



Slingshot Basic Management Kit

INSTALLATION AND USERS GUIDE



Air suspension should only be installed by a professional experienced in air suspension installation, improper installation may result in property damage, personal injury or death. Should additional support from manufacturer be necessary you or the person who is doing the installation must know how to properly use this product. Always support vehicle on properly rated jack stands, do not go under a vehicle supported by a jack. Please read through the entire installation guide before beginning, provided instructions are not a substitute for experience.



IN THE BOX

- Pneumatic two switch panel assembly w/ dual needle gauge
- Seamless aluminum tank w/ mounting hardware
- VIAIR 444c chrome compressor w/ air intake baffle and filter
- 40 AMP 4 pole relay w/ pigtail
- 15 ft 8-gauge power cable w/ 40 AMP fuse
- 150 on – 175 off, compressor pressure switch
- ¼” NPT plug
- ¼” NPT – ¼” PTC 90° elbow fitting
- ¼” NPT drain valve
- ¼” PTC T-fitting
- ¼” air line
- Power distribution block (reduces supply power gauge for smaller wires ie. Relay)

CAUTION- WHEN CUTTING OR TRIMMING AIR LINE, ONLY USE A HOSE CUTTER, RAZOR BLADE, OR SHARP KNIFE. A SHARP SQUARE CLEAN CUT IS REQUIRED TO ENSURE A LEAK FREE AIR SYSTEM. YOU CANNOT USE WIRE CUTTERS OR SCISSORS, AS THESE TOOLS FLATTEN/CRIMP THE AIR LINE AND WILL CAUSE A LEAK IN THE FITTING.

TANK/COMPRESSOR/DISTRIBUTION BLOCK INSTALLATION

- Remove lower battery cover and disconnect positive and negative cables.
- Using a small hole saw bit or large drill bit, make a hole in the front corner of the driver storage compartment. This is required to route the air lines, power/ground cables, etc.



- Remove the bolts for the lower driver side trim panel and the plastic clip under the drivers left arm guard located between the integrated roll cage and the body. Pull the lower side panel back, but there is no need to remove it completely, just enough to allow access to the side of the inner storage compartment so-as the bolts for the air tank mounting base can be installed.

