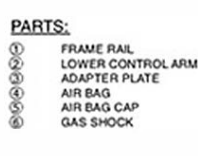
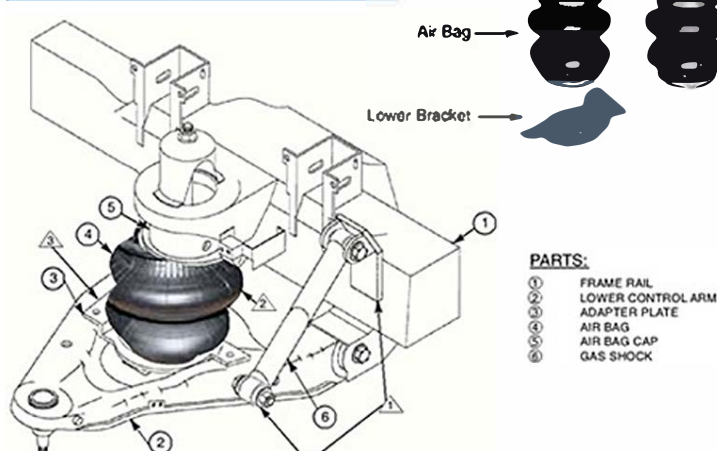


ADJUSTABLE 1-3 INCH DROP STRUTS
**MOST OF OUR LOWERING STRUTS WILL REQUIRE
THE USE OF YOUR FACTORY COIL SPRINGS**



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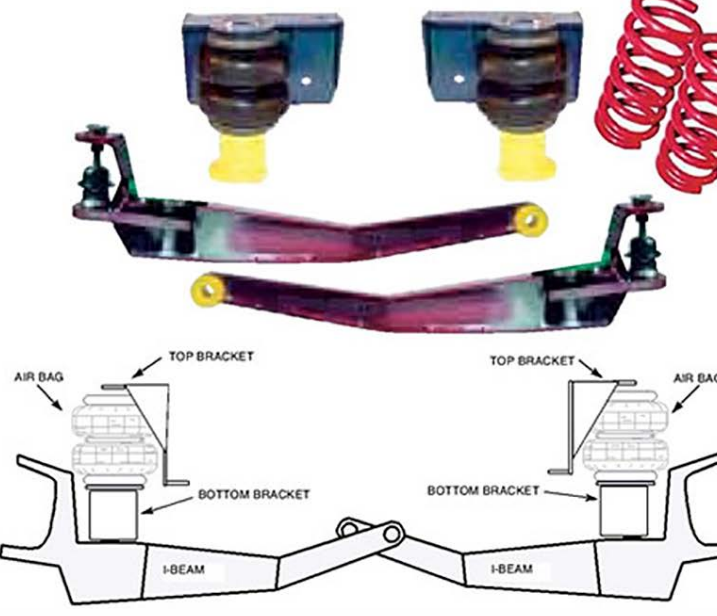
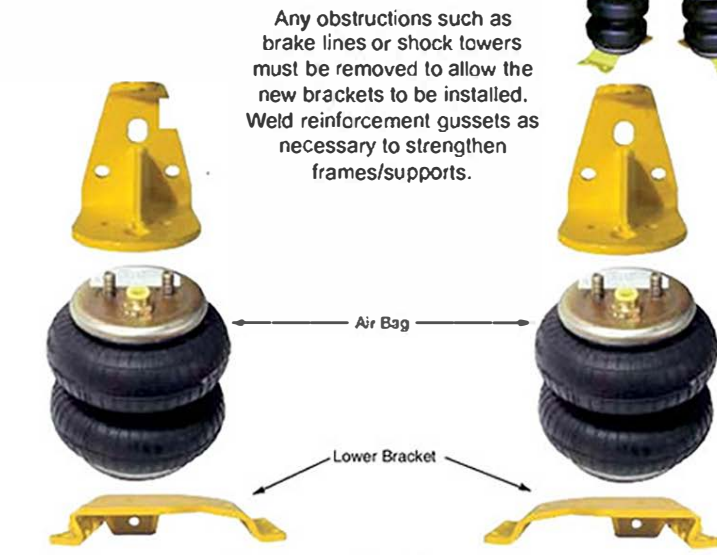
PARTS:
 ① FRAME RAIL
 ② LOWER CONTROL ARM
 ③ ADAPTER PLATE
 ④ AIR BAG
 ⑤ AIR BAG CAP
 ⑥ GAS SHOCK

Cars & Trucks with Upper & Lower Control Arm

You will need to purchase a shock relocater kit. Brackets must be tack welded with the shock extended, and permanently welded after checking travel. Remove, or modify bump stops as necessary. Do whatever it takes to ensure bag does not contact metal. Temporarily tack-weld bottom plate to determine proper position on Lower Control Arm Bolt top plate to airbag, rotate for position as necessary Before permanently welding into position, make sure your shock travel and airbag has complete travel without touching other components. Abrasions or cuts from body contact are not covered by warranty. **MEASURE TWICE**, cut and weld only once!

