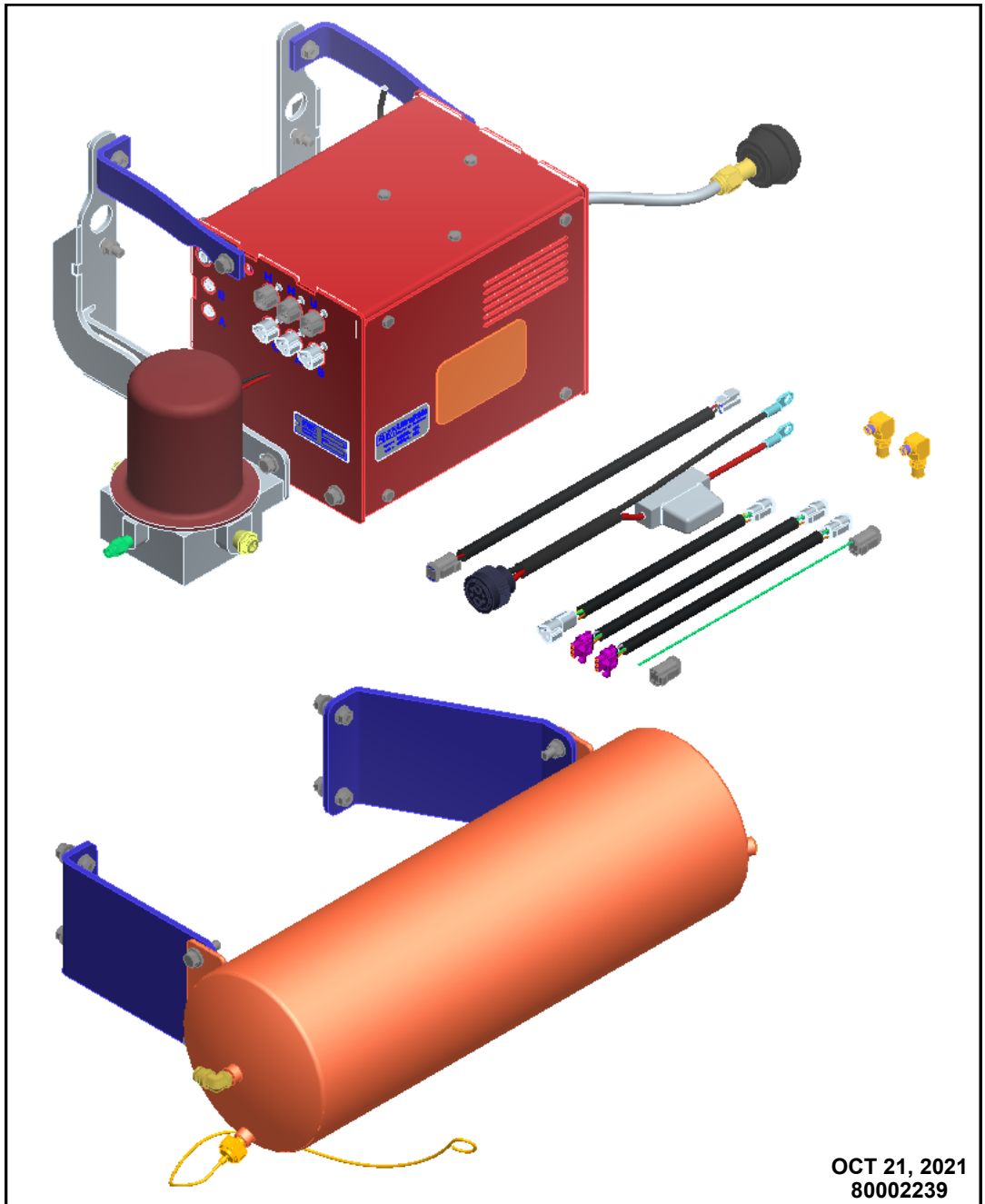


# INSTALLATION MANUAL



## ELECTRONIC AIR CONTROL KIT Model # 800M1200



OCT 21, 2021  
80002239

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# 1. INTRODUCTION

**IMPORTANT!** It is important that the entire installation instructions be read thoroughly before proceeding with the installation.

The ULTRARIDE® ELECTRONIC AIR CONTROL KIT is intended ONLY to provide a pressurized air supply for Link ULTRARIDE® Chassis Suspensions and control the dump action of the suspension.

**Any other use of these Air Control Products is not authorized. Link accepts no warranty responsibility for damage resulting from misuse.**

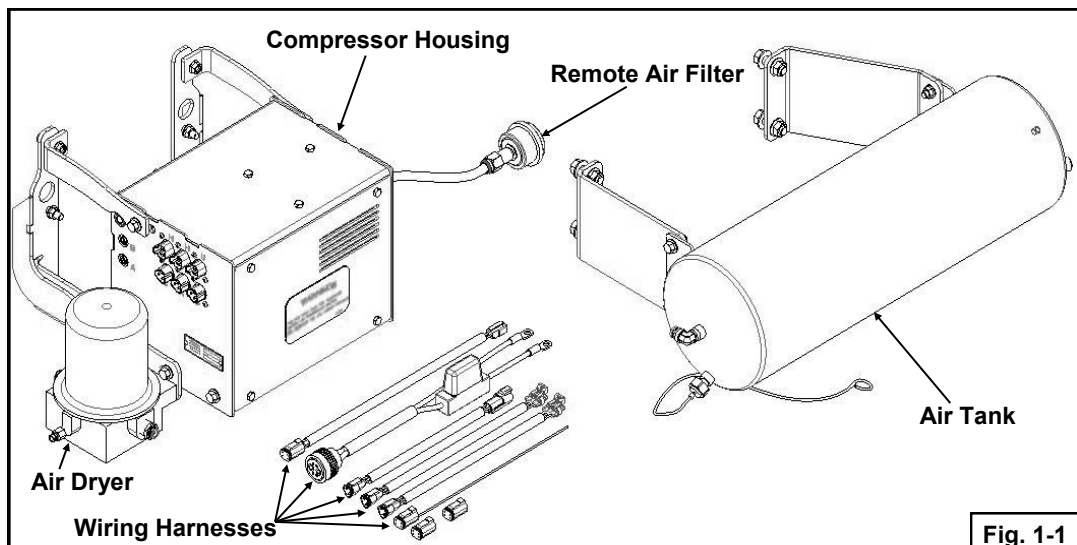
## **Items included with the air kit (See Fig. 1-1)**

- ❑ **Compressor Box.** Contains the compressor, manifold, ECU, relays, pressure switches, and all other components necessary for the operation of the air kit.
- ❑ **Air Tank.** Provides a reserve source of pressurized air to manage compressor run time and dump recovery time.
- ❑ **6 Wiring Harnesses.** The wiring harnesses connect the Main Air Control Unit the battery to power the compressor, the cab controls to control the function of the air kit, the height sensors, the air dryer heater, and the brake system.
- ❑ **Airline, Air Filter, Corrugated Loom, & Cable Ties & Mounting Hardware.** Extra airline and corrugated loom is included with this kit to connect it to the UltraRide® suspension system and protect the airline from wear. Cable ties are also included to properly secure all loose wires and airline.
- ❑ **Air Spring Fittings.** (2) elbow fittings are included, to be installed in airspring ports.
- ❑ **Air Dryer.** Removes excess moisture and contaminants from compressed air supply, increasing system reliability and reducing drain service intervals.
- ❑ This Installation Manual & a separate Owner's Manual.

## **Items NOT included with the air kit**

- ❑ **Height Sensors.** The height sensors are included separately pre-assembled to the appropriate brackets for your model of UltraRide® Suspension.
- ❑ **Cab Control Panel.** Many custom installers wish to use their own custom cab switches and lights. For this reason, the UltraRide® air kit does not contain the Link Control Panel. It can be ordered separately as Link PN: 800M1074. Contact your Link representative for availability.
- ❑ **Utility remote control unit.** Used to set dump height. It can be ordered separately as Link PN: 800M2155.







Contact your Link representative for availability.

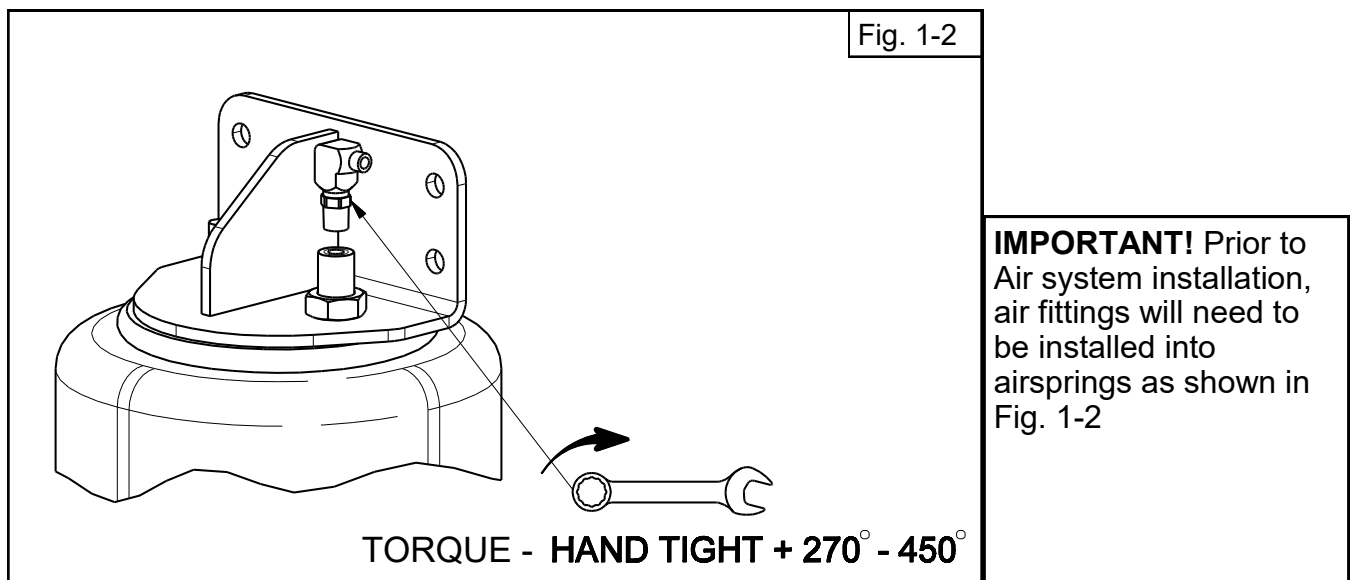


## PRODUCT INSTALLER RESPONSIBILITIES

- ❑ Installer is responsible for installing the product in accordance with Link Mfg. specifications and installation instructions.
- ❑ Installer is responsible for providing proper vehicle components and attachments as well as required or necessary clearance for suspension components, axles, wheels, tires, and other vehicle components to ensure a safe and sound installation and operation.
- ❑ Installer is responsible for advising the owner of proper use, service and maintenance required by the product and for supplying maintenance and other instruction as readily available from Link Mfg..

## SAFETY SYMBOLS, TORQUE SYMBOL, and NOTES

	This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.		The torque symbol alerts you to tighten fasteners to a specified torque value.
 <b>WARNING</b>	<b>WARNING</b> indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.	<b>NOTE:</b>	A Note provides information or suggestions that help you correctly perform a task.
 <b>CAUTION</b>	<b>CAUTION</b> indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury.		The electrical symbol indicates the presence of electric shock hazards which, if not avoided, may result in injury to personnel or damage to equipment.
<b>CAUTION</b>	<b>CAUTION</b> used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.	<p>Proper tightening of mounting nuts are required for proper operation. Need for proper Specific Torque requirements is indicated by wrench symbol. Failure to maintain proper torque can cause component failure resulting in accident with consequent injury.</p> 	



# Air & Electrical Connections Overview

The UltraRide® Electronic Air Kit provides a number of quick connect air fittings and electrical connectors to easily and reliably interface with UltraRide suspension systems and vehicle controls.

Carefully review figures 1-2 and 1-3 to familiarize yourself with all the various connectors and ports on the UltraRide® Electronic Air Kit as well as their purpose and function.

