



DEMOUNTABLE CONCEPTS, INC.

**Tractor Lift / Lower Control
Installation & Instruction Manual**

Installation

Mounting the bracket inside of the cab:

- 1) Find a location on the floor of the cab, as close to the back of the cab as possible, that would be most accessible. Ideally it should be located so that you can reach the controls standing outside at the driver's door. On some truck models there is adequate space to mount the bracket between the driver's seat and the driver's door. If not, you should be able to find a good spot to the right of the drivers seat. (See Figure 1)



Figure 1

- 2) Once you've located a good spot for the bracket, mark the location of the mounting holes and drill four 5/16" diameter holes. Be sure to drill completely through floor covering, padding and the floor steel.
- 3) Locate a convenient area in the floor, near Regulator side of the bracket (See Figure 2), where you can run the three air hose through. Using a hole saw, drill a 1 3/8" diameter hole through floor covering, any padding and the floor steel.

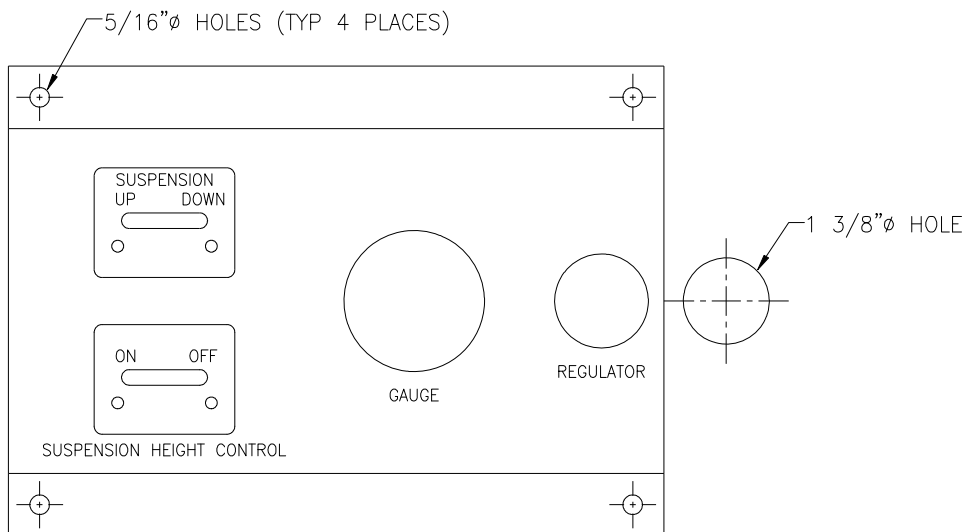


Figure 2

- 4) Run the three air hoses through the hole. Connect the supplied 1" seal tight connector.
- 5) Secure the bracket with the four supplied ¼" bolts, washers and lock nuts.

Connecting the air hoses:

Refer to the diagram drawing DCI-TR-3001 & the "Prestomatic Air Brake Push-In Fitting" instruction sheet prior starting.

- 1) Find a convenient spot on the back of the tractor chassis, (typically on the rear cross member) close to the height control valve (suspension leveling valve), to mount the pilot valve. Use the ¼" bolts, flat washers and lock nuts supplied with the pilot valve. (See figure 3)

