

TYPICAL FRONT



TYPICAL REAR



BAG RUBBING

The installer is 100% responsible for bag clearance. You must move/cut/trim as necessary to clear any obstruction. Your bags will never wear out...

UV CRACKING

Just like a tire that sets in one spot and exposed to UV rays, a bag will crack the same way. Under normal use, it is never a problem because the body protects the bags from the sun.

AIR FITTINGS

Everyone pays attention to the price of the bags, forgetting that fittings are priced outrageous when buying locally. Check us out on our prices on this link... Then take a moment and call your local fitting supply for a shock. Save \$\$\$ and buy fittings at the same time you buy bags. Same thing with a hose.. click on the link and see for yourself



LOCTITE

Blue Loctite is the best stuff you can buy, but be sure you do not intend to remove the fitting once installed. DO NOT, drip loctite, pipe dope, or allow teflon tape to get inside the bag. It will eventually find its way to the valves and your valves will stick



WARRANTY

Bags are warranted against defects as long as you have them. Rubbing/Abrasions are NOT defects, neither is UV sunlight exposure cracking. Our bags are burst tested up to 600PSI, more than 3 times the burst test of Fire Stone and Goodyear

Buy 4 Schrader Valves to use for testing travel of your bags PRIOR to permanently welding in place. Determine your ride height, which is called the 'Sweet Spot'. If it take too much psi to arrive at the sweetspot, then your ride will be rough. To adjust, you will have to install shorter, or longer brackets. Trim brackets, and remove any bumpstop obstacles that prevent a good fit. Light fabricating is normal, and you should expect some adjustments to be made in the field.

Airvalve Test/fill Kit



SHOCK LOCATION KITS

Whenever lowering or raising a vehicle, you need shorter or longer shocks. You MUST have a shock relocation kit when the bags and brackets interfere with the shock absorbers.



CUT THIS SECTION OUT