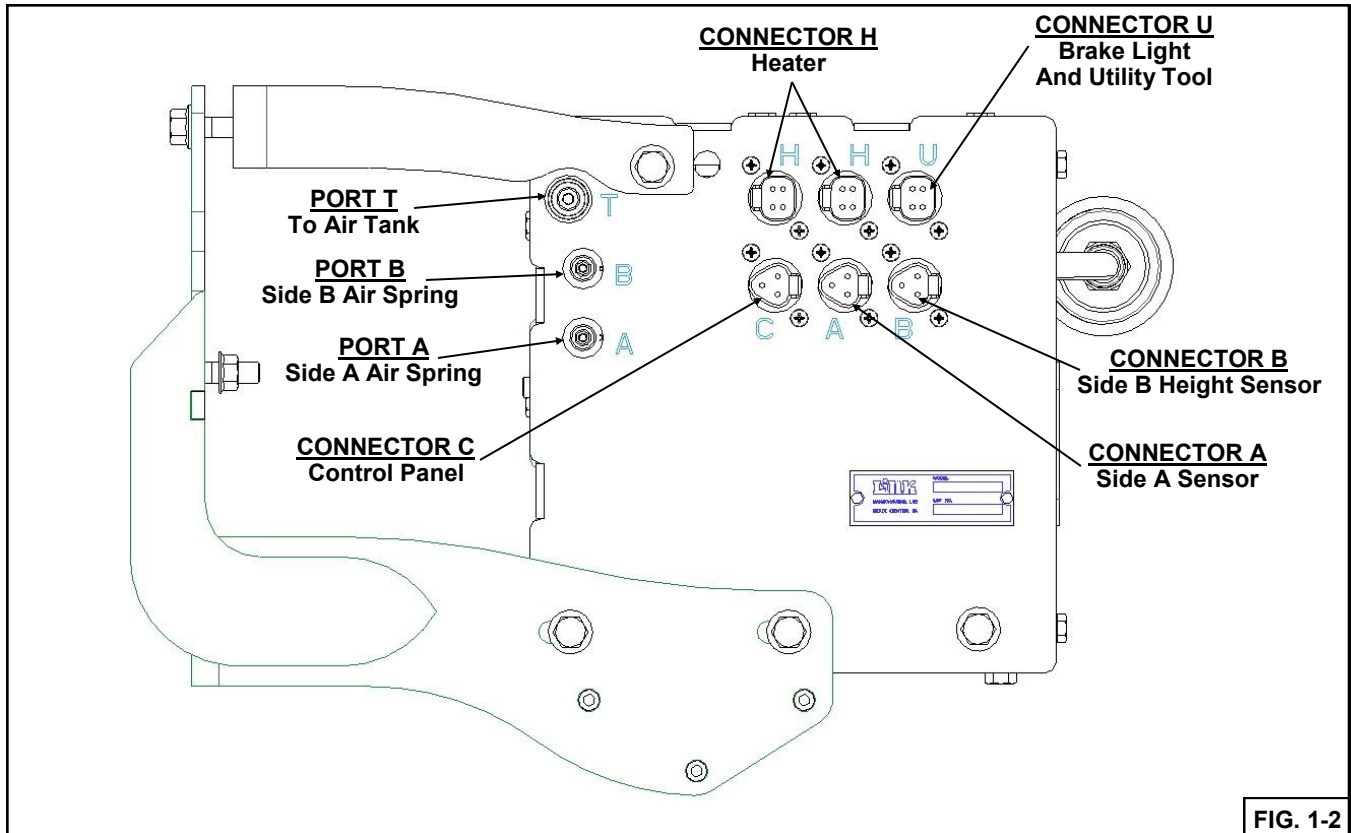
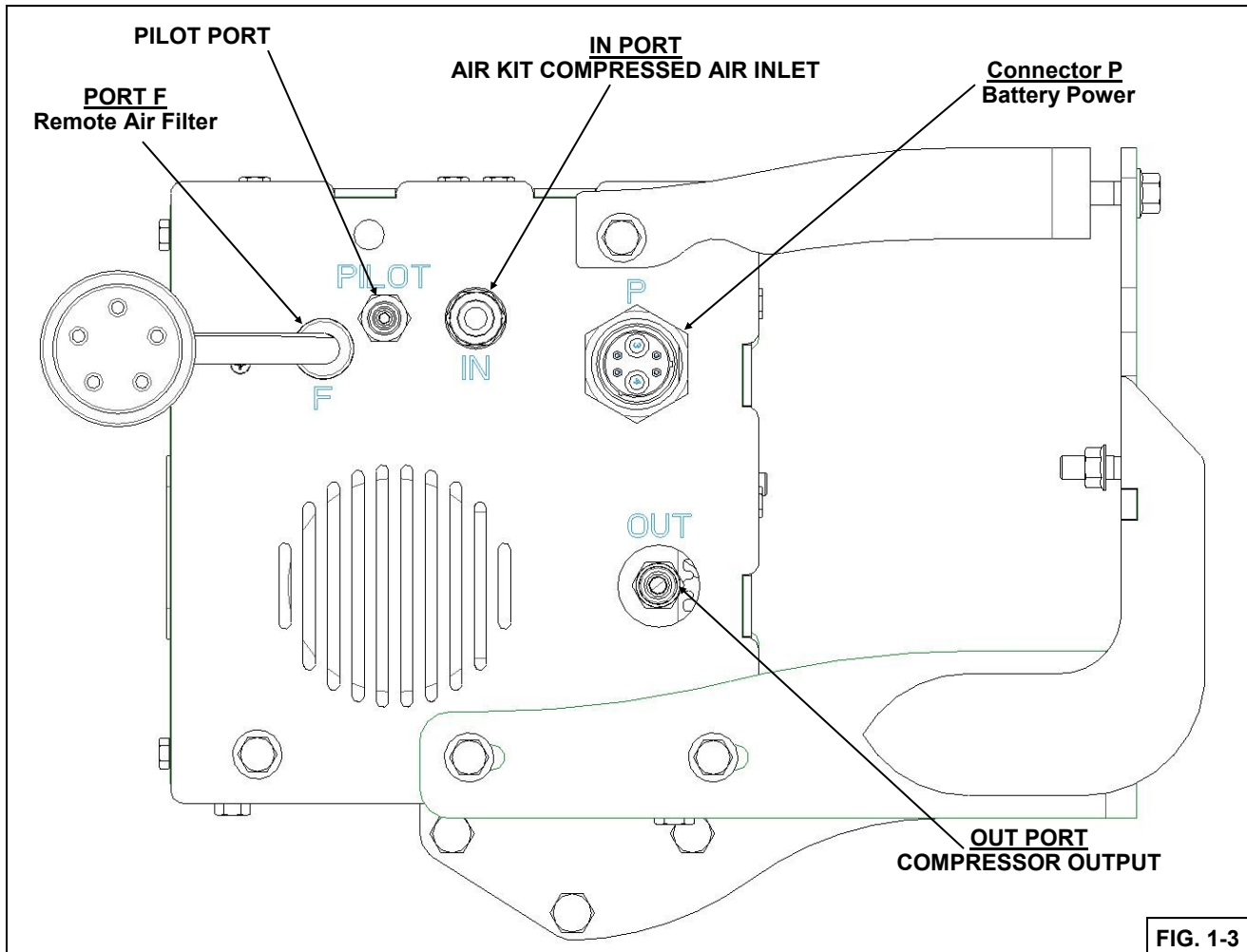


FIG. 1-2

- ❑ **Connector A:** Side A height sensor—connects to the A side height sensor to monitor side A suspension height
- ❑ **Connector B:** Side B height sensor—connects to the B side height sensor to monitor side B suspension height
- ❑ **Connector C:** Control Panel—connects to the control panel to provide on/off power, +12V dump signal, & warning light signal.
- ❑ **Connector H:** Heater (2 connectors)—Provides a convenient power connection location to supply +12 power and ground to auxiliary air kit options that include a heater to prevent freeze-ups.
- ❑ **Connector U:** Brake Light & Utility Tool—Connects the air kit to a brake light signal during normal operation. Also used to connect the UltraRide Height Set Utility Tool (sold separately) to set the suspension dump height.
- ❑ **Port T:** To Air Tank—Connects the system with a single 3/8" airline to the reservoir air tank.
- ❑ **Port A:** Side A Air Spring—Connects to the side A air spring with a 1/4" airline.
- ❑ **Port B:** Side B Air Spring—Connects to the side B air spring with a 1/4" airline.

**NOTE:** **Thread sealant** should be used on all pipe-thread fittings without pre-applied thread sealant. Failure to properly apply thread sealant will result in air system leaks and reduced system performance and/or failure.

Thread sealant should **NOT** be used anywhere along the intake for the compressor.



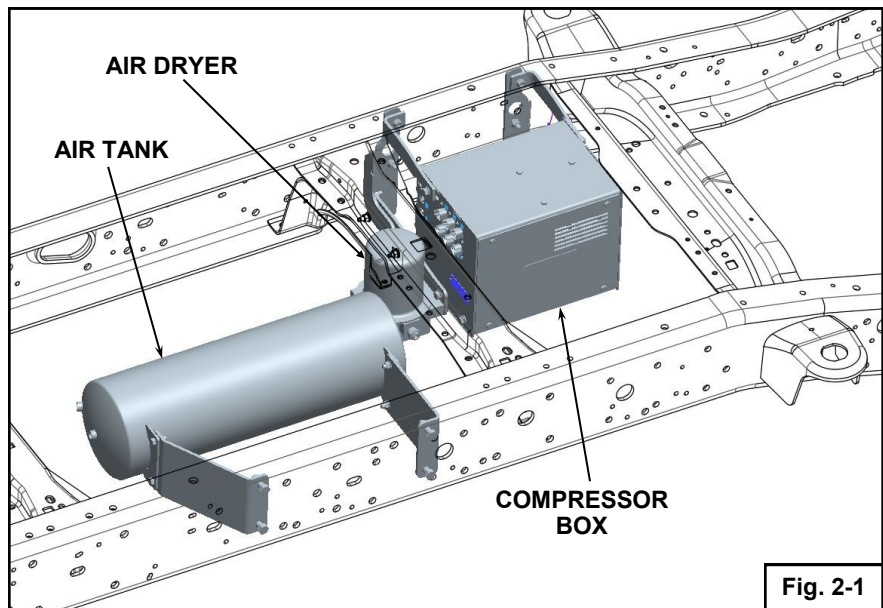
- ❑ **OUT Port:** Compressor Output—Compressed air exiting the compressor. Connects to the IN Port on the Air Dryer.
- ❑ **IN Port:** Air Kit compressed air inlet—Compressed air inlet for the Air Kit. Connects to the OUT Port on the Air Dryer.
- ❑ **PILOT Port:** This port connects to the Air Dryer Control Port to control the charge and regenerate cycles of the Air dryer.
- ❑ **Connector P:** Battery Power—connects system directly to the battery via a high amperage connector and cables.
- ❑ **Port F:** Remote Air Filter—Compressor air intake tube connected to the air filter.

## 2. MOUNTING THE AIR SYSTEM

The UltraRide® Air Kits have been designed for maximum mounting flexibility and ease of installation, allowing them to be used in a variety of applications and body styles.

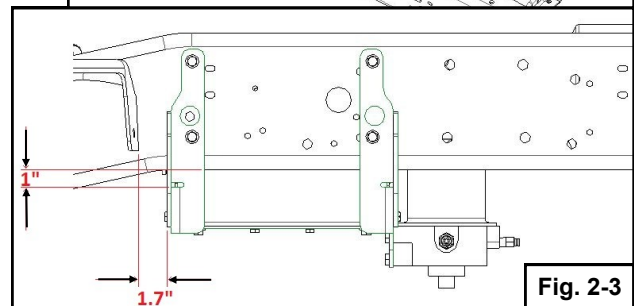
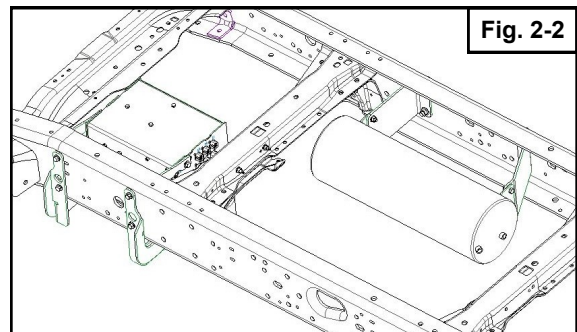
### Standard Location

- ❑ The UltraRide® Air Kit is partially assembled and shipped as several pieces: The Compressor Box, Air Tank, Air Dryer, and several Mounting Brackets.
- ❑ The standard location for the air kit is inside the frame, behind the cab. The compressor box and air dryer are normally located on the driver's side, immediately behind the cab, while the air tank is mounted on the passenger's side, slightly farther toward the rear.
- ❑ Mount the air kit to the frame as shown in Fig 2-1. Use the supplied mounting brackets and 3/8 nuts and bolts to fasten the kit. Some drilling may be required.



### Assembling and Mounting the Air Kit

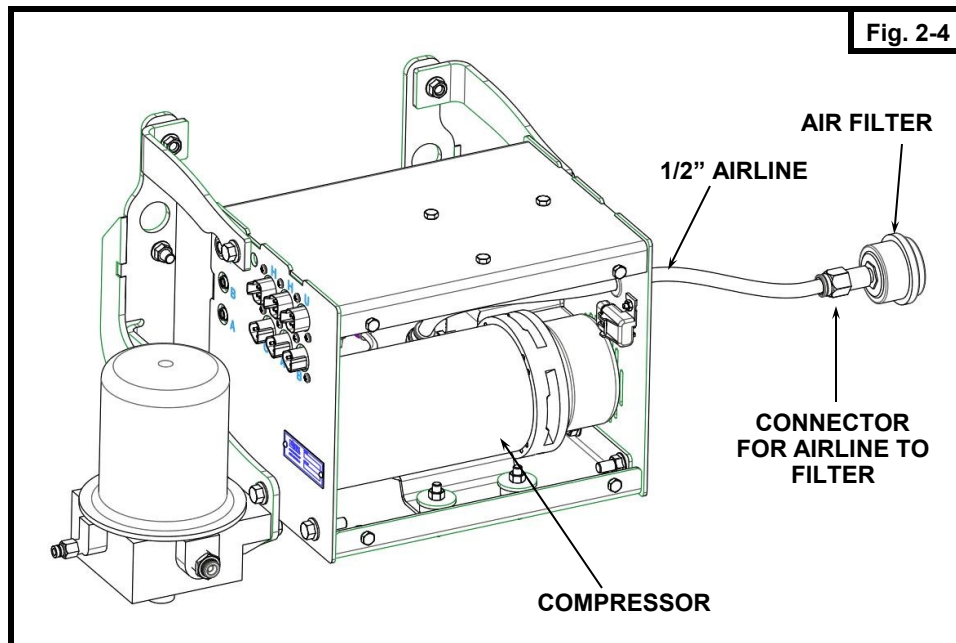
- ❑ Assemble the compressor box to its frame mounts with (4x) 3/8 x 1 1/4 bolts. Assemble the air tank to its mounts with (4x) 3/8 x 1 1/4 bolts.
- ❑ Place the compressor box in the correct location (see Fig. 2-2 & 2-3), the lower set of mounting brackets will go under the vehicle frame and up its outside face, the upper straps will reach to the inside surface of the frame channel. Mark and drill required mounting holes.
- ❑ Place the air tank in an available location near the compressor box, away from the driveline and exhaust system (One suggested location is shown in Fig. 2-1 & 2-2). Mark and drill required mount holes.
- ❑ The air tank can be mounted in any orientation (up, down, sideways, etc.), so long as the drain valve is at the bottom to allow proper drainage of moisture in the tank.
- ❑ Bolt the compressor box to the vehicle frame with (4x) 3/8 x 1 1/4 bolts.
- ❑ Bolt the air tank to the vehicle frame with (4x) 3/8 x 1 1/4 bolts.
- ❑ Bolt the air dryer to the compressor box mount bracket with (3x) M10 x 1.25 x 25 bolts.



## Remote mounting the Air Filter (Fig 2-4)

- The air kit is shipped from the factory with fittings, airline, and filter installed for remote air filter location. This allows the air filter to be located in a body or cab compartment for ease of serviceability and to provide a dust-free environment, increasing durability and life of the filter and compressor.

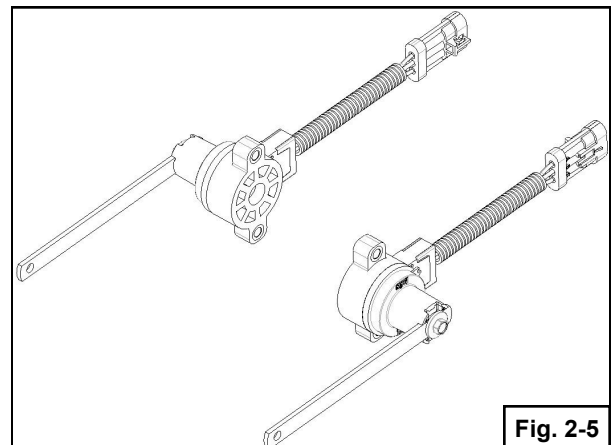
**⚠ !!! NEVER PLACE THE FILTER UNDER THE CHASSIS** where it will be directly exposed to moisture, dust, and debris!!! The Air Filter should be located within a protected area such as inside the cab, or within a body compartment.



**⚠ NOTE: NEVER USE THREAD SEALANT ANYWHERE ON THE INTAKE PATH OF THE COMPRESSOR!** Doing so may lead to premature compressor failure due to sealant ingestion.

## Mounting the Height Sensors

- The Electronic Height Sensors (see fig. 2-5) used with this air kit are sold separately as part of the Height Control Kit for each UltraRide Suspension.
- Refer to the Ultra Ride Suspension installation manual for details on mounting the height sensors on the UltraRide® Suspension System.





### **3. CONNECTING THE AIR KIT**



**CAUTION!** All wiring and air lines should be routed and secured neatly to avoid any functional or visual issues. Under hood and under-body wire and airline routings should be clear of sharp edges (3/4 inches minimum) and direct sources of heat (4 inches minimum). They should not be routed through wheel well areas where damage could be caused by tires or road debris, and should not be routed over the exhaust system. They should not contact the brake lines or fuel lines. Always disconnect the battery cables before servicing any electrical components.

The included wiring harnesses for the UltraRide® Electronic Air Kit uses heavy gauge wiring and industry standard, sealed connectors, allowing great flexibility in routing and placement options. The use of industry standard connectors allows these harnesses to be customized to fit your application by modifying the length of the harnesses or even making your own harnesses. See the electrical specifications on pages 27-30 for harness specifications and details to customize your own harnesses.

