



REMOTE CONTROL SYSTEM by

Kit No. 27210



MN-413
(01908)
ECN 2751

Please read these instructions completely before proceeding with installation

This kit is designed to be used in conjunction with the Air Lift Big Bore System, part number 27021, or equivalent. This kit provides a remote control system with electrical relays capable of actuating high current requirement components (30 amps or less). It incorporates a state-of-the-art digital RF transmitter and receiver with billions of combinations to provide security so that no two systems will interact with each other. It includes only the remote control system, and does not include air springs, solenoids, compressor, air line or any other component for providing air suspension.

This instruction manual will give general guidelines for installing the system. Since this kit will be used primarily on custom vehicles, the instructions will cover the components involved, their general operating principles, suggestions for mounting locations, suggestions for routing, etc. It will not give specific instructions on how to install your particular system.

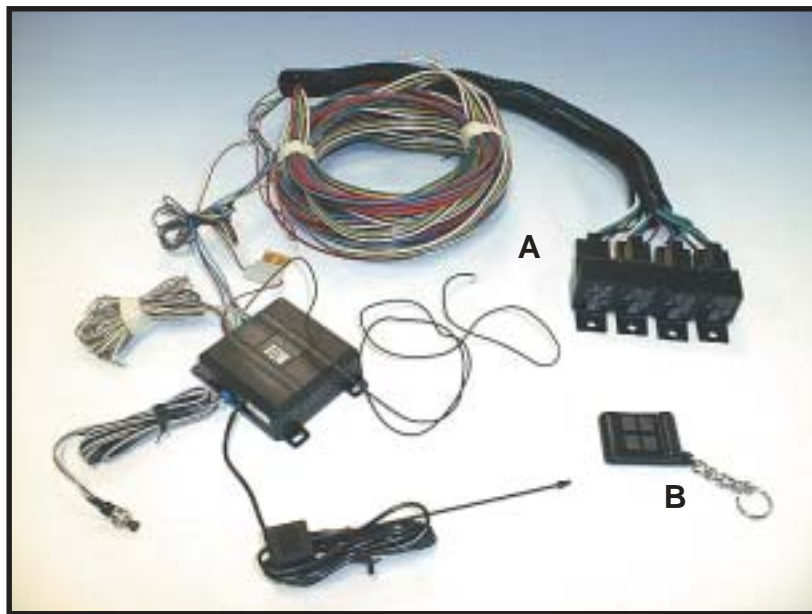


Figure 1

PARTS LIST

	<i>Item Description</i>	<i>Quantity</i>
A	ECU/Harness Assembly	1
B	Key Fob/Remote Control	1

The System

The system consists of two main parts, the key fob for actuating the various circuits after installation, and the ECU/wiring harness assembly that is installed on the vehicle. The functional parts of the ECU/wiring harness are: the ECU (a small black box about 3" x 3" x 1/4"), the primary wiring harness coming out of the ECU going to the relay block, the relay block (a series of four plastic encased automotive relays), the antenna, and the secondary harness coming out of the relay block with a large coil of wire. Following are some installation points/guidelines:

- The ECU needs to be fastened in a clean location protected from the elements via the three tabs provided. It does not need to be grounded to the chassis.
- The relay block should also be fastened, preferably using all four relay attachment tabs. This assembly also does not need to be grounded.
- The antenna should be mounted somewhere in proximity of the ECU, within the available lead length. It has an adhesive pad for attaching to a clean, dry surface. Location, grounding, orientation are not critical.
- The secondary harness consists of the four wires for actuating the relays, a wire for the system power, and a wire to connect to the parking lights to visually indicate when the system is working. In addition, a wire coming from the primary wiring harness is used as the system ground.
- In addition to the preceding functional components, there is also a small auxiliary bundle of wires (white/black, gray/black, gray, brown, yellow) that are used in the production operation and for programming the system. They will not normally be used after leaving the factory and can be taped or tie-wrapped out of the way.
- There is also a small two wire harness (black, gray) with a push button that is only used for programming. It will not be used and should also be taped or tie-wrapped out of the way.

General Operating Principle

The system is programmed such that the green wire has been designated to operate the front system in the inflate mode and is operated from button #1 on the key fob. The yellow wire operates the front system in the deflate mode from button #2. The brown wire operates the rear system in the inflate mode from button #3. The white wire operates the rear system in the deflate mode from button #4.