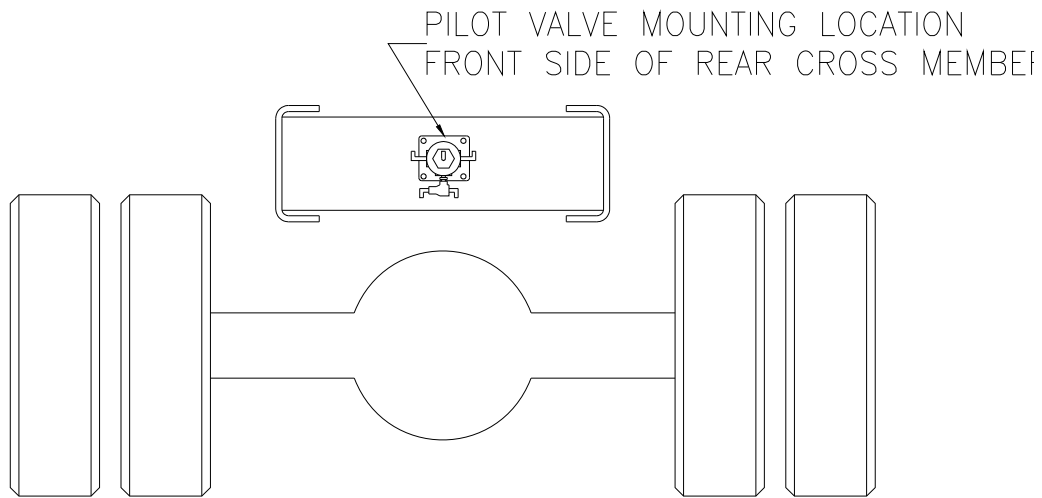


Figure 3

- 2) Run a 3/8" air hose from the pilot valve's "IN N.C." port fitting, up the inside rail of the tractor chassis, and connect it to the union fitting labeled "3" from the cab. (See figure 4)
- 3) Run a 3/8" air hose from the pilot valve's pilot port fitting (top of valve), up the inside rail of the tractor chassis, and connect it to the union fitting labeled "1" from the cab. (See figure 4)

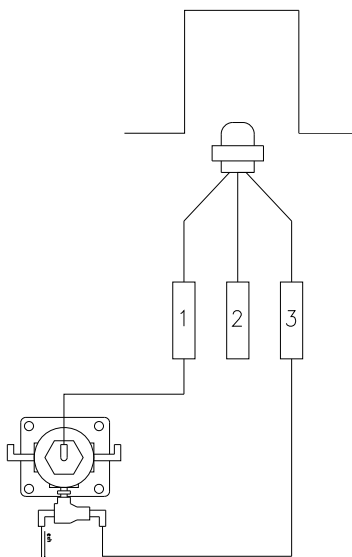


Figure 4

- 4) Locate the height control valve at the rear of the truck chassis. Trace the air hoses that come from the height control valve. One runs to the tractor's air tank and one or two runs to the rear suspension air bags.

Note: If the level control valve has two separate hoses, one going to each air bag, then you will need to remove one and plug that port. (See Figure 5)

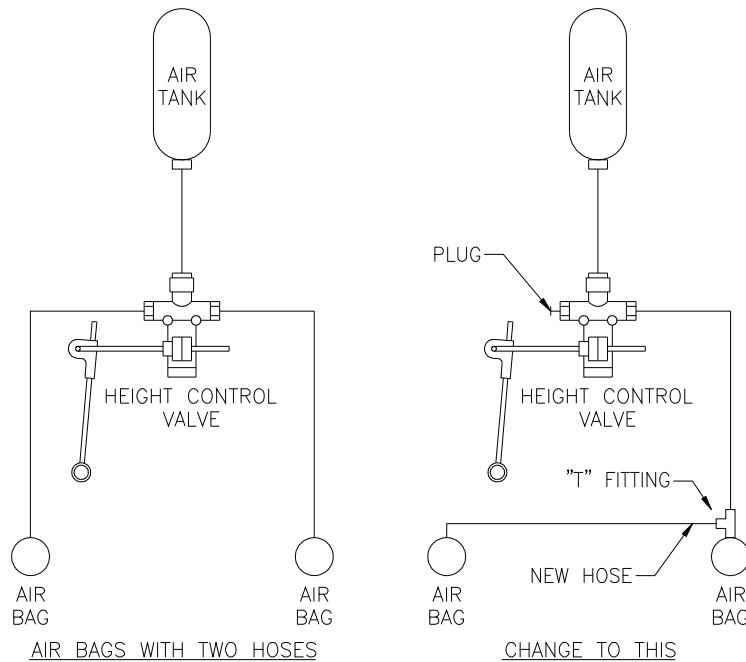


Figure 5

- a) Locate the air hose that runs to the air bags. Cut the air hose near the pilot valve. Connect the end of the hose coming from the height control valve into the pilot valve's "IN N.O." port fitting. Connect the other end of the hose coming from the air bags into the "SUS COM" fitting. (See figure 6)