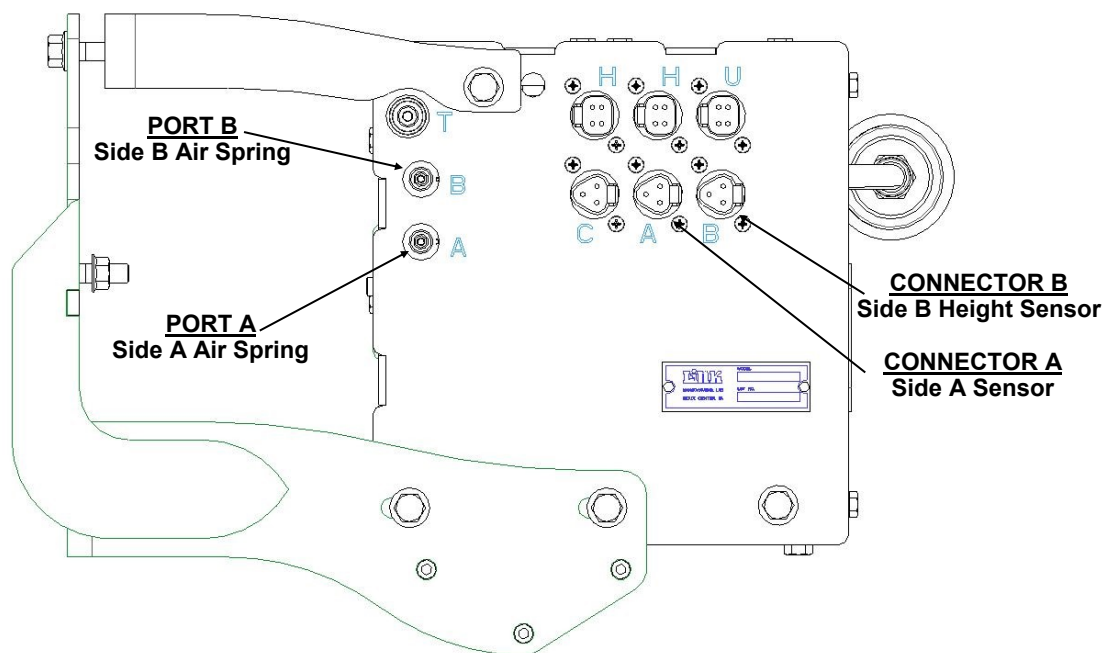
#### **Connecting the Air Springs and Height Sensors**

The height sensors and air springs must be connected to the correct harness on the air kit for proper performance (see figure 3-1).

First, determine how the sensors are oriented as mounted on the vehicle. Determine which Sensor Orientation (see Fig. 3-3 through 3-6) applies and connect the Driver and Passenger side sensors and air springs as directed below.

Use 1/4" nylon air line (extra is supplied with the air kit) to connect the air springs to the proper port on the air kit.

Use the height sensor extension harnesses (part number 15050045) to connect the height sensors to the proper connector on the air kit.



**FIG. 3-1**

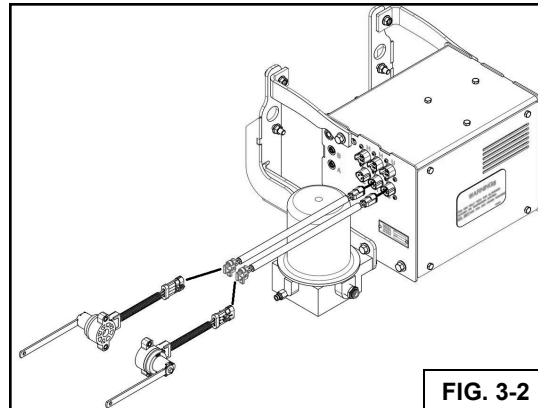


FIG. 3-2

- ❑ **For sensor orientations #1 or #2**  
 Driver side height sensor to connector A; Driver side air spring to port A  
 Passenger side height sensor to connector B; Passenger side air spring to port B

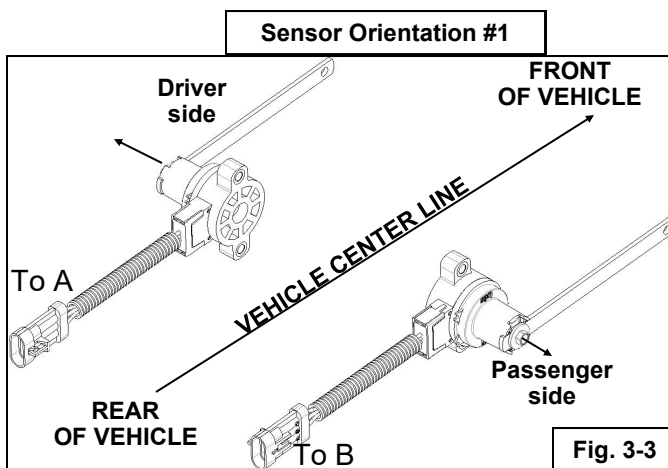


Fig. 3-3

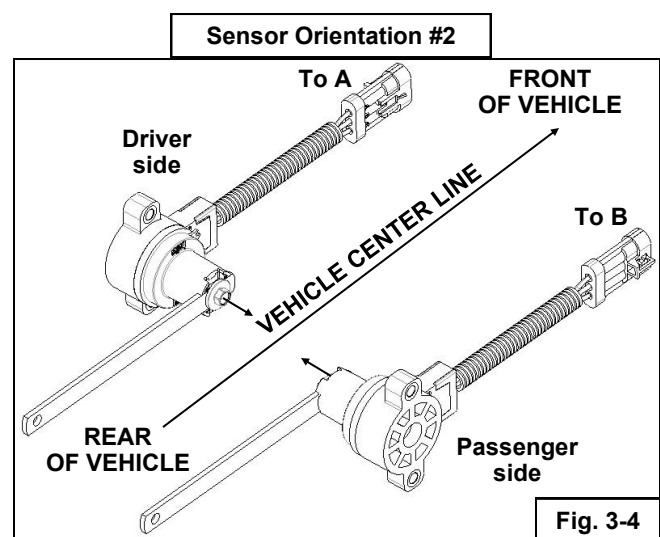


Fig. 3-4

- ❑ **For sensor orientations #3 or #4**  
 Driver side height sensor to connector B; Driver side air spring to port B  
 Passenger side height sensor to connector A; Passenger side air spring to port A

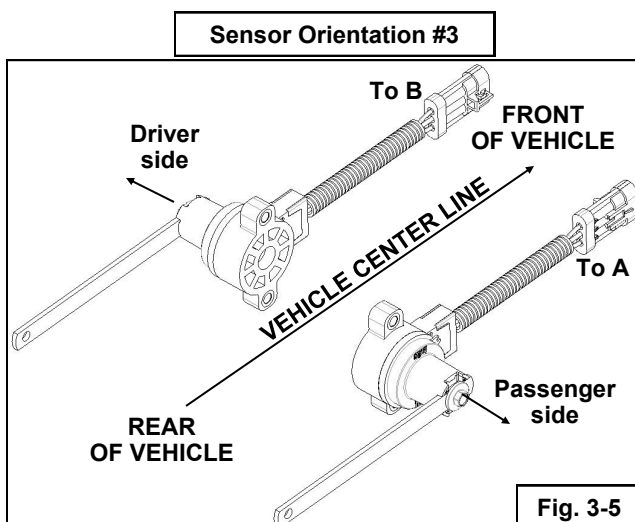


Fig. 3-5

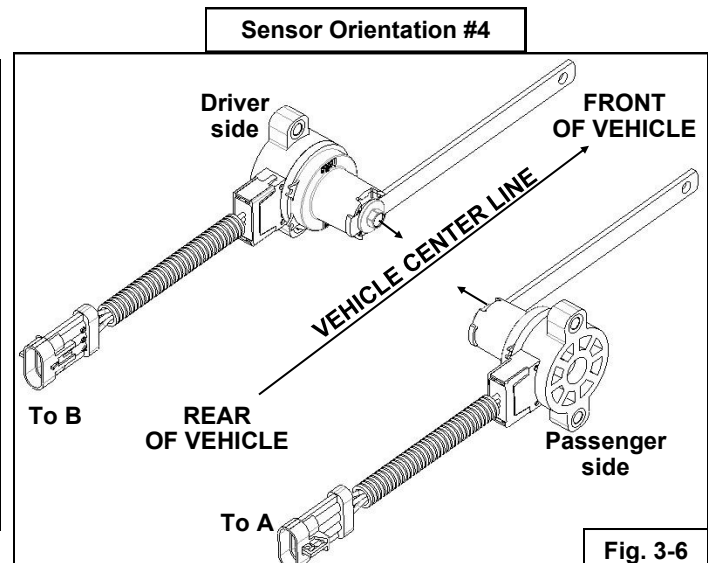
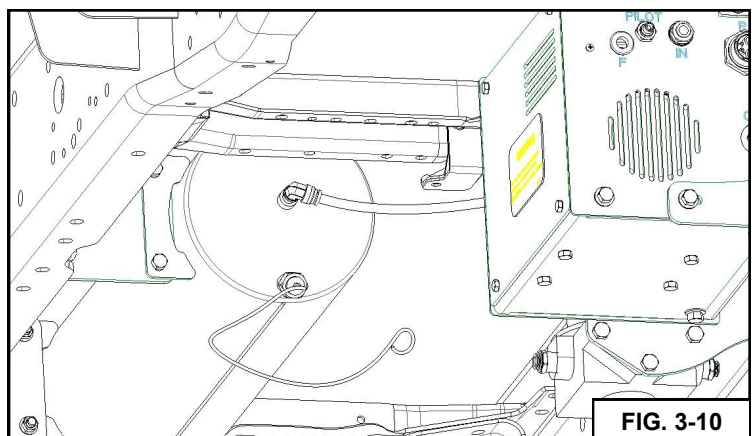
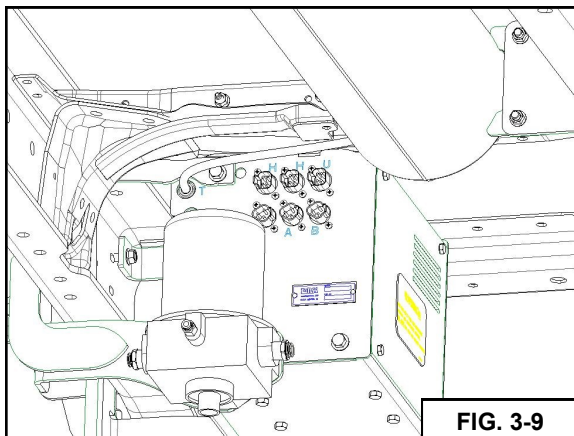
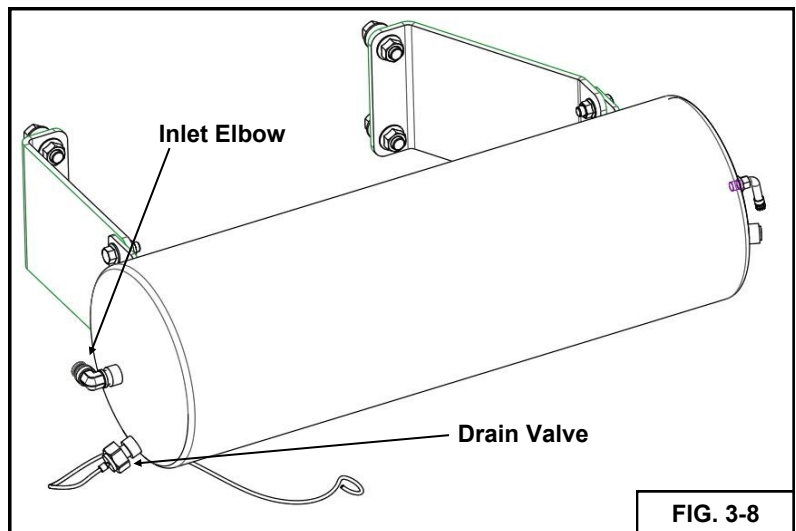
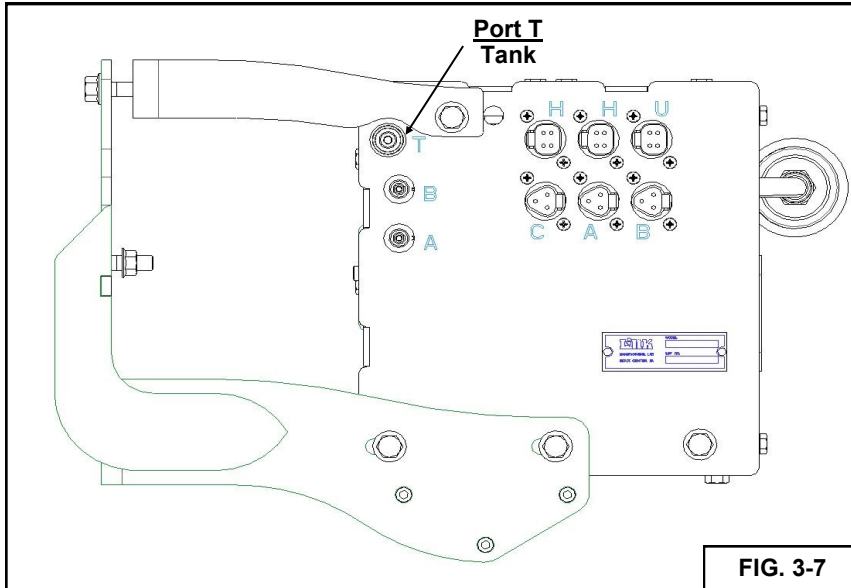


Fig. 3-6

# Connecting The Air Tank

The Air Dryer reduces drain service intervals and improves system reliability by removing moisture and contamination from the compressed air supply.

- ❑ Using 3/8" tube, connect the Tank port (T) from the air kit housing to the inlet elbow on the air tank.
- ❑ Ensure that the drain valve is at the bottom of the tank, and that the drain valve cable is accessible to allow the tank to be drained.



## Connecting The Air Dryer

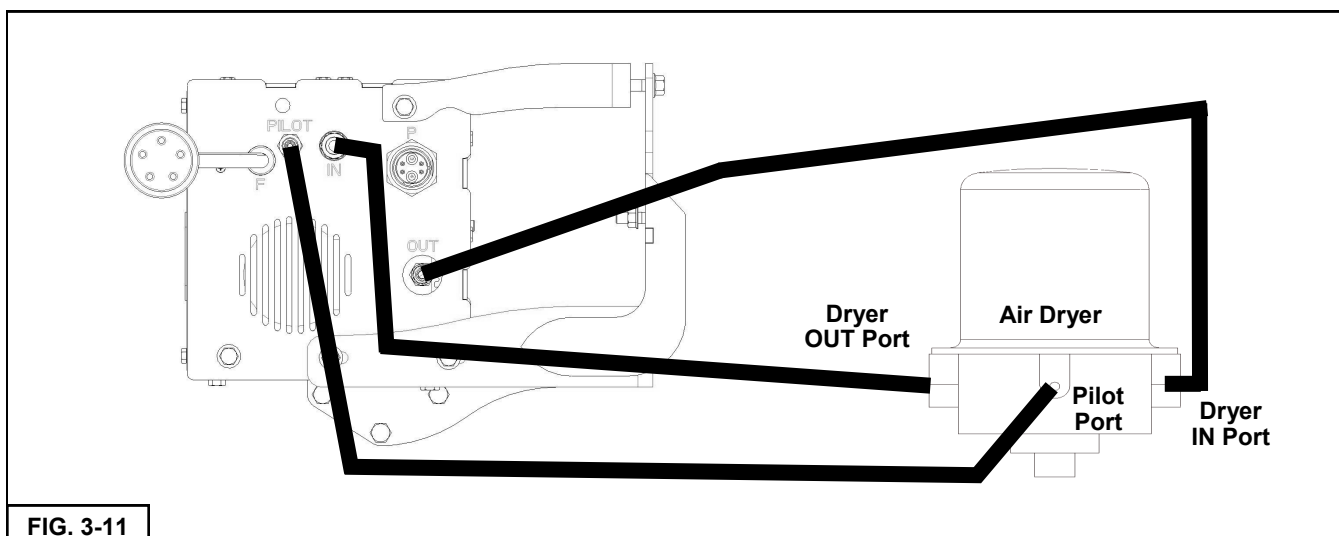
The Air Dryer reduces drain service intervals and improves system reliability by removing moisture and contamination from the compressed air supply.