Most Mini Trucks

Remove or loosen torsion bars You will need to purchase a shock relocater kit. Brackets must be tack welded with the shock extended, and permanently welded after checking travel. Remove, or modify bump stops as necessary. Do whatever it takes to ensure bag does not contact metal. Temporarily tack-weld bottom plate to determine proper position on Lower Control Arm Bolt top plate to airbag, rotate for position as necessary Before permanently welding into position, make sure your shock travel and airbag has complete travel without touching other components. Abrasions or cuts from body contact are not covered by warranty. **MEASURE TWICE**, cut and weld only once!



Ford Trucks & Vans with I-Beams *WELDON KIT
 This kit is for use with FACTORY BEAMS, if you have had lower I-Beams installed, you will have to use the optional lowered barrels. You will need to purchase a shock relocater kit. Brackets must be tack welded with the shock extended, and permanently welded after checking travel. The drivers side is curved and must be cut with a diegrinder. Remove just enough to fit new brackets snugly in place. Tack-weld or bolt temporarily in place. When you are SURE of position, have a certified welder apply finished welds. Make sure bags/brackets are straight up/down in relation to upper brackets and perch bolt when at drive height. Do not use existing holes as a guide. Radius arms can be adjusted up to 1/2" if necessary. Abrasions or cuts from body contact are not covered by warranty. **MEASURE TWICE**, cut and weld only once!

STRUT INSTALLATION

1. Disconnect the battery
2. Raise the car and put on jack stands.
3. Remove the wheels.
4. Remove the bottom bolts attaching the lower strut mount to the spindle.
5. Remove brake line clips, sway bar links, ABS sensors, and anything else attached to the strut.



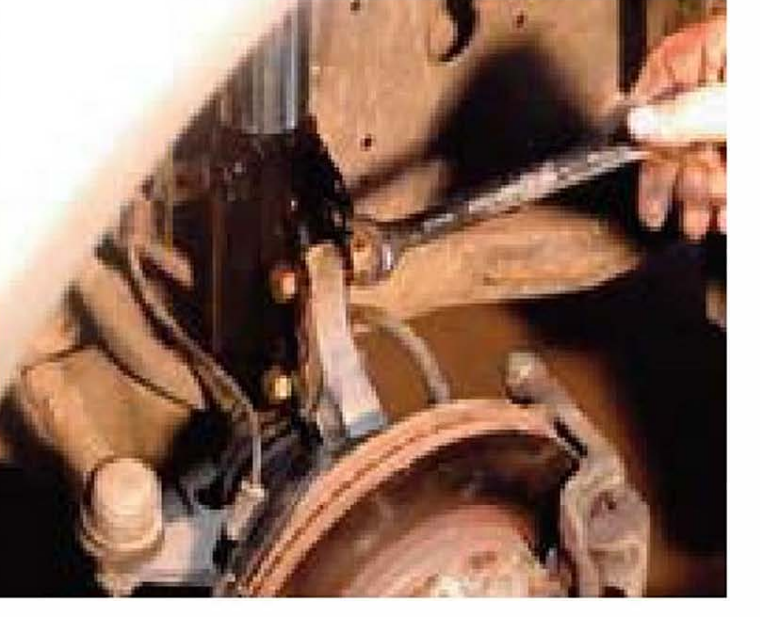
6. Pop open the hood and remove the 3 nuts attaching the strut to the body.
7. Remove the strut.



8. You will need a spring compressor to compress the spring so you can remove the upper nut attaching the upper strut mount to the strut. Pop off the cap and remove the nut. Make sure



5. Install the OEM upper strut mount to the Air Strut with the supplied hardware. Now reinstall the new Air Strut and reverse steps 7 through 4. You will notice that the new air strut has 2 sets of mounting holes. This is an extra 1" of adjustment that can be used for leveling the front and rear with each other, extra room for tire clearance, or just to go lower. Be aware that if the upper set of holes is used, the bottom set of holes may need to be trimmed off for CV boot and axle clearance. Also make sure that the air bag does not come in contact with anything. Sheet metal may need to be bent or trimmed to properly fit the strut.



6. With the supplied custom fittings, you will need to use a thread compound or Teflon tape to the Air Strut. Do not over tighten. Be careful. The way these fittings work is by inserting a straight cut piece of tubing into the fitting until it pops into place and then pull out to engage them. If you need to remove them again, simply push the brass rings in and pull out the tubing.
7. Keep your air lines away from sharp edges, moving parts, or hot exhaust
8. Do a leak test on the air lines. Please take your time so you will not have a problem in the future. Use a soapy solution on the fittings and fix if necessary.
9. Reinstall the wheels and remove the jack stands. Make sure the bags are inflated so you can remove the jack safely without damaging the car.