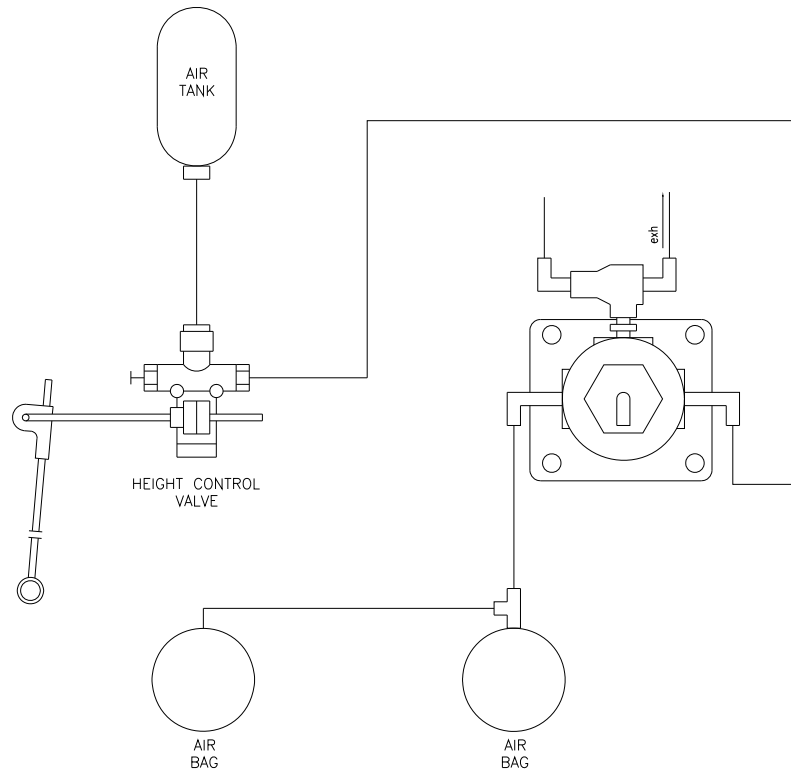


Figure 6

- b) Locate the air hose that runs to the air tank. Cut the air hose in a convenient spot along the inside of the chassis side rail. Connect the supplied “T” fitting and connect the two cut ends. Run a 3/8” air hose from the “T” fitting, up the inside rail of the tractor chassis, and connect it to the union fitting labeled “2” from the cab. (See figure 7)

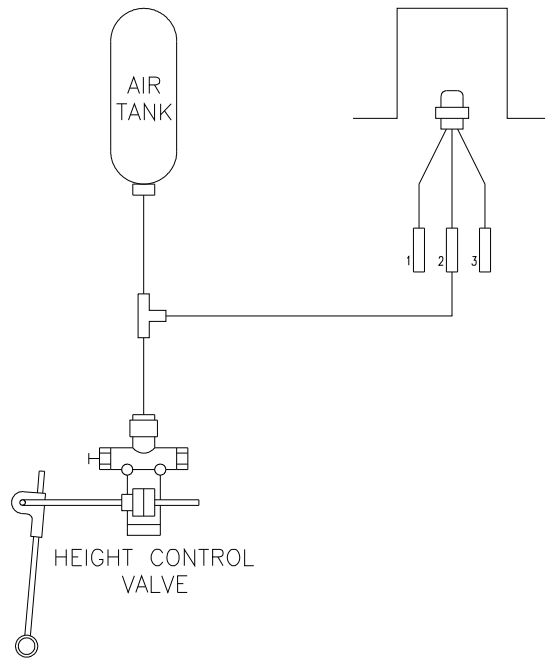


Figure 7

- 5) Check that all connection are tight and verify that they are correct with the air diagram drawing number DCI-TR-3001.

