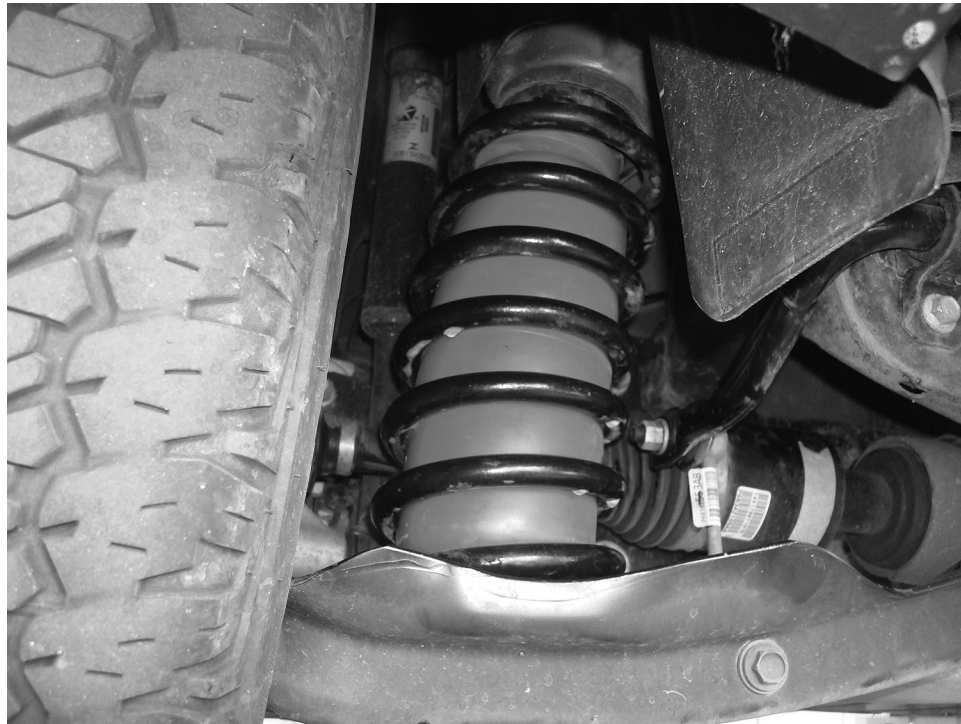
Fig. 16

COMPLETE THE INSTALLATION

1. Once the inflation valve has been installed, re-install the inner fender back onto the sub-frame with the push pin and nut/washer that was removed (both sides) then raise the axle or drop the body to remove the jack stands. Roll the chassis forward and back and follow the final check and inflation instructions that follow.

Finished Installation

The images show the finished installation of the Trailhawk kit.



Congratulations!

You are now the proud owner of an industry leading Air Lift air suspension system. Enjoy!

Before Operating

INSTALLATION CHECKLIST

- ☐ **Clearance test** — Inflate the air springs to 30 PSI (2BAR) and make sure there is at least 1/2" (13mm) clearance from anything that might rub against each air spring. Be sure to check the tire, brakes, frame, shock absorbers and brake cables.
- ☐ **Leak test before road test** — Inflate the air springs to 30 PSI (2BAR) and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.
- ☐ **Heat test** — Be sure there is sufficient clearance from heat sources, at least 6" (152mm) for air springs and air lines. If a heat shield was included in the kit, install it. If there is no heat shield, but one is required, call Air Lift customer service at (800) 248-0892.
- ☐ **Fastener test** — After 500 miles (800km), recheck all bolts for proper torque.
- ☐ **Road test** — The vehicle should be road tested after the preceding tests. Inflate the air springs to recommended driving pressures. Drive the vehicle 10 miles (16km) and recheck for clearance, loose fasteners and air leaks.
- ☐ **Operating instructions** — If professionally installed, the installer should review the operating instructions with the owner. Be sure to provide the owner with all of the paperwork that came with the kit.

MAINTENANCE AND USE GUIDELINES

1. Check air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 35 PSI (2.4BAR).
3. If the system develops an air leak, use a soapy water solution to check all air line connections and the inflation valve core before deflating and removing the air spring.
4. Upon successful completion of the installation, follow these pressure requirements for the air springs.



FOR SAFETY AND TO PREVENT POSSIBLE DAMAGE TO THE VEHICLE, DO NOT EXCEED MAXIMUM GROSS VEHICLE WEIGHT RATING (GVWR) OR PAYLOAD RATING, AS INDICATED BY THE VEHICLE MANUFACTURER.

ALTHOUGH THE AIR SPRINGS ARE RATED AT A MAXIMUM INFLATION PRESSURE OF 35 PSI (2.4BAR), THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDENT ON LOAD AND GROSS VEHICLE WEIGHT RATING.

Notes

Limited Warranty and Return Policy

Air Lift Company provides a limited lifetime warranty to the original purchaser of its load support products, that the products will be free from defects in workmanship and materials when used on cars and trucks as specified by Air Lift Company and under normal operating conditions, subject to the requirements and exclusions set forth in the full Limited Warranty and Return Policy that is available at www.airliftcompany.com/warranty.

For additional warranty information contact Air Lift Company customer service.



Thank you for purchasing Air Lift Products — the Authorized Installer's choice!

Need Help?

Contact Air Lift Company Customer Service at (800) 248-0892
or email service@airliftcompany.com.

For calls outside the U.S. or Canada, dial (517) 322-2144.



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