There is 25' of wire in the secondary harness for each of the actuating leads, the parking light wire and the main power wire. By placing the components properly, you should be able run the power wires directly to the solenoids (or alternate connection point) in your air suspension system. The red wire is the main power input for the system, which also has 25' of wire to give flexibility for placing the components. In operation, when you push one of the buttons on the remote (key fob), the appropriate channel will be activated and will actuate the solenoid connected to that channel. When the button is released, the actuation will stop. For instance, when button #1 is pushed, the air system will deliver air to the front air springs. When you release the button, the air delivery will stop and remain at pressure (assuming no air leaks). Ditto for all other buttons.

The ECU, relay block and antenna need to be affixed to the vehicle chassis, body panels or other location to insure they are kept clean and out of the weather. Do not install near hot components (engine, exhaust) Possible locations:

- In the trunk
- Under the package shelf
- Under the rear seat, or possibly front seat if there's room
- Under the dash
- In the glove box
- Behind interior trim panel

The actuating leads need to be routed so that they're protected from heat, rotating components and any corrosive atmosphere. They should be adequately supported using tape, tie-wraps or other suitable methods.

Connecting The System

The instructions for this kit assume you already have a solenoid controlled air system on your vehicle. From this starting point, the steps for installing the system are as follows:

1. Mount the ECU, relay block and antenna. Be careful in tightening the screws so that you don't crack the plastic bodies.
2. Route the wiring, and secure it, to suit your application. Route the wires such that the green and yellow wires are going to the front, and the brown and white wires are going to the rear.
3. Route the red wire to a 12V power source. If you want to be able to operate the system without having the ignition on, use an unswitched power source.
4. Attach the black wire to a good chassis ground.
5. The final blue wire is a signal wire that can be used to indicate any time the system is in use. It can be used to blink your parking lights or any other suitable light on the vehicle. You'll need to consult your shop manual or wiring schematic for your vehicle to tie into the appropriate circuit.
6. Connect the actuating leads to their respective solenoids for actuating the air system (Fig. 2). If you're using the Air Lift big bore system, the solenoid leads are not polarized. For each solenoid, connect the actuating lead to one of the solenoid wires and insure that the other solenoid lead is connected to a suitable chassis ground. An alternate method, if you're using the Air Lift gauge panel, would be to connect the actuating leads to the back of the switch on the gauge panel (Fig. 3).

Figure 4 is included as a reference, showing the electrical schematic of the ECU/harness assembly. After the system is properly installed, it is ready to go. Insure that there's power to the system and press the appropriate button on the key fob. It will do your bidding and actuate your system from outside the vehicle.

If you encounter any problems with the system, please call our technical service number:
1-800-248-0892.

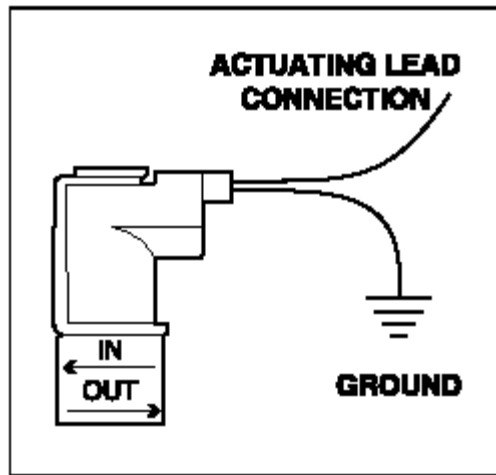


Figure 2

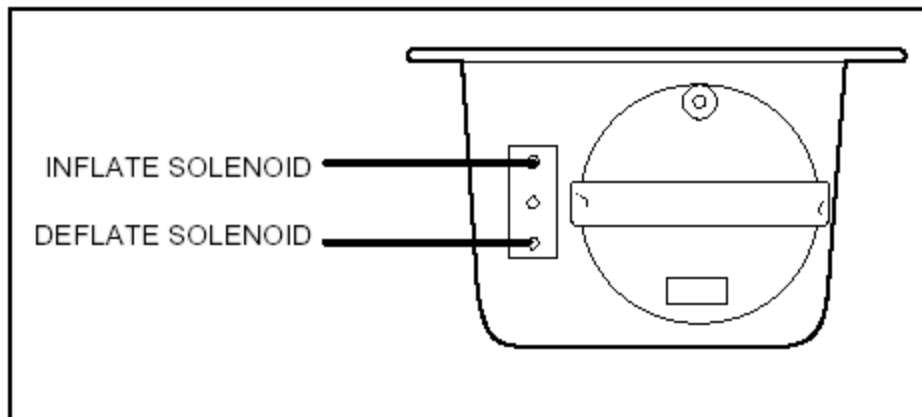


Figure 3



Thank you for purchasing Air Lift Products

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