Tools Required:

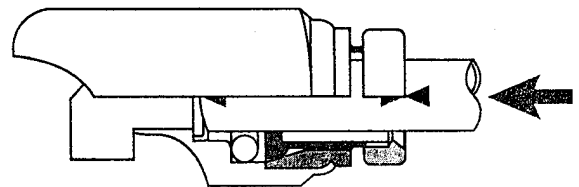
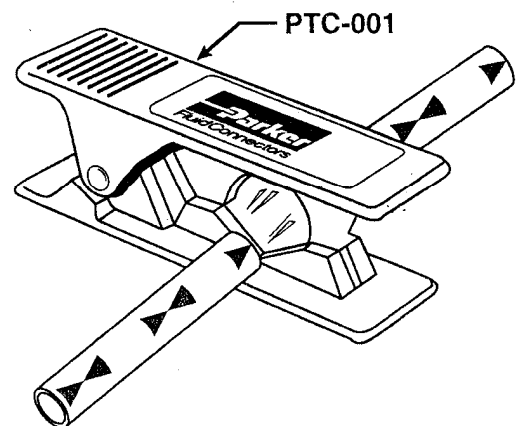
5/16" Drill
1/4" Drill
1 3/8" Hole Saw
7/16" Wrench & Socket
Channel Locks
Plastic Brake Line Cutter

Prestomatic⁺ Air Brake Push-In Fittings

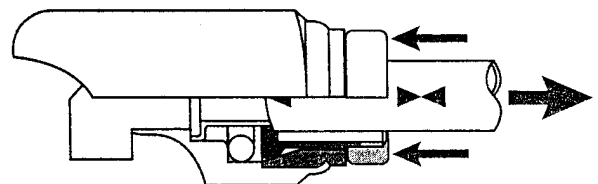
Assembly Instructions

1. Cut tubing squarely—maximum of 15° angle allowable.
 - If using Parker premarked tubing cut should be in center of bowtie symbol.
 - Use of Parker tube cutter PTC-001 is recommended.
2. Check that port or mating part is clean and free of debris.
3. Insert tubing into fitting until it bottoms.
 - Push twice to verify that tubing is inserted past collet and O-Ring.
 - If pre-marked tubing is used, the top of the button should be in the center of the bowtie
4. Pull on tubing to verify it is fully inserted.
5. To disassemble, simply press release button, hold against body, and pull tubing out of fitting.

Note: in order to pass hot pull requirements of SAE J1131 a stainless steel tube support must be present in the end of the fitting before final fitting assembly.