- ❑ Using 3/8" tube, connect the OUT port from the air kit housing to the IN port on the air dryer
- ❑ Using 3/8" tube, connect the IN port from the air kit housing to the OUT port on the air dryer
- ❑ Using 1/4" tube, connect the PILOT port from the air kit housing to the CONTROL port on the air dryer.
- ❑ The air dryer heater must be connected to one of the air kit's heater connectors (see fig. 3-12) with the included 15050047 air kit heater harness.

## Air Dryer Operation

The Air Dryer removes excess moisture from the compressed air supply leaving the compressor. It is a desiccant style air dryer, absorbing moisture while the compressor runs. When the compressor is not running, the air dryer enters a purge mode in which a small portion of dry air is fed back through the desiccant, where it expands and carries the moisture away.

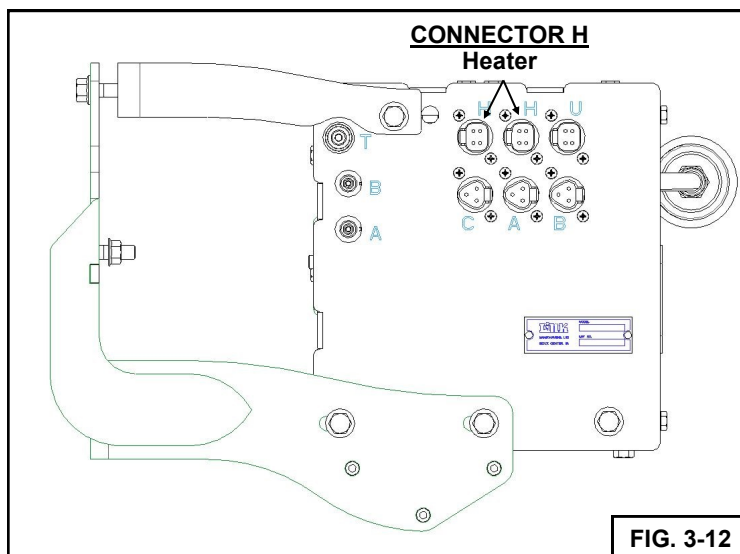
### DRYER CONNECTIONS DIAGRAM



## Air Dryer Maintenance

Even with an air dryer installed, the tank should be manually checked for moisture on a weekly basis.

The air dryer unit must be replaced or rebuilt every 60,000 miles or 12 months, whichever comes first.

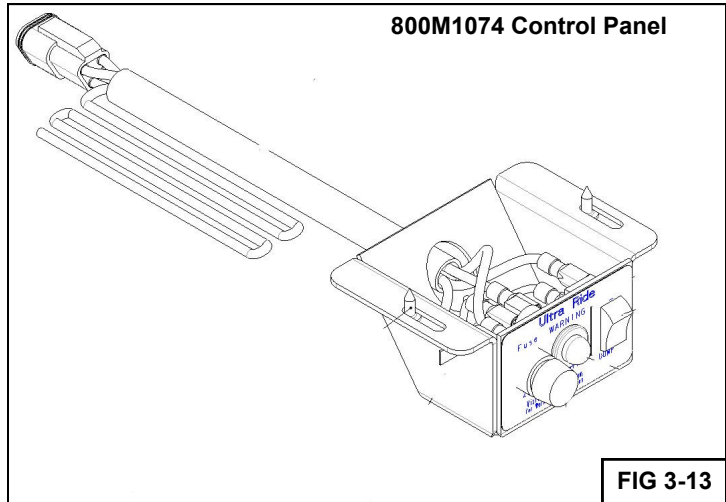


# Connecting the Control Panel and Harness

- ❑ Route the Control Harness into the cab, where it can be connected to the air kit controls for easy, in-cab operator control. Route the harness to the driver side of the bulkhead, either passing through an existing grommets hole behind the dash, or drilling an appropriate hole in the bulkhead to pass the harness through. **NOTE:** use a grommet around the harness and in the bulkhead to reduce noise transmission, keep the harness away from the sharp edges, and seal the cab area against dirt and moisture. For more detailed control harness routing options, see Appendix A for Ford vehicles or Appendix B for GMC vehicles.

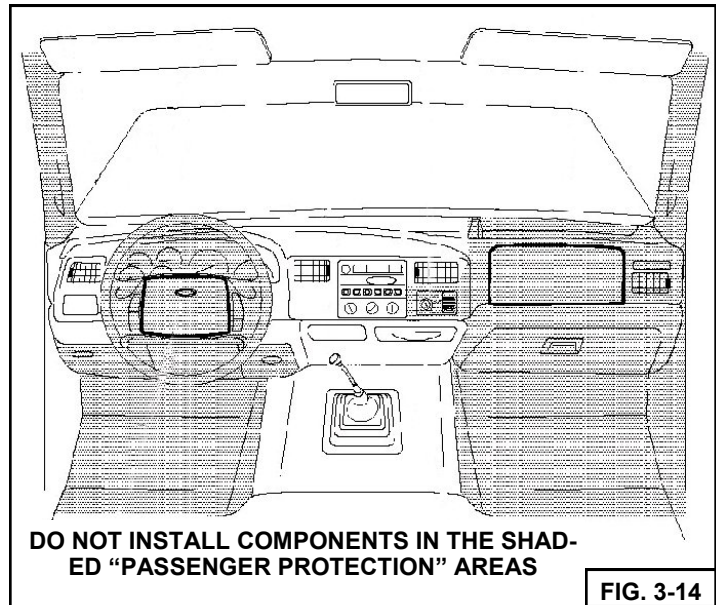
## Using the optional 800M1074 Control Panel (sold separately):

- ❑ The Control Panel should be mounted somewhere between the driver and passenger seating areas to keep it out of the Passenger Protection Zone (fig. 3-14).
- ❑ Connect the Control Harness to the Control Panel pigtail (fig 3-15 & 3-16)
- ❑ The **white wire** on the Control Panel must be connected to a “key hot” signal wire so that it only receives +12V power when the ignition key is in the “RUN” position to ensure that the Air Kit only runs when the key is on, preventing the batteries from draining. For more details on locating a suitable “key hot” wire for your application, see Appendix A for Ford vehicles, Appendix B for GMC vehicles.



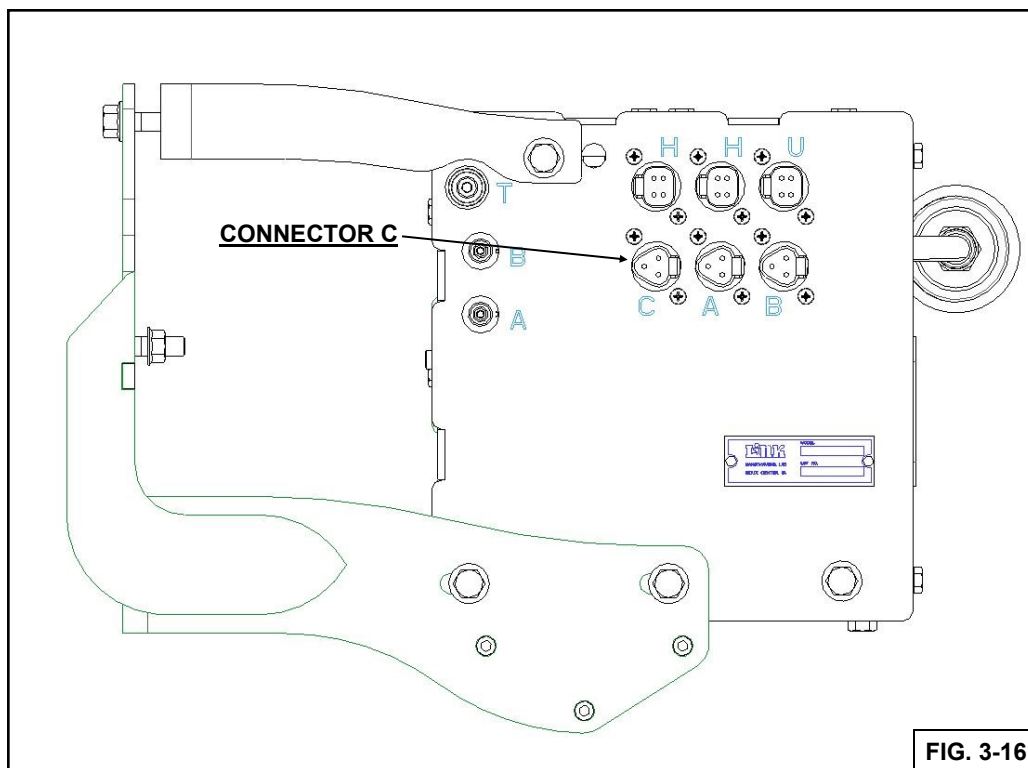
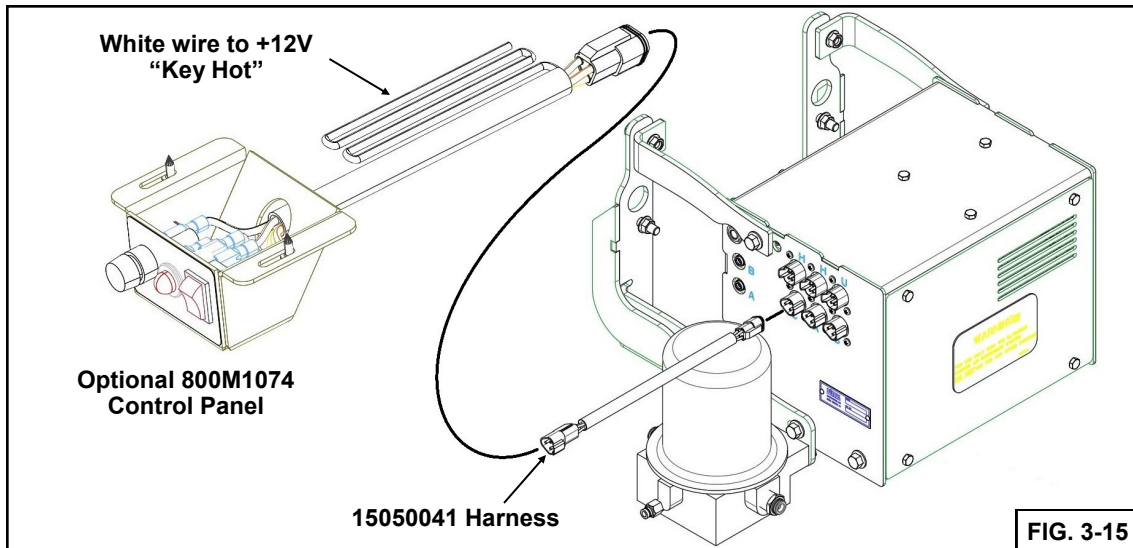
## Using your own, custom control panel switches and lights:

- ❑ A 2A fuse, warning indicator light, and dump switch must be installed to complete the control harness circuit. See fig. 3-17. **Note: the use of a warning indicator device (such as a warning light), is REQUIRED** and should be included in any custom control interface design. Failure to do so may result in damages not covered by warranty.
- ❑ **NOTE:** The warning indicator light **MUST** be a LED type light with a maximum current draw of **30 milliamps**. An incandescent light or any light exceeding a current draw of 30 milliamps will not function properly.



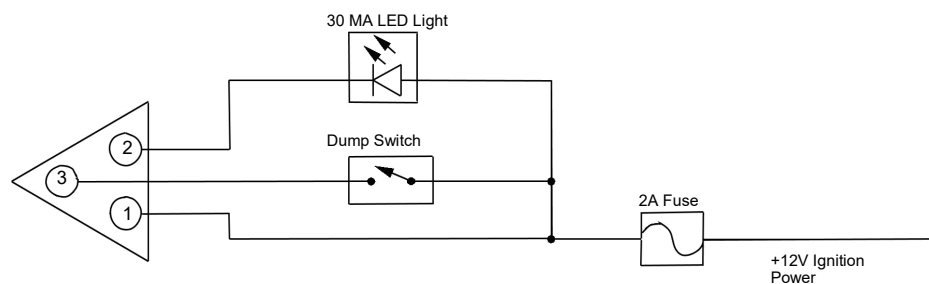
## Custom dump applications

- ❑ Auxiliary dump switches and locations can be installed to serve special dumping needs of the application (e.g. using a door switch to dump the suspension when the rear doors are opened in an ambulance application).
- ❑ To dump the suspension, simply supply a +12V signal to the yellow wire of the 15050041 control harness. See pages 26-29 for electrical harness & connector specifications including pinout functions & descriptions.



### UltraRide Air Kit Control Schematic

Duetcsch Series DT Connector  
Housing: DT06-3S (QTY 1)  
Socket: 1062-16-0122 (QTY 3)  
Wedgelock: W3S  
Pin 1(A) - +12V Ignition Power  
Pin 2(B) - Warning Light  
Pin 3(C) - Dump Switch



**Fig. 3-17**

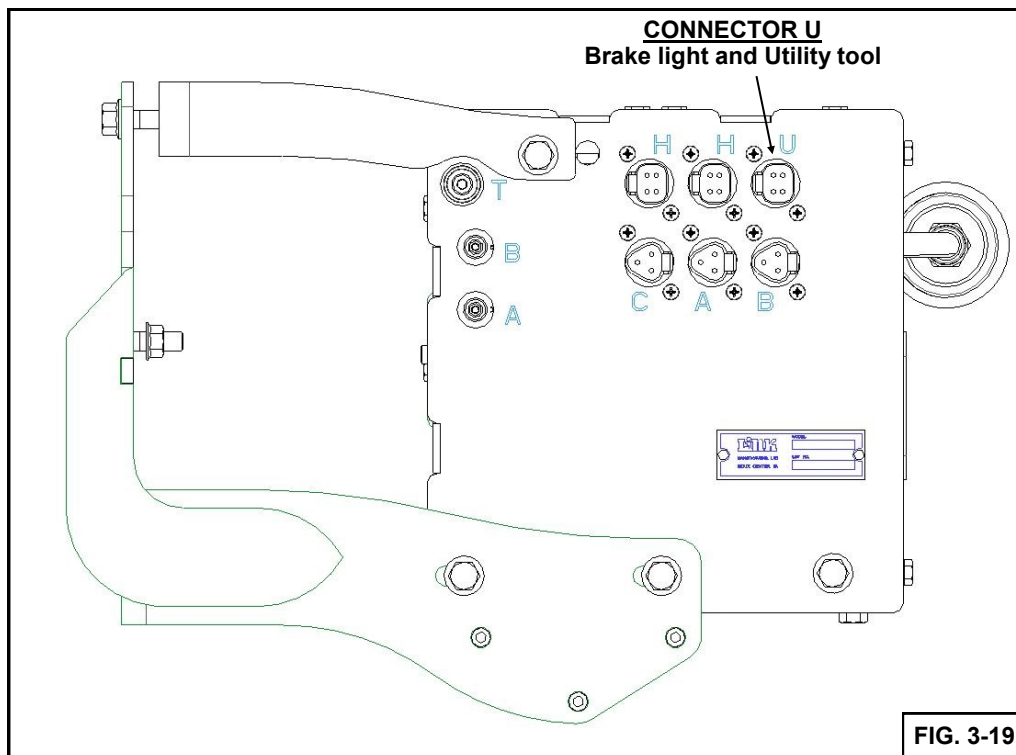
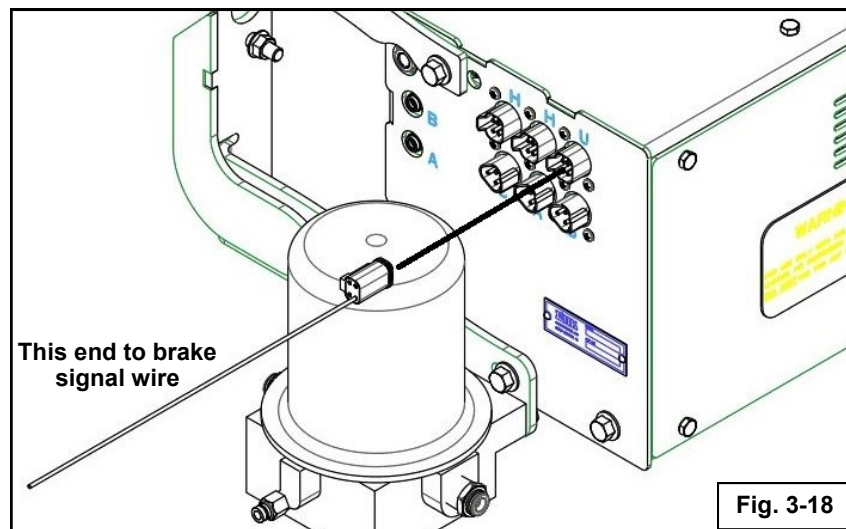


# Connecting the Brake Wire Harness

The UltraRide Electronic Air Kit is equipped with a brake signal input so that it can sense when the brake pedal is being depressed. When the brake pedal is depressed, the air kit reduces its sensitivity so that unnecessary height adjustments are reduced, conserving air and reducing compressor run-time.

