



### Type 2 IRS Air Ride Install with IRS installed

Our goal is to make the install a breeze. Please read the entire guide before beginning.

1. Loosen the lug nuts 1/4 turn before jacking the vehicle up.
2. Jack up the rear of the vehicle and place stands underneath the chassis.
3. Remove the wheels and place under the chassis as a fail safe.
4. Disconnect the battery
5. Remove the (4) bolts that hold the IRS trailing arm to the spring plate. You will need to reuse these bolts.
6. Remove the shock absorber by removing the upper and lower bolts. You will be using this hardware again.
7. Remove the (4) bolts holding the spring plate cap.
8. Please read this entire step before beginning. Be very careful and wear safety goggles! Using a pry bar release the tension of the factory torsion bars inside by prying the spring plate off of its perch. Be careful because the spring plate is going to spring down extremely. It may be better if you stand towards the front of the car and pry underneath it.
9. Once removed, remove the torsion bar and re-install with the original rubber doughnuts. You will no longer need the torsion bars.
10. Mock up the lower air bag brackets as they would coincide with the pinch seam of the IRS control arms. Mark where they touch and grind the paint where necessary. Once you are satisfied that you can make a proper weld where these two pieces touch and line up, tack weld them so the bracket does not move.

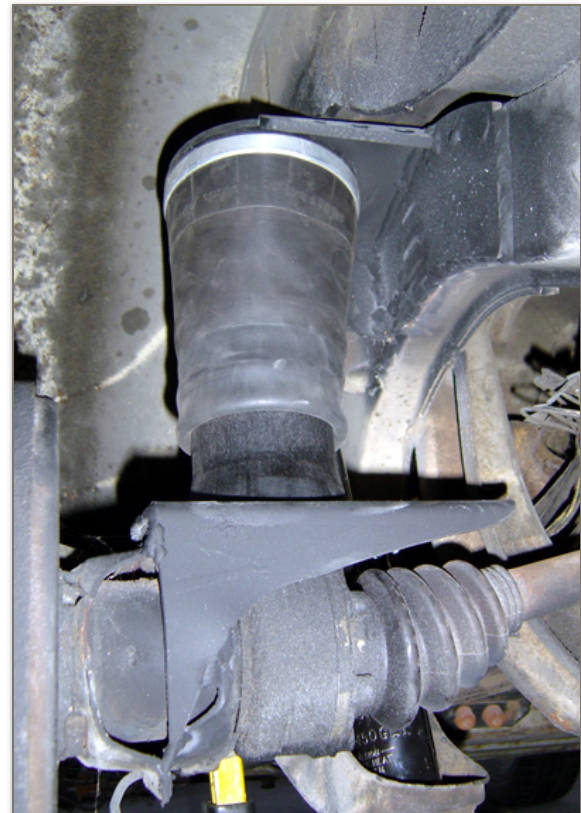
11. Take the provided frame rail stiffener bracket that has the holes in and place on the outer frame rail. Slide the bracket up to the shock mount so that it contours to the frame rail. Mark the out side edges along with the holes. Remove the bracket and sand the metal where you have marked. We recommend doing the entire area behind the bracket as well. Place the bracket back where you had it mocked up and tack each of the corners.



12. Take the provided air bag and install the lower bolt loosely. Install the upper bag mount loosely as well. With a jack, jack the trailing arm up until the spring plate bottom out on the upper bump stop. Collapse the bag and slide it towards the frame rail until it touches. Make sure it is straight up and down, parallel and perpendicular squared. Make sure the upper bracket is level and tack in position.

13. You will now need to install your new Doetsch Tech shocks. The new shocks have steel spacers inside the box and will need to be pressed into the shock ends. This will allow the shock to be torqued down but does not allow the shock bushing to become smashed. With the new mounting hardware install the shock and tighten. If the bracket is in the way, you will need to clearance it so that it can clear. (Some Kits require this, others do not)

14. Cycle the suspension up and down to ensure that everything will work correctly by jacking the trailing arm up and down. Once you are satisfied with it, place the gussets on the upper bracket on each side and tack weld. Cycle again.



15. Once satisfied, remove the shock and the air bag and fully weld the lower bracket. It can be done off of the vehicle. When welding the upper bracket, understand the frame rail is not thick so do not put the welder on a super high setting. Fill the plug weld holes along with the out perimeter, where applicable.

16. Once it has cooled paint it so it will not rust and re-install the air bags and shocks.

17. Insert the 90 degree push loc fittings into the bag and the put Teflon tape onto it. Run your lines to valves and connect. If you take the time now to leak test them you will not have problems in the future.

Take a soapy solution and spray around the fittings to see if you have a leak and fix accordingly.

18. Re-install your wheels/tires and then let down. Make sure you have air in it so you can get the jack out. Now deflate! BOOM! Rock bottom!