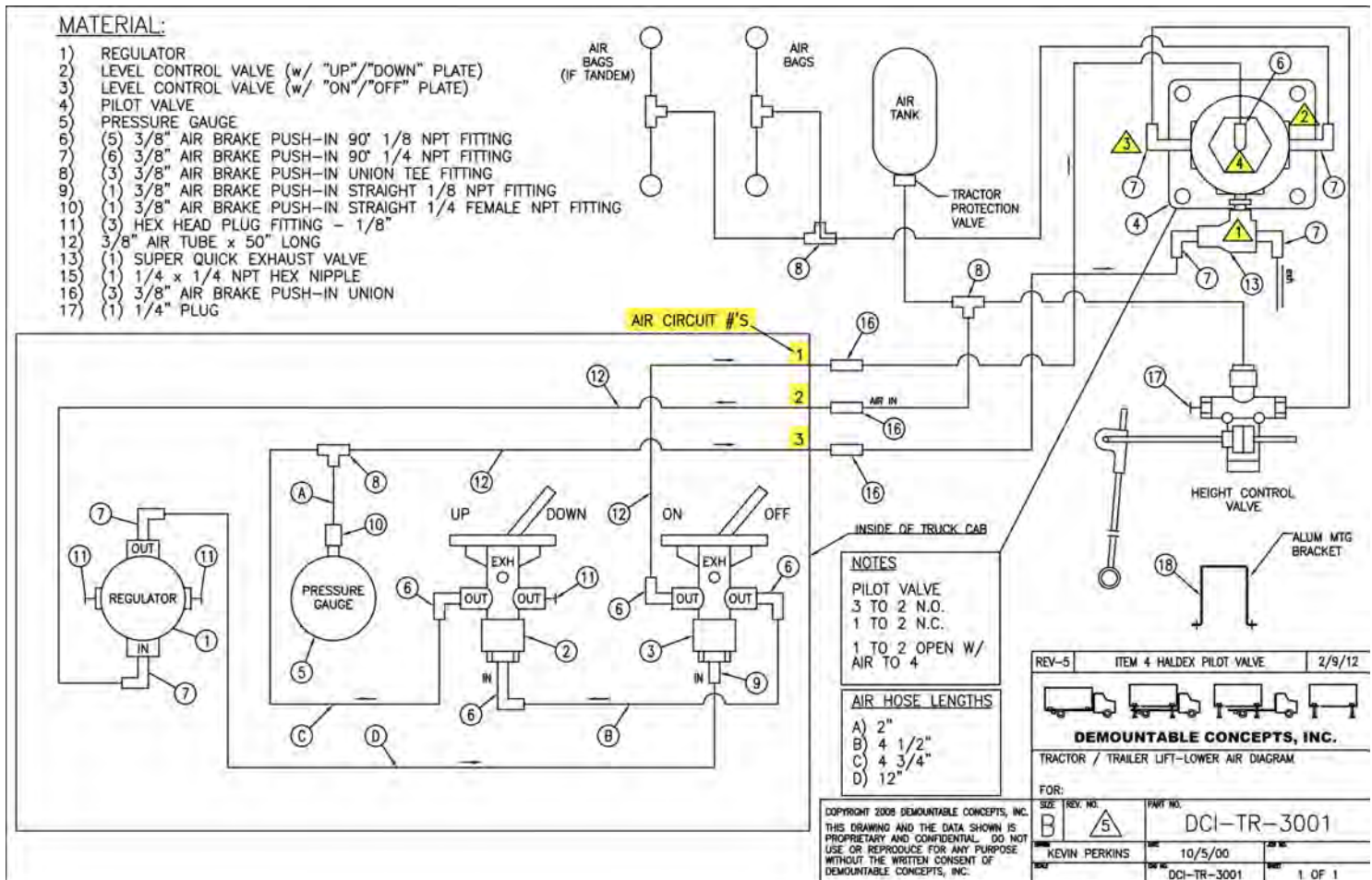
Insert tubing until it bottoms



Depress button to remove tubing

Operation

Testing for proper operation:



In normal ride height position, the Suspension switch should be on “UP”, the Height Control switch should be on “OFF” and the Tractor Air Dump switch on the dash should be left on “Ride Height”.

To set the Pressure Regulator:

While in the ride height position, pull the regulator knob up and adjust the regulator to allow approximately 60 PSI (not to exceed 100 PSI) on the pressure gauge. Push the knob back down to lock the setting.

To raise the tractor suspension:

Flip the Height Control switch to “ON”. The Suspension switch should already be in the “UP” position. The air ride suspension should fill the system with air and raise the tractor chassis.

To lower the tractor suspension:

While the Height Control switch is “ON”, flip the Suspension switch to the “DOWN” position. The air ride suspension should release all the air out of the system and lower the tractor chassis.