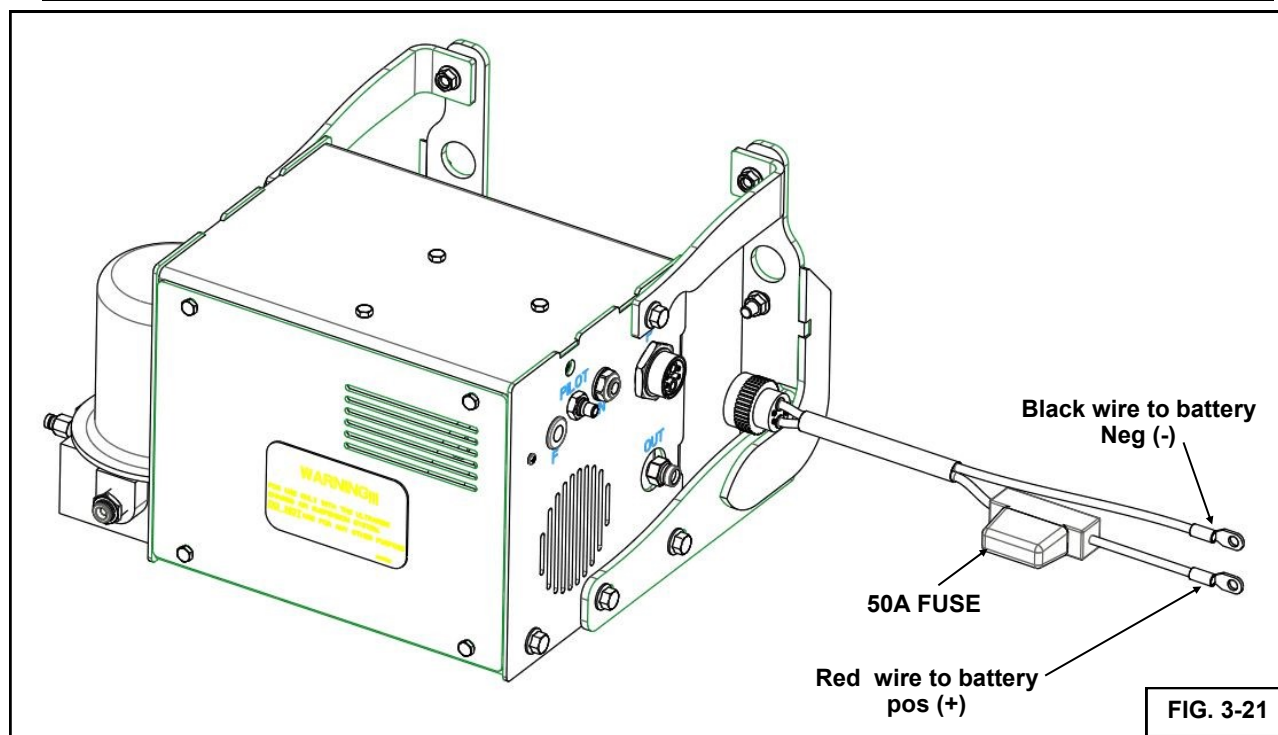
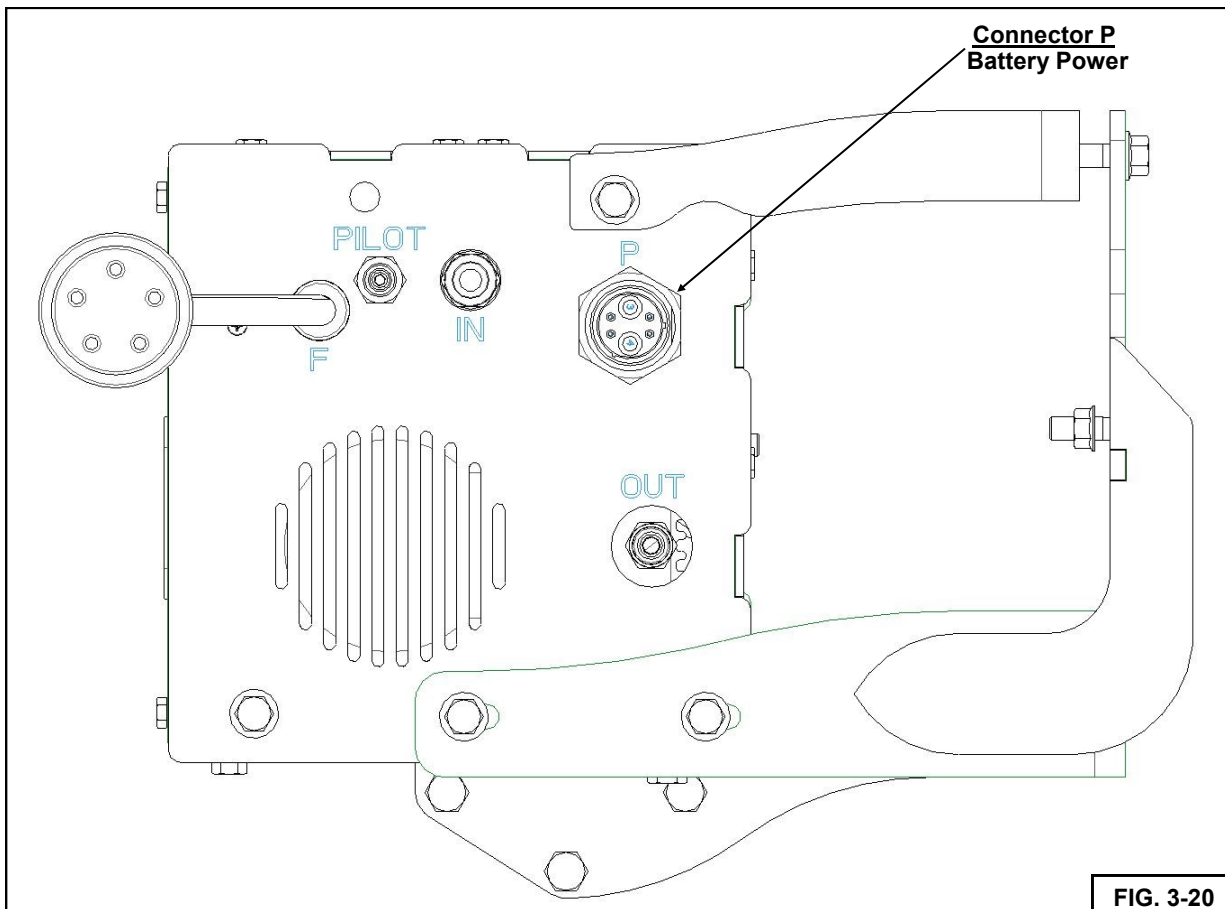
NOTE: The Brake Harness connector on the Air Kit Box is shared with the Utility Tool Connector. The utility tool is used to program the dump height of the suspension. When the using the Utility tool, disconnect the brake harness. During normal operation, the brake harness should always be connected.

- ❑ Locate a suitable brake signal wire. Consult the body builder's guide and electrical manuals of your vehicle to best locate a brake signal wire. Possible wires to use are tail-light wires or trailer brake light wires.
- ❑ Connect the brake signal wire to the Brake Wire harness (PN 15050048) such that with the brakes applied, a +12V signal is sent to the air kit through the Brake Wire Harness (see fig. 3-18 & 3-19).



## Connecting the Battery Wire Harness

Attach the Power Harness to the Air Control Box routing it along the frame to the battery. See Figure 3-21 for details.

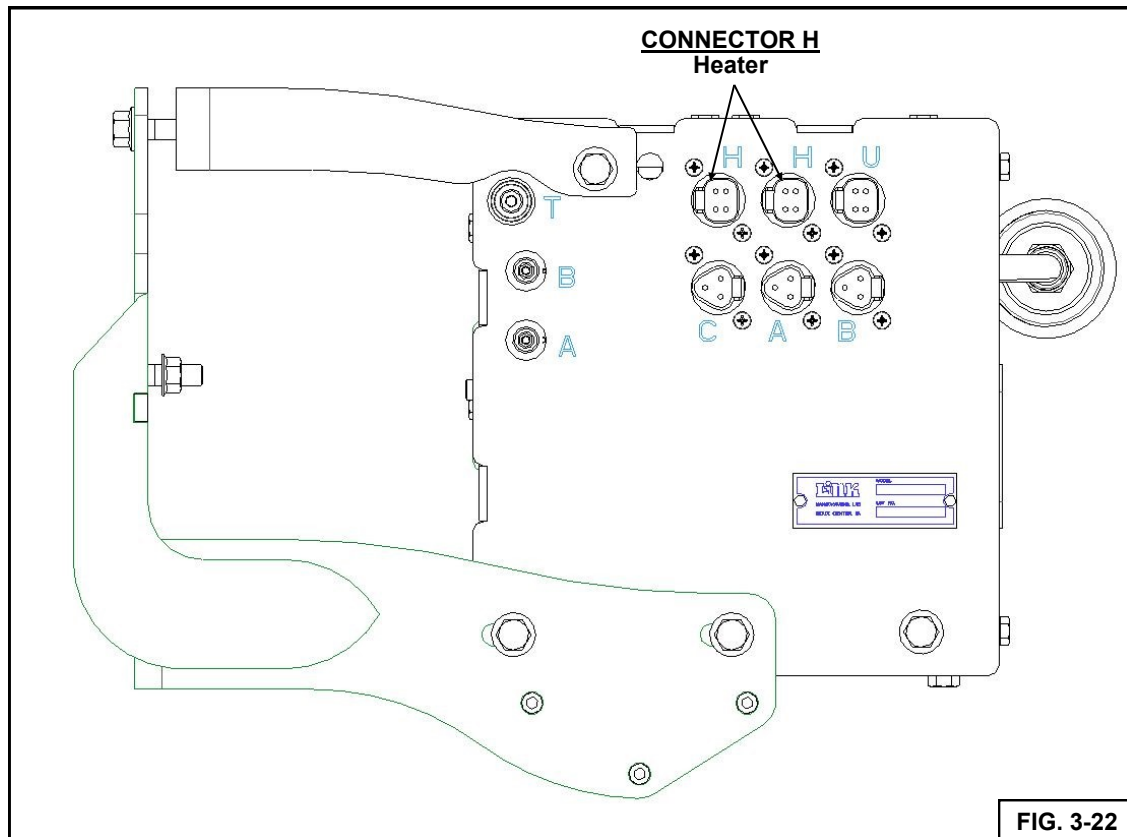




# Connecting Optional Automatic Drain Valves

Automatic drain valve kits serve to reduce drain service intervals by automatically draining moisture from the air tank on a periodic basis.

There are non-heated and heated drain valves available to reduce valve freeze-ups in cold weather. Please contact your Link representative for availability.



## Drain Valve Maintenance

Even with an automatic drain valve installed, the tank should be manually drained of moisture on a weekly basis.

The automatic drain valve must be replaced or rebuilt every 60,000 miles or 12 months, whichever comes first.

## **4. AIR SYSTEM OPERATION**

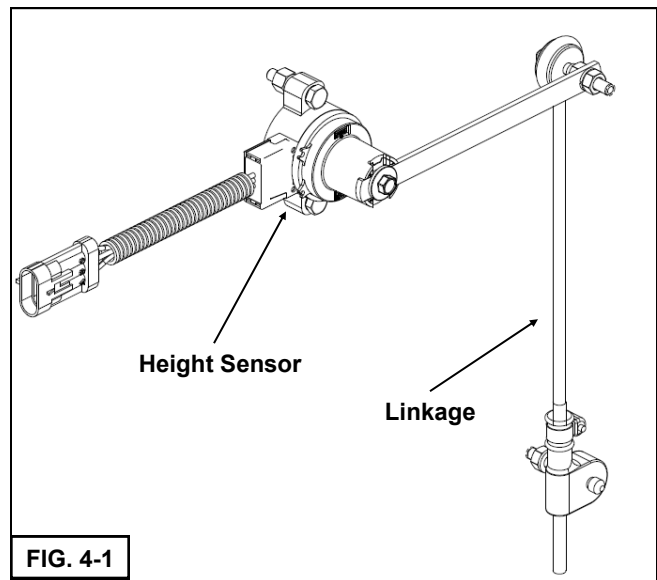
**NOTE:** Before operating the UltraRide® Air Kit, be sure it has been properly connected to the UltraRide® Chassis Suspension. Make sure the dump switch is OFF.

### **Powering the system up for the first time**

- ❑ Using a shop air supply, fill the air tank using the schraeder valve to a pressure of 80-100 psi. This helps keep air compressor run-time to a minimum when the tank is empty
- ❑ Turn the ignition key to the “RUN” position. (You may wish to actually start the vehicle, to prevent draining the batteries while operating the air control kit.)
- ❑ The control panel warning light should turn on for a few seconds while the ECU is powering up, then turn off.
- ❑ After a few seconds, the compressor in the air control kit should turn on, pressurizing the air tank. After a few minutes, the air compressor will automatically turn off when the air tank reaches full pressure. Using a soapy water solution, check the air tank, air lines, and any connections for leaks.
- ❑ Check the Dump function by switching the Dump switch to ON. The suspension will immediately begin to exhaust air from the air springs and begin to drop. The Warning Light will blink once every 2 seconds indicating that the suspension is dumped. With the dump switch ON, the air tank should not lose any pressure.
- ❑ Turn the Dump switch OFF. The suspension will fill the air springs and return to its set design height. The compressor may engage to replenish the lost pressure in the air tank.

### **Setting Suspension Design Height**

- ❑ Suspension design height is set by adjusting the length of the linkage between the height sensor and the suspension, just as with a traditional mechanical height control valve.
- ❑ Power up the air kit and allow the air tank to reach full pressure (the compressor is off).
- ❑ Measure design height as specified in your UltraRide suspension installation manual and adjust the linkage on each side of the suspension, shortening the linkage to reduce design height and lengthening it to increase design height.
- ❑ Between adjustments wait until the suspension has settled down and recheck the design height settings.
- ❑ After design height for both sides has been set, activate the suspension dump, deactivate the dump, and recheck the design height. Repeat the above steps until the correct design height has been achieved.



# Programming Suspension Dump Height

A key feature of the Electronic Air Kit is the ability to dump to a programmed height instead of completely exhausting all air from the air springs. By dumping only to a programmed height (not all the way), some air pressure is retained in the air springs. This both speeds dump recovery time up and decreases air consumption and compressor run time.