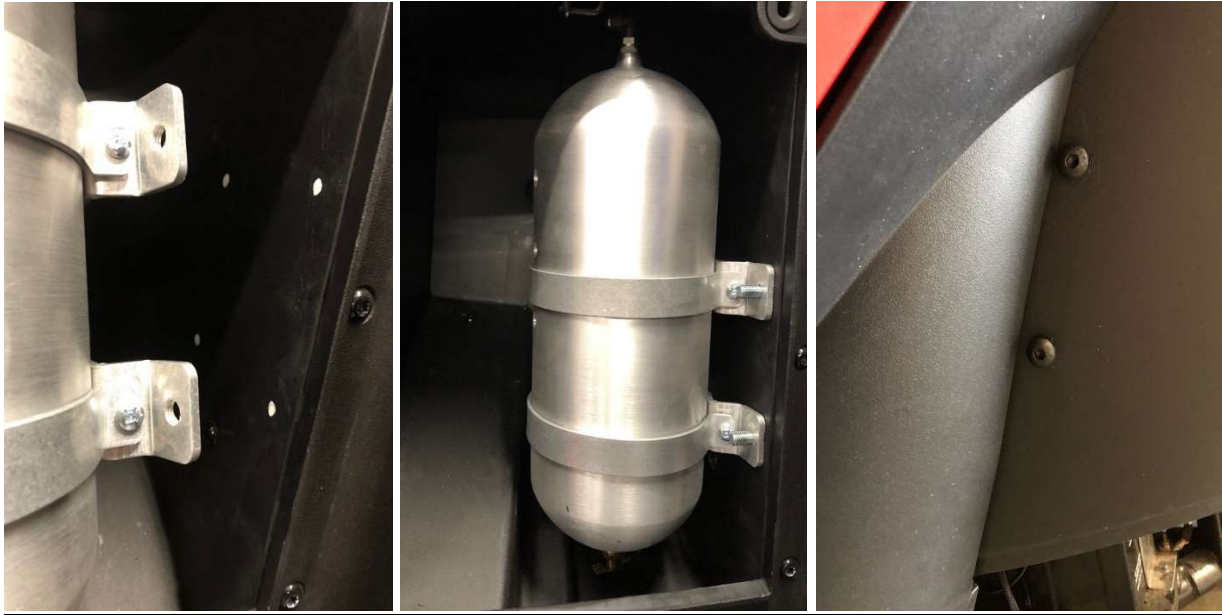


- The ideal location for the compressor is against the back of the storage box, on the left side (when looking into the compartment). This will allow easy access to the mounting bolts/nuts and will be hidden under the back trim panel when installed. Installing the compressor first is recommended. Install the baffle/filter housing on the compressor and hold the compressor against the back, mark the holes and drill using appropriate size bit. Install the bolts from the outside in, this will allow the bolts to be flush and the rear panel to will install without issue. We also recommend using a blue formulation of thread lock on the threads to reduce the chance they will vibrate loose.

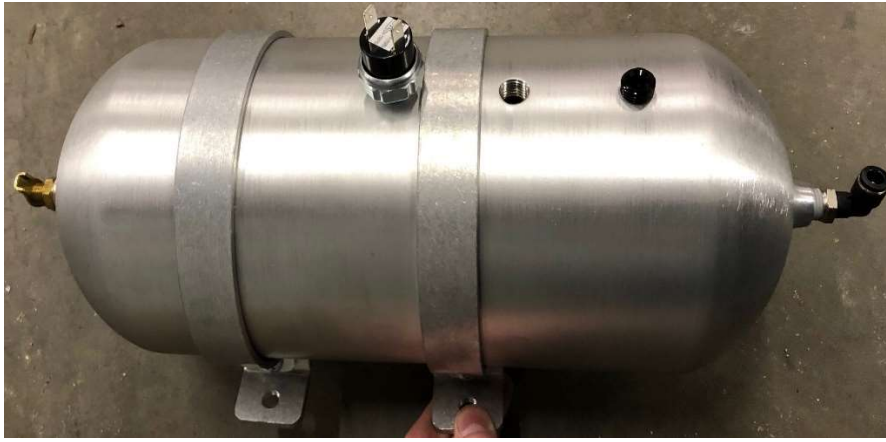


- Install the bands and orient the tank so the mounting bases are directly opposite of the side ports on the tank. Position the tank in the compartment on the RIGHT and as forward to the opening as possible, allowing room for access to the drain plug. Mark the holes and drill where necessary. 2 bolts will be visible from the outside; however we have included black oxide button head bolts to retain an OE type look from the outside. Install the tank using those 4 bolts with blue thread lock on them.





- Install drain plug and the 90° elbow in the end ports of the tank (this needs to be done before mounting in the compartment for ease of installation). Once the tank mounting bases are installed, it is recommended to loosen the bands and move the tank upward in order to allow enough room to reinstall the lone OE bolt located inside the compartment that holds the lower side panel on. Reposition tank and tighten bands. We recommend Loctite 545 or equivalent. We do NOT recommend tape products.
- Install the ¼" NPT plug and compressor on/off switch in the face ports.



- Install compressor lead into tank.
- Run the air line from the tank to roughly where the gauge panel will be located.
- Remove 40 AMP fuse from power wire and install ring terminal on the positive side of the battery. Run power wire through hole and cut to desired length in order to install into power distribution block. See diagram for wiring setup. Do **NOT** reinstall the main fuse until **ALL** wiring has been completed.
- Run air lines as necessary. NOTE: Keep air lines away from any moving parts or heat sources. The rear air line will go directly to the bag, the front will 'tee' off to each bag.
- Install gauge panel as desired and run the wires for the light (if desired).



- Reinstall 40 AMP fuse and turn the system on. Vehicle should be running anytime the compressor is being used, if not it will drain the small battery quickly!
- Check for leaks! You can use a soapy water solution, 1 part dish soap, 4 parts water in a spray bottle.
- Reinstall all panels and OE bolts
- **IMPORTANT!** If you are installing Truhart Air Struts with this management, be sure to inflate the bags to at least 100 psi **BEFORE** putting the weight of the vehicle on them.



ALL VERA SYSTEMS ARE HAND ASSEMBLED AND FULLY TESTED IN THE USA PRIOR TO SHIPPING.
If you have issues with parts/systems not working, check your wiring!

TIPS:

- We recommend using a Loctite 545 (or equivalent) sealant on all NPT fittings.
- A tool designed for hose cutting will ensure minimal leaks at PTC junctions, DO NOT USE DYKES OR SCISSORS! Dual blade cigar cutters work well too!