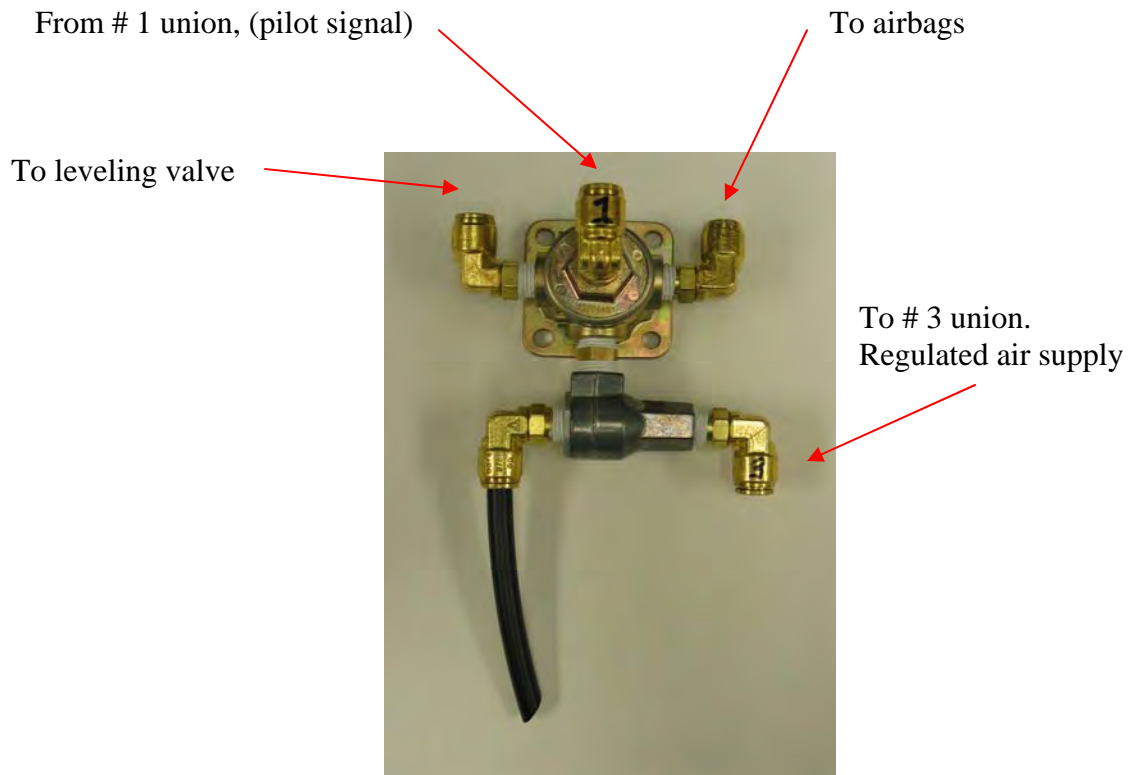
To return to “Ride Height”:

Flip the Height Control switch to “OFF” and flip the Suspension switch to the “UP” position.

NOTE: Since 4/01/09 the following pilot valve:



has been replaced by the following unit:



Troubleshooting:

- A. Locate air circuit #1. Disconnect air line at pilot valve. Pilot valve is item #4 on **Materials List Drawing #DCI-TR-3001 on page 8**. Port is identified on drawing as 4. Air should come out of this line when switch is in “On” position. If not, check air switches.

- B. Be sure leveling valve outlet port is connected to pilot valve port marked with 3.

- C. Put lever switches to “Up” and “On”. Air should come out of pilot valve port marked with 2. This line should be running to air bags. If no air pressure is found, pilot valve may be faulty. Proceed to Step D.

- D. Disconnect line at pilot valve marked with 1. Air should come out with switches in “On” and in “Up” positions. If not, air switches may be faulty. If yes, and no air was present at step “C”, pilot valve is faulty.

- E. Double-check leveling valve is fed from air tank.

- F. All air bags must be plumbed together to one leveling valve port.

- G. Pilot valve should be ‘normally open’ between 2 and 3 ports without air to 4. 1 and 2 open with air to 4.