After setting the suspension design height, the Air Kit ECU (Electronic Control Unit, or computer) needs to be programmed to set the appropriate dump height for each installation.

- ❑ First, make sure the suspension design height has been properly adjusted and set.
- ❑ Disconnect the Brake harness from connector U and plug in the Utility Tool (Part number 800M2155 sold separately)
- ❑ Power up the system and wait until the air tank has reached full pressure (the compressor is not running)
- ❑ Dump the suspension
- ❑ Using the toggle switch on the Utility Tool, increase or decrease the air suspension dumped height. (Pushing the switch up will increase the dumped height and pushing the switch down will decrease the dumped height).
- ❑ Return the suspension to its normal operating ride height.
- ❑ Power Down the system
- ❑ Remove the height set utility tool from connector U and reconnect the brake signal harness.

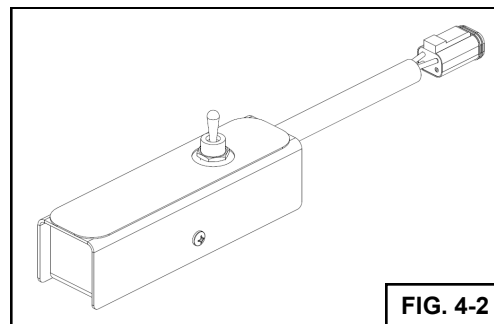


FIG. 4-2

## Warning Light Error Codes

The Warning light on the UltraRide Air kit control panel displays status indicators and error codes for the UltraRide Electronic Air Kit.

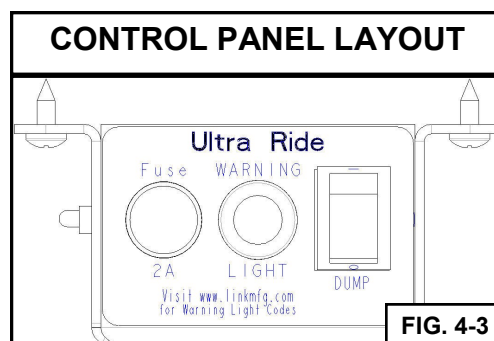


FIG. 4-3

	LED Blink Code	Description	Effect
System Status Indicators	Steady On	System is booting, or Low Tank Pressure, or ECU Failure	No effect, Indication only
	1 sec. on - 1 sec. off	System is in Setup mode	Fast response mode for adjusting sensors
	¼ sec. per 2 seconds	System is in Dump mode	Vehicle is lowered
Sensor Errors	11: 1 blink, 1 blink	Side A Sensor Fault	One side: other sensor used for both, Both sides: operation inhibited
	12: 1 blink, 2 blinks	Side B Sensor Fault	
	13: 1 blink, 3 blinks	Pressure Sensor Fault	Compressor and other modes inhibited.
Air System Errors	21: 2 blinks, 1 blink	Compressor Run Timeout	Compressor inhibited for 10 minutes
	22: 2 blinks, 2 blinks	Compressor Duty Cycle	Compressor inhibited for 2 minutes
	23: 2 blinks, 3 blinks	Leak Detect	No effect, Fault indication only
Run Time Limit Exceeded	31: 3 blinks, 1 blink	Side A Valve Time Exceeded	Affected solenoid operation inhibited (turned off) until cleared.
	32: 3 blinks, 2 blinks	Side B Valve Time Exceeded	
	33: 3 blinks, 3 blinks	Reservoir Valve Time Exceeded	
	34: 3 blinks, 4 blinks	Compressor Time Exceeded	

## 5. SERVICE & MAINTENANCE

The UltraRide® Air Control Kit needs no lubrication and little maintenance. The following components should be checked at the time the truck is being serviced. However, immediate corrective action should be taken if a serious malfunction occurs. See Exploded Assembly on the following pages for details.

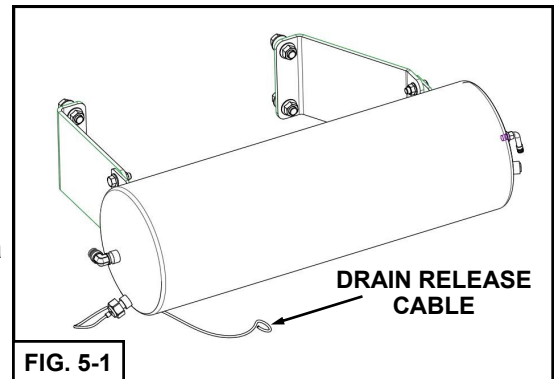


**CAUTION!** If maintenance or service is to be done on the air system, be sure to drain **all** air from system. Serious injury could occur if components are removed while system is full of air.

### It is important to release any moisture contained within the air reservoir weekly!

Even with the advanced features of the electronic air kit system along with accessories like automatic drain valves and air dryers, moisture can build up in the air tank and should be checked.

This can be done by pulling on the cable attached to the drain valve. See Figure 5-1. Not releasing the moisture on a regular basis will cause the drain valve to not operate properly, and may cause the air kit to malfunction. Excess moisture in the system can also cause premature failure of other components including the tank itself.



### Operational Notes:

- ❑ The Warning light can indicate system errors resulting from possible system leaks, electrical failures, and/or mechanical failures
- ❑ If the Warning light is flashing an error code, refer to the error code guide on page 20 to determine the fault and take corrective action immediately.

### EVERY Week

- ❑ Manually drain excess moisture from tank.

### EVERY 3,000 miles or every oil change:

- ❑ Check for air leaks around fittings
- ❑ Check air filter; replace if necessary

### EVERY 30,000 miles or 6 months, whichever comes first:

- ❑ Replace the air filter

### Every 60,000 miles or 12 months, whichever comes first:

- ❑ Replace or rebuild air dryer, if so equipped
- ❑ Replace automatic drain valve, if so equipped

# **OWNER GUIDELINES**

The UltraRide® Electronic Air Control Kits need no lubrication and little maintenance. However, immediate corrective action should be taken if a serious malfunction occurs.

## **PRODUCT OWNER RESPONSIBILITIES**

- ❑ Owner is solely responsible for pre-operation inspection, periodic inspections, maintenance, and



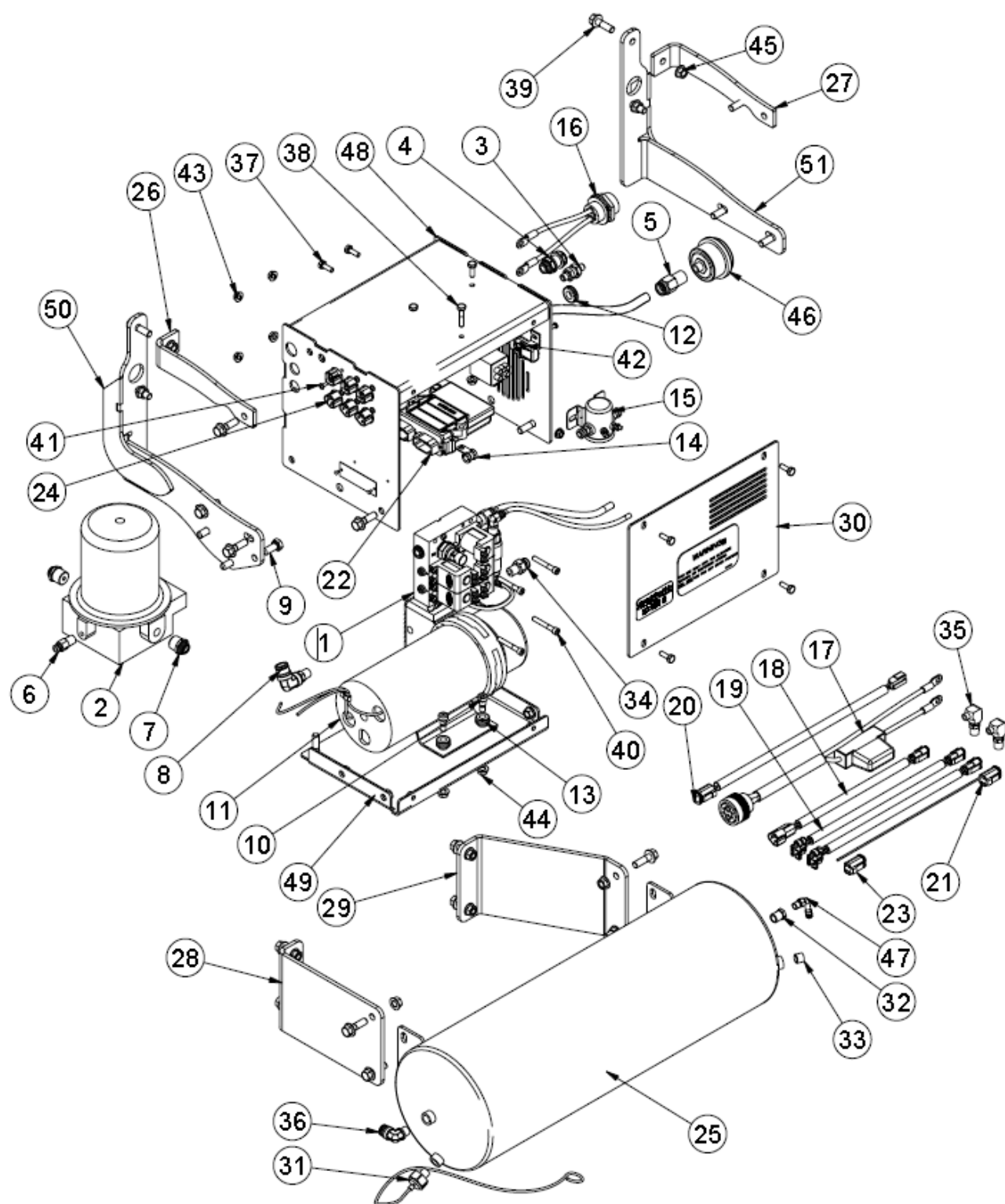
**CAUTION!** If maintenance or service is to be done on the air system, be sure to drain **all** air from the system. Serious injury could occur if components are removed while system is full of air.

use of the product as specified in the particular LINK MFG. instructions available by product model, except as provided in this warranty, and for maintenance of other vehicle components. (see Owner's manual)

- ❑ Owner is responsible for "down time" expenses, cargo damage, and all business costs and losses resulting from a warrantable failure.

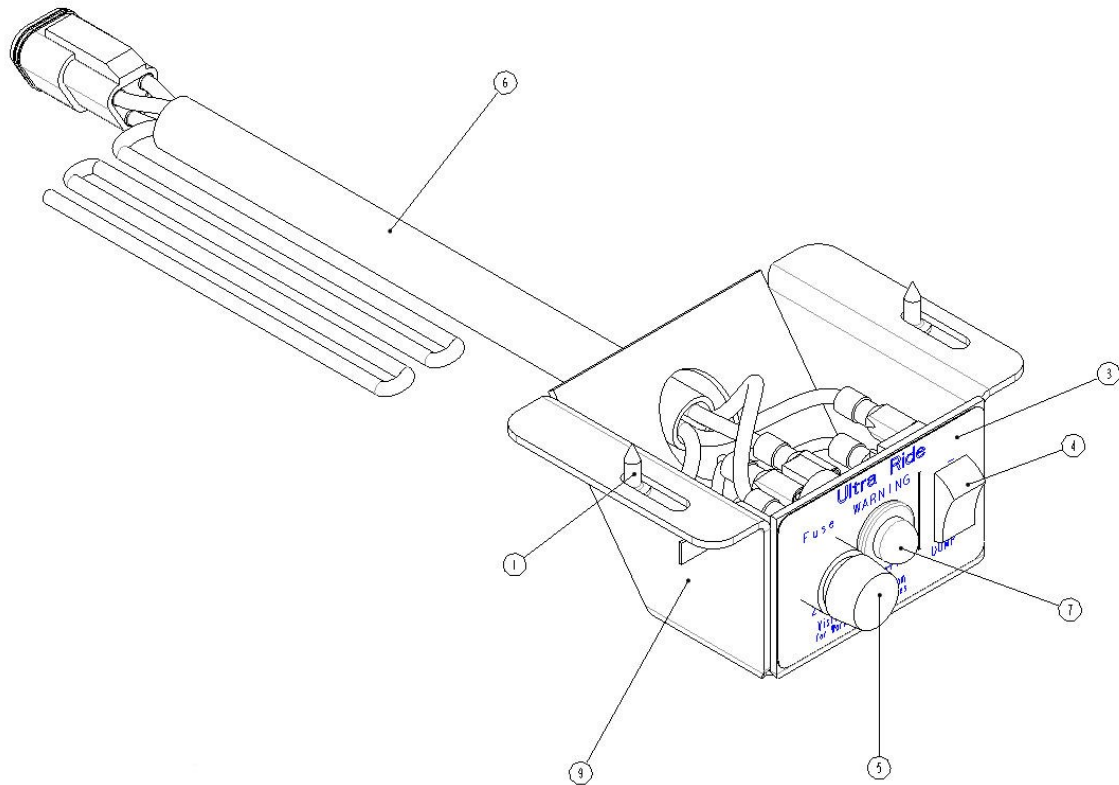
# ULTRARIDE<sup>®</sup> - 800M1200 PARTS LIST

ITEM	PART NUMBER	DESCRIPTION	QTY	ITEM	PART NUMBER	DESCRIPTION	QTY
1	13010065	MANIFOLD-AIR, ELECTRONIC AIR KIT	1	25	80001495	TANK-AIR, WELDMENT	1
2	13010574	DRIER-AIR, WITHOUT GOVERNOR	1	26	80002230	BRACKET-MOUNT	1
-	13020090	AIRLINE-NYLON, 1/4" BULK (FEET)	0.8	27	80002231	BRACKET-MOUNT	1
3	13025020	UNION-BULKHEAD, 1/4 TB	1	28	80002232	BRACKET-MOUNT, AIR TANK	1
4	13025021	UNION-BULKHEAD, 3/8 TB	1	29	80002233	BRACKET-MOUNT, AIR TANK	1
5	13025029	CONNECTOR-FEMALE, 1/2 TB, 1/4 F-NPT	1	30	80002237	PANEL-ACCESS	1
6	13025046	CONNECTOR, 1/4 TB 1/4 M-NPT	1	31	1301-0537	VALVE-DRAIN, 20" CABLE	1
7	13025056	CONNECTOR-MALE, 3/8 TB, 1/2 NPT	2	32	1302-2014	REDUCER, 1/8 F-NPT 1/4 M-NPT	1
8	13025097	ELBOW-SWIV, 1/2 TB, 1/4 M-NPT	1	33	1302-2077	AIR FTG / PLUG (1/4 NPT)	1
-	13034000	AIRLINE-NYLON, 3/8" BULK (FEET)	9.5	34	1302-5049	CONNECTOR-MALE, 3/8 TB, 1/4 NPT	1
-	13035000	AIRLINE-NYLON, 1/2" BULK (FEET)	10	35	1302-5091	ELBOW, 1/4 TB 1/4 M-NPT, PUSH-IN DOT	2
9	14071005	HEX CAP SCR, M10 X 1.25 X 25, CLASS 8.8	3	36	1302-5104	ELBOW-3/8 TB, 1/4 M-NPT	1
10	14301203	.375 X .375 SHOULDER BOLT	4	37	1401-0806	1/4 X 3/4 UNC HEX CAP SCR (GR 5)	8
11	15000195	COMPRESSOR-AIR, THOMAS	1	38	1401-0810	1/4 X 1 1/4 UNC HEX CAP SCR (GR 5)	2
12	15000312	GROMMET-RUBBER, 1/2	1	39	141A-1210	3/8 X 1 1/4 UNC FLANGE BOLT (GRADE 8) O&P	22
13	15000324	GROMMET-RUBBER, 3/8	4	40	1426-0814	1/4 X 1 3/4 UNC SOCKET HEAD CAP SCREW (GRADE 8)	4
-	15000435	CORRUGATED LOOM, 1/4" BULK (FEET)	1	41	14420C04	#8 X .500 CR PAN HEAD MACHINE SCREW	13
14	15000930	CLAMP-LOOP, RUBBER CUSHIONED	1	42	1470-0C00	8-32 UNC HEX NUT (GR B)	13
15	15050026	RELAY-SAMS	1	43	1480-0800	1/4 UNC SERRATED FLANGE NUT	10
16	15050037	HARNESS-POWER, PANEL, AIR KIT	1	44	1480-1004	5/16 UNC TOP LOCK FL NUT (GR G) O&P	4
17	15050038	HARNESS-POWER, AIR KIT	1	45	1480-1204	3/8 UNC TOP LOCK FL NUT (GR G) O&P	12
18	15050041	HARNESS-CONTROL, AIR KIT, ULTRARIDE	1	46	1500-0193	FILTER-AIR	1
19	15050045	HARNESS-SENSOR, AIR KIT, ULTRARIDE	2	47	6000-2019A	FITTING-INLET, AIR	1
20	15050047	HARNESS-HEATER, AIR KIT, ULTRARIDE	1	48	800M1201	WELDMENT-CASE	1
21	15050048	HARNESS-BRAKE, AIR KIT, ULTRARIDE	1	49	800M1202	WELDMENT-FLOOR	1
22	15050049	ECU-KIT, AIR	1	50	810M0115	WELDMENT-MOUNT	1
23	15050051	4 POINT CONNECTOR	1	51	810M0116	WELDMENT-MOUNT	1
24	15051976	HARNESS-WIRE, MAIN	1				



# **ULTRARIDE® - 800M1074**

## **OPTIONAL CONTROL PANEL PARTS LIST**

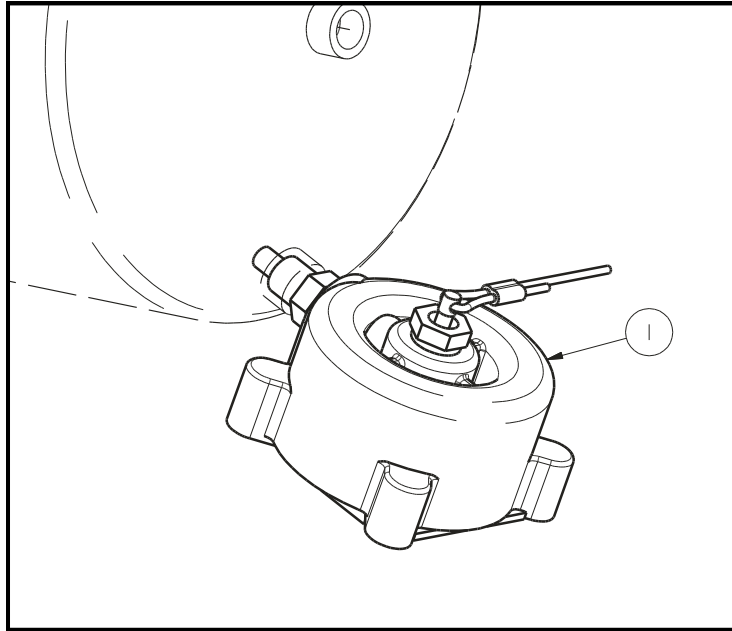


ITEM	PART NUMBER	DESCRIPTION	QTY
1	1459-0C07	NO. 8 X .438 PHIL-PAN SHEET	2
2	1500-1255	BOX(4.25 X 2.5 X 8.00)	1
3	15001828	LABEL-AIR CONTROL, ULTRARIDE	1
4	1505-0207	SWITCH-ROCKER	1
5	1505-1883	FUSE HOLDER,PANEL STYLE	1
6	15050040	HARNESS-CONTROL, ULTRARIDE	1
7	15050053	LIGHT-LED, 12V	1
8	15051872	2 AMP FUSE	1
9	80002161	PANEL-MOUNT, SWITCH	1



## ***ULTRARIDE*<sup>®</sup> - 800M0209 PARTS**

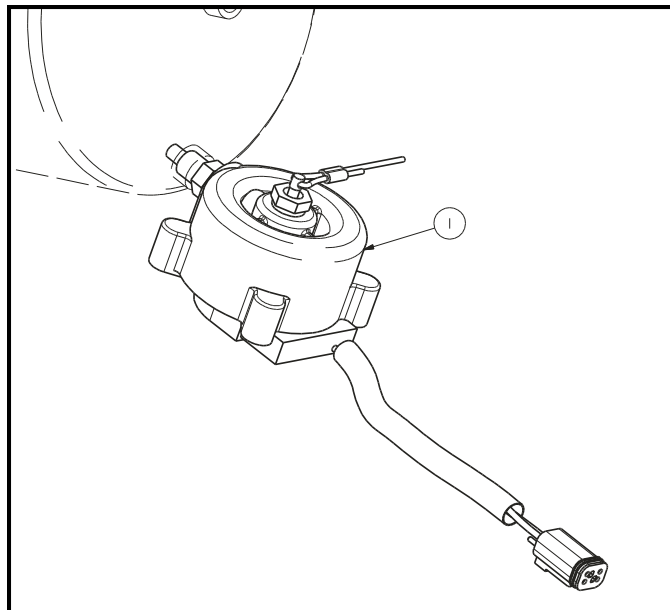
### **OPTIONAL AUTOMATIC DRAIN KIT**



ITEM	PART NUMBER	DESCRIPTION	QTY
1	13010558	VALVE-DRAIN, AUTOMATIC	1

## ***ULTRARIDE*<sup>®</sup> - 800M0210 PARTS**

### **OPTIONAL HEATED AUTOMATIC DRAIN KIT**

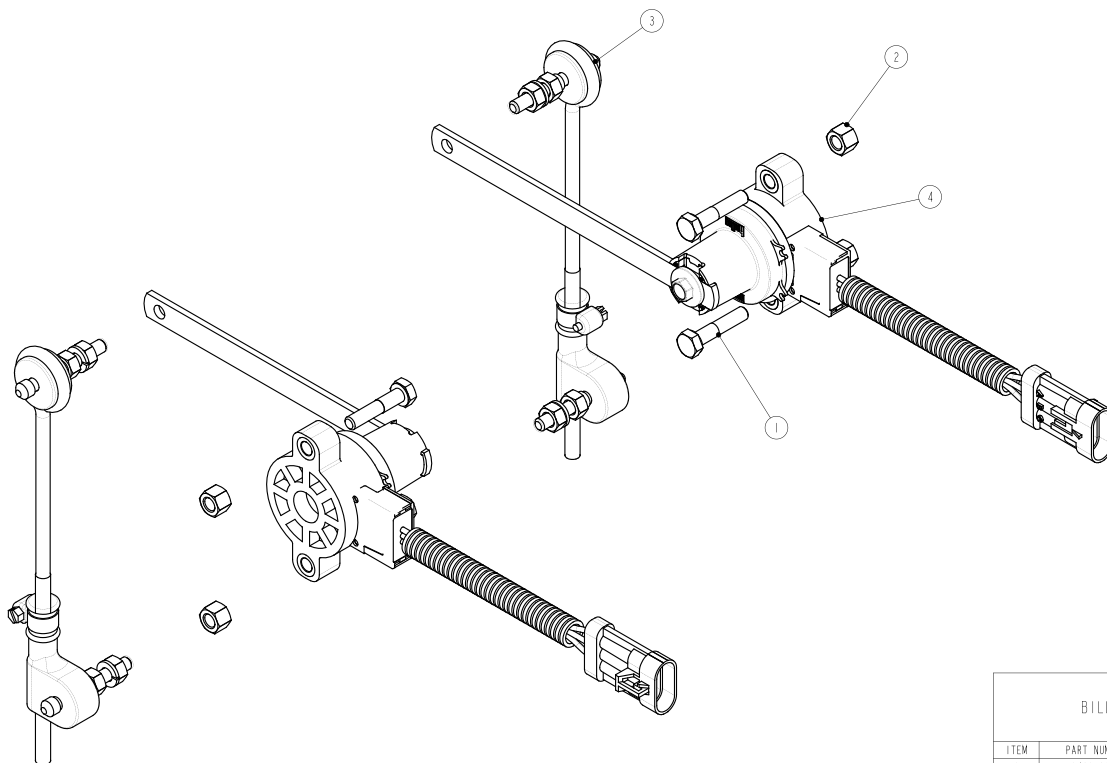


ITEM	PART NUMBER	DESCRIPTION	QTY
1	13010559	VALVE-DRAIN, AUTOMATIC, HEATED	1

# **ULTRARIDE® - 800M0202**

## **ELECTRONIC HEIGHT CONTROL KIT**

### **PARTS LIST**



BILL OF M	
ITEM	PART NUMBER
1	1401-0810
2	1478-0800
3	15000327

ITEM	PART NUMBER	DESCRIPTION	QTY
1	1401-0810	1/4 X 1 1/4 UNC HEX CAP SCR (GR 5)	4
2	1478-0800	1/4 UNC HEX NYLOCK NUT (GR B)	4
3	SEE TABLE	LINKAGE-VALVE, HEIGHT CONTROL, BARKSDALE	2
4	15050050	SENSOR-HEIGHT	2

Linkage Chart		
Vehicle	Linkage	Length
Dodge/Sterling	15000326	12"
Ford	15000326	12"
GM	15000327	8.188"

# **ELECTRICAL HARNESS & CONNECTOR SPECIFICATIONS**

## **15050038—Battery Power Harness—192”**

### **Air Kit End**

Deutsch HDP Series Connector  
Connector Body: HDP26-18-6SN (1)  
Terminals: 0462-203-04141 (2)  
Plugs: 114017 (4)  
Pin 1(A) - Not Used—Plugged  
Pin 2(B) - Not Used—Plugged  
Pin 3(C) - +12V Battery Power  
Pin 4(D) - Battery Ground  
Pin 5(E) - Not Used—Plugged  
Pin 6(F) - Not Used—Plugged

### **Battery End**

3/8” Ring terminals for both +12V  
Battery Power and Battery  
Ground.  
+12V Power cable includes 50A  
Fuse.

## **15050041—Control Harness—240”**

### **Air Kit End**

Deutsch DT Series Connector  
Connector Body: DT06-3S (1)  
Terminals: 1062-16-0122 (3)  
Wedge Lock: W3S (1)  
Pin 1(A) - +12V Ignition Power  
Pin 2(B) - Warning Light ground signal  
Pin 3(C) - +12V Dump Signal

### **Control Panel End**

Deutsch DT Series Connector  
Connector Body: DT04-3P (1)  
Terminals: 1060-16-0122 (3)  
Wedge Lock: W3P (1)  
Pin 1(A) - +12V Ignition Power  
Pin 2(B) - Warning Light ground signal  
Pin 3(C) - +12V Dump Signal

## **15050045—Height Sensor Harness—120”**

### **Air Kit End**

Deutsch DT Series Connector  
Connector Body: DT06-3S (1)  
Terminals: 1062-16-0122 (3)  
Wedge Lock: W3S-1939 (1)  
Pin 1(A) - 5VDC sensor power  
Pin 2(B) - Sensor Signal  
Pin 3(C) - Ground

### **Sensor End**

Packard WeatherPack Connector  
Connector Body: 12110293 (1)  
Terminals: 12048074 (3)  
Cable Seals: 12048086 (3)  
Lock: 12052845 (1)  
Pin 1(A) - 5VDC sensor power  
Pin 2(B) - Sensor Signal  
Pin 3(C) - Ground

## **15050046—Utility Tool Harness—240”**

### **Air Kit End**

Deutsch DT Series Connector  
Connector Body: DT06-4S (1)  
Terminals: 1062-16-0122 (3)  
Wedge Lock: W4SB (1)  
Plug: 114017 (1)  
Pin 1(A) - Increase height  
Pin 2(B) - Decrease height  
Pin 3(C) - Ground  
Pin 4(D) - Not used—plugged

## **15050047—Heater Harness—60”**

### **Air Kit End**

Deutsch DT Series Connector  
Connector Body: DT06-4S (1)  
Terminals: 1062-16-0122 (2)  
Wedge Lock: W4SA (1)  
Key Pin: 0413-215-1605 (1)  
Plug: 114017 (1)  
Pin 1(A) - +12V Ignition  
Pin 2(B) - Not used—plugged  
Pin 3(C) - Ground  
Pin 4(D) - Not used—Key pinned

### **Heater End**

Deutsch DT Series Connector  
Connector Body: DT06-2S (1)  
Terminals: 1062-16-0122 (2)  
Wedge Lock: W2S (1)  
Pin 1(A) - +12V Ignition  
Pin 2(B) - Ground

## **15050048—Brake Harness—240”**

### **Air Kit End**

Deutsch DT Series Connector  
Connector Body: DT06-4S (1)  
Terminals: 1062-16-0122 (1)  
Wedge Lock: W4SB (1)  
Plug: 114017 (3)  
Pin 1(A) - Not used—plugged  
Pin 2(B) - Not used—plugged  
Pin 3(C) - Not used—plugged  
Pin 4(D) - +12V Brake Signal

### **Brake connection End**

Bare wire

## CONNECTOR PIN-OUTS

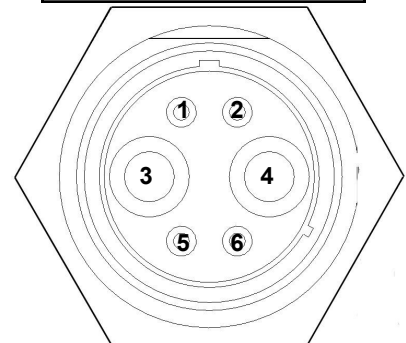
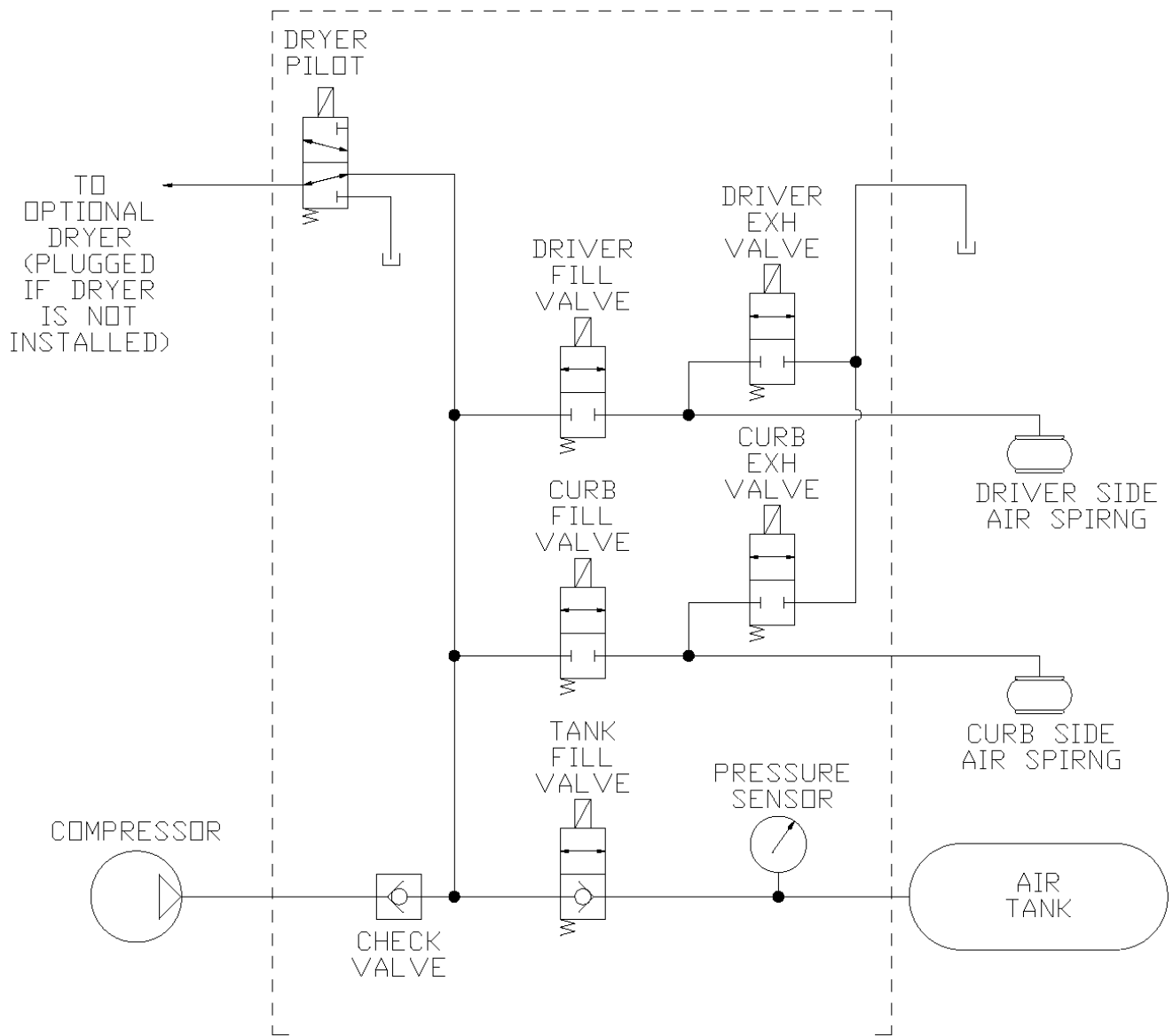


Diagram illustrating the location of the ECU (Electronic Control Unit) and other components in the engine compartment:

- ECU
- COMPRESSOR
- COMPRESSOR RELAY
- IGNITION POWER RELAY
- 20 AMP FUSE





# UltraRide® - TROUBLESHOOTING GUIDE

Symptom	Possible Causes	CORRECTIVE ACTIONS
<b>Air Tank Leaks down*</b>	<b>A.</b> Fittings on air tank leaking <b>B.</b> Damaged Airline between tank & housing <b>C.</b> Faulty Valve manifold	<b>A.</b> Tighten or replace fittings <b>B.</b> Replace Damaged Airline <b>C.</b> Replace valve manifold
<b>Air Spring(s) Leak down*</b>	<b>A.</b> Fittings on Air Spring Leaking <b>B.</b> Damaged Air Spring <b>C.</b> Damaged airline between housing & air spring <b>D.</b> Faulty Valve manifold	<b>A.</b> Tighten or replace fittings <b>B.</b> Replace air spring <b>C.</b> Replace damaged airline <b>D.</b> Replace valve manifold
<b>Compressor does not run</b>	<b>A.</b> Ignition Key is not on <b>B.</b> Fuse is blown <b>C.</b> Tank is full	<b>A.</b> Turn on the ignition key to power the system <b>B.</b> Check and replace fuses. <b>C.</b> Nothing wrong, normal operation
<b>Compressor runs too much</b>	<b>A.</b> Leak in system <b>B.</b> Plugged Air Filter <b>C.</b> Faulty Compressor	<b>A.</b> Find and stop leak <b>B.</b> Replace Air Filter <b>C.</b> Replace Compressor
<b>Suspension does not dump</b>	<b>A.</b> Ignition Key is not on <b>B.</b> Improper height settings <b>C.</b> Loose connections	<b>A.</b> Turn on the ignition key to power the system <b>B.</b> See manual to program the height settings <b>C.</b> Check all electrical connections.
<b>Warning Light is on</b>	<b>A.</b> System is starting up <b>B.</b> Low pressure in air tank <b>C.</b> System malfunction	<b>A.</b> Nothing wrong, normal operation. <b>B.</b> Check for leaks and check compressor operation. <b>C.</b> Consult your Link Service representative
<b>Warning light is blinking 1 second on &amp; 1 second off</b>	<b>A.</b> System is in setup mode	<b>A.</b> Remove the Height Set Utility Tool and un-dump the suspension.
<b>Warning light is blinking 1/4 second on &amp; 2 seconds off</b>	<b>A.</b> Suspension is Dumped	<b>A.</b> Nothing wrong, normal operation. Undump the suspension to stop warning light from blinking.
<b>Warning light is blinking Other codes</b>	<b>A.</b> Fault error detected. See Warning Light Error Codes (below).	<b>A.</b> Take action to correct the indicated fault.

\* NOTE: All air systems will always have some inherent leaks and will, over a long period of time, leak down.

	LED Blink Code	Description	Effect
System Status Indicators	Steady On	System is booting, or Low Tank Pressure, or ECU Failure	No effect, Indication only
	1 sec. on - 1 sec. off	System is in Setup mode	Fast response mode for adjusting sensors
	¼ sec. per 2 seconds	System is in Dump mode	Vehicle is lowered
Sensor Errors	11: 1 blink, 1 blink	Side A Sensor Fault	One side: other sensor used for both, Both sides: operation inhibited
	12: 1 blink, 2 blinks	Side B Sensor Fault	
	13: 1 blink, 3 blinks	Pressure Sensor Fault	Compressor and other modes inhibited.
Air System Errors	21: 2 blinks, 1 blink	Compressor Run Timeout	Compressor inhibited for 10 minutes
	22: 2 blinks, 2 blinks	Compressor Duty Cycle	Compressor inhibited for 2 minutes
	23: 2 blinks, 3 blinks	Leak Detect	No effect, Fault indication only
Run Time Limit Exceeded	31: 3 blinks, 1 blink	Side A Valve Time Exceeded	Affected solenoid operation inhibited (turned off) until cleared.
	32: 3 blinks, 2 blinks	Side B Valve Time Exceeded	
	33: 3 blinks, 3 blinks	Reservoir Valve Time Exceeded	
	34: 3 blinks, 4 blinks	Compressor Time Exceeded	



# **APPENDIX A**

## **WIRING DETAIL FOR F-SERIES FORD VEHICLES**

### **Harness Routing:**

One option in routing the harness is to run the harness under the floorpan of the passenger's side, and through the grommet in the passenger side floor, if available. The harness can then run under the floor covering and behind the dash. See Figure A-1.

### **Key Hot Wire Selection:**

For '99 and newer **Ford** vehicles, the PTO 12-volt power source wire provides an adequate "key hot" wire for the UltraRide® Air Kit. This wire does not have any terminals attached to it, and is part of the OE supplied Power Take-Off Circuits. To verify the correct wire, use a test light or multimeter. The selected wire should only be "hot" when the ignition switch is on.



**FIG. A-1**

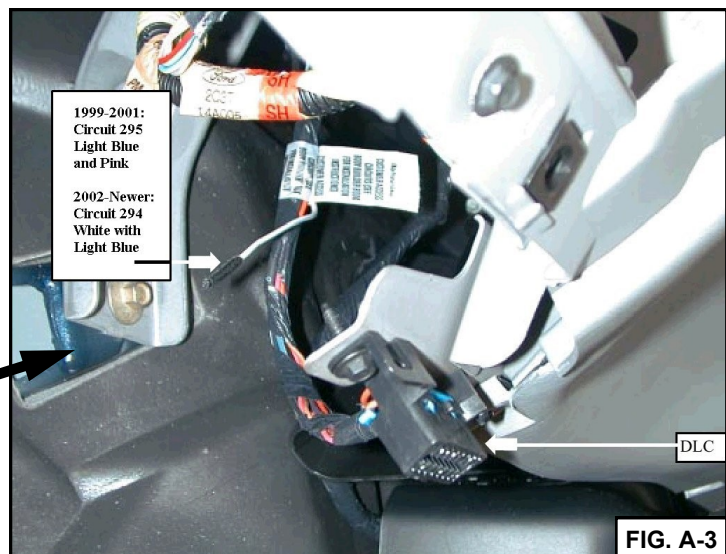
For **pre-2002** model year vehicles, the wire is Circuit Number **295** and has a wire color of **light blue and pink**.

For **2002—2007** model year vehicles, the wire is Circuit Number **294** and has a wire color of **white and light blue**. This wire can be found blunt-cut & taped, on the harness behind the Diagnostic Link Connector (below and to the RIGHT of the steering wheel). See Figures A-2 and A-3.

For **2008 and newer** model year vehicles, the wire is Circuit Number **CBP44** and has a wire color of **purple**. This wire can be found blunt-cut & taped, on the harness behind the Diagnostic Link Connector (below and to the LEFT of the steering wheel).



**FIG. A-2**



**FIG. A-3**

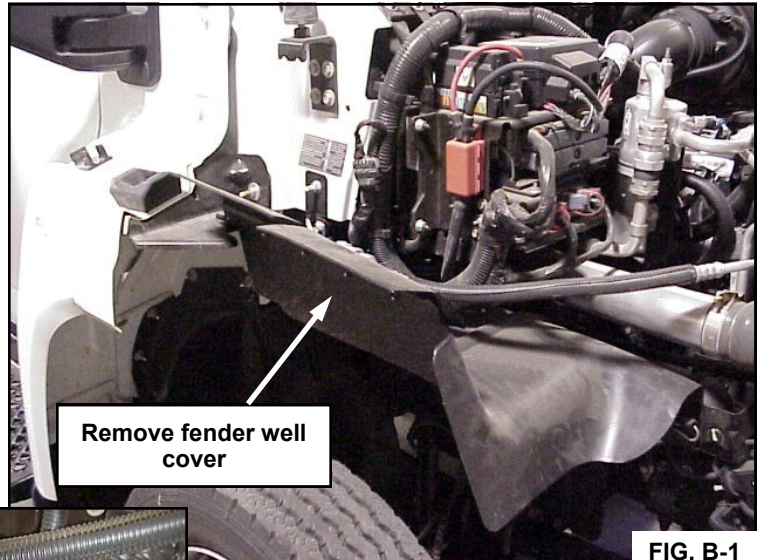
# **APPENDIX B**

## **WIRING DETAIL FOR GMC VEHICLES**

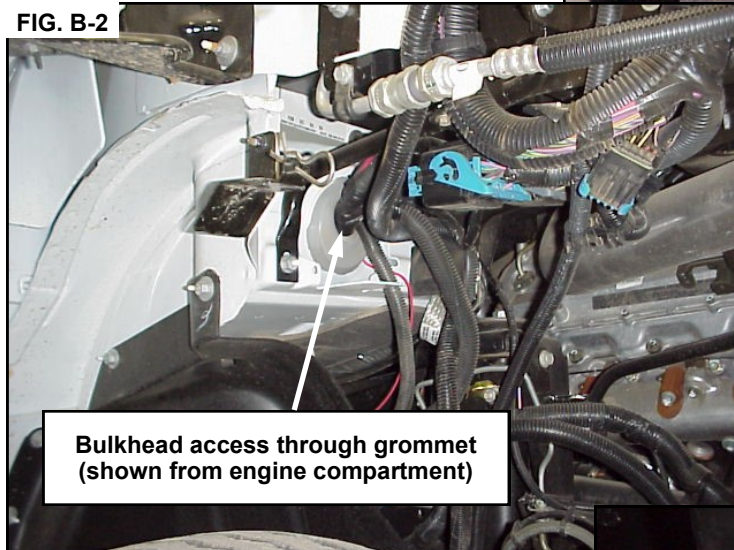
### **Harness Routing:**

Another option in routing the harness is to run the harness from the battery, up through the grommed hole in the passenger side bulkhead. The harness can then run under the floor covering and behind the dash.

See Figures B-1, B-2, & B-3.



**FIG. B-1**



**FIG. B-2**



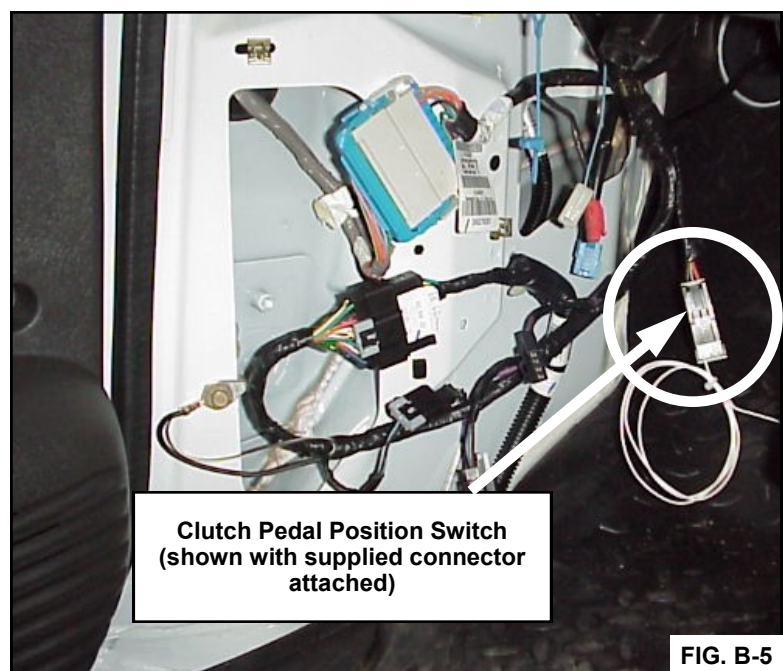
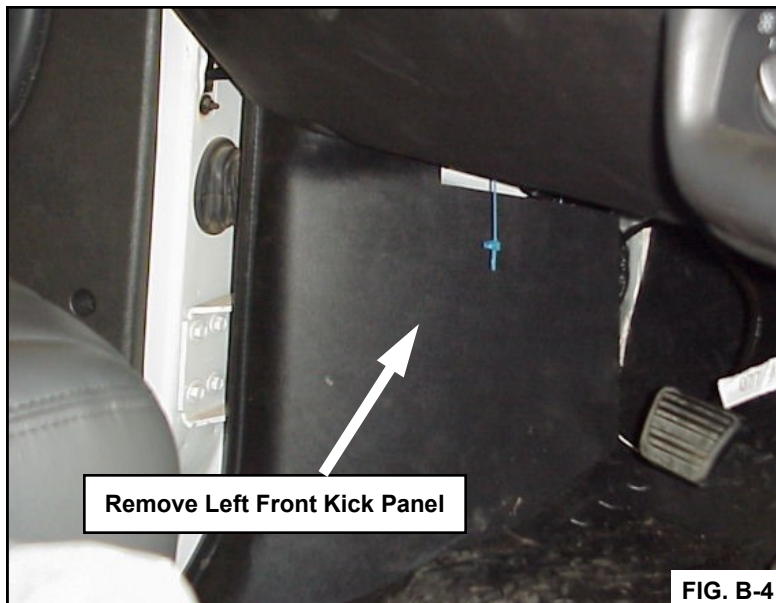
**FIG. B-3**

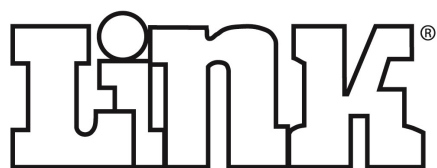


## Key Hot Wire Selection:

For GMC vehicles, any wire connected to IGN4 provides an adequate “key hot” wire for the UltraRide<sup>®</sup> Air Kit. One such wire that can be used is connected to the Clutch Pedal Position Switch located behind the left front kick panel. This wire is hot and fused with the ignition key in the “RUN” position. It may be necessary to remove the kick panel to access this connector. See Figures B-4 and B-5.

To verify the correct wire, use a test light or multimeter. The selected wire should only be “hot” when the ignition switch is on.





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