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AIR SUSPENSION IMPROVEMENT KIT

RENAULT MASTER

30.7.2001

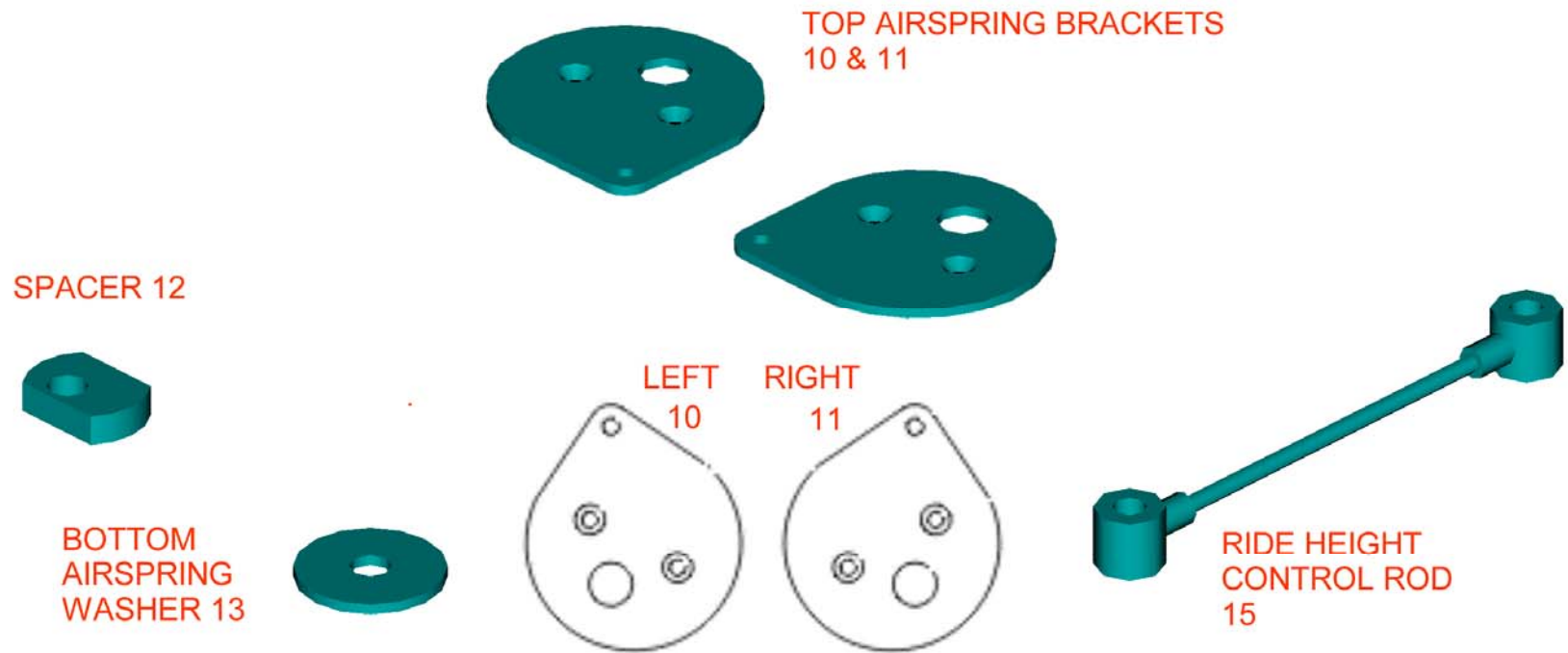
Document 2 INSTALLATION INSTRUCTIONS

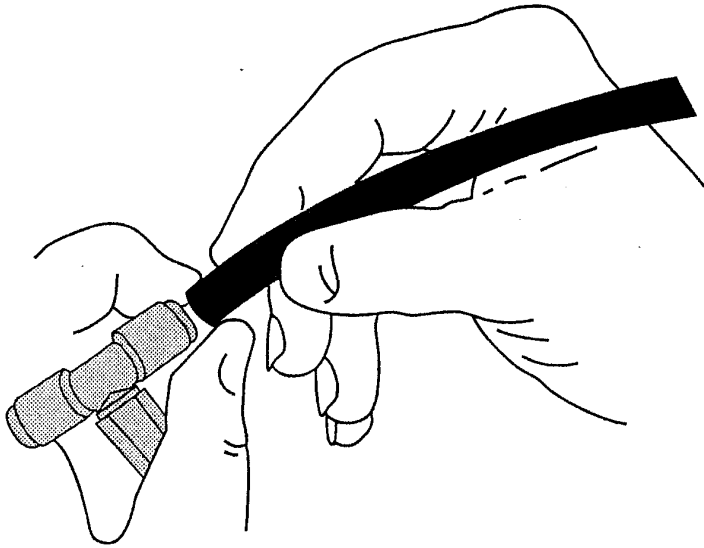
All work should be carried out in a properly equipped workshop with due regard to Health and Safety Regulations. No further reference to Health and Safety Regulations will be made, but they must be considered at all times.

The kit should be opened and the contents checked against the parts list provided.
Identify the various components and familiarise yourself with them using drawings and information provided.

Tools required : Jack or 4 post lift or other means of raising vehicle ;
Torque wrench; 21, 18, 14, 13, 12 mm spanners ;
5.5 & 6mm Allen keys ; tube cutter
Measuring tape

PARTS IDENTIFICATION






SPECIAL INSTRUCTIONS FOR AIR FITTINGS

1. Cut the air tube cleanly at right angles using a special cutter or similar (not scissors). It is important to cut squarely to avoid leaks.
2. Insert the tube into the fitting by pushing hard. You will feel/hear a click. (The tube must go about 14 mm into the fitting.)
3. To take the tube out, just push back the collar on the fitting and pull out the tube. (No tools needed.)
4. **WARNING:** When you have taken the tube out of the fitting, cut 14 mm off the tube before re-inserting it.

A. DISMANTLING

Remove the top shock absorber bolts.		18 mm & 21mm spanners	Retain to replace later.
Dump the air from the system using the dashboard control.			Check that the ignition is now off.
Remove the 'R' clips from the base of the airsprings.			
Raise the body of the vehicle and support it according to safety considerations.		Jack / lift	
Remove the air tubes connecting each airspring to the control unit.			NOTE carefully from which port the tube goes to each airspring.
Free the base of each airspring from its holder.			
Turn each airspring through 90° and remove from the vehicle.			
Remove the bottom shock absorber bolts and remove the shock absorbers from the vehicle		21 mm spanner	Retain the bolts to replace later.

B. INSTALLATION

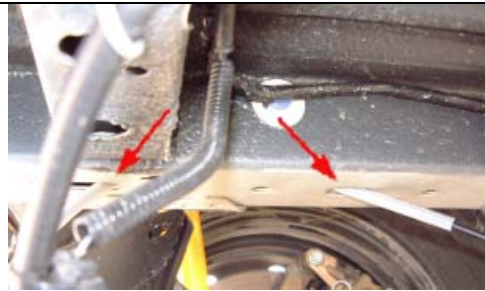
<p>Bolt on the new shock absorbers (14), using the original bolts.</p>		<p>18 mm & 21 mm spanners</p>	<p>Torque to ?</p>
<p>Position the top airspring brackets (10 & 11) on top of the airsprings (01) and screw an elbow air fitting (02) into the top of each airspring, feeding it through the large hole in the bracket and tightening with the spanner accessed between the bracket and the airspring.</p>		<p>14 mm open-ended spanner</p>	<p>Use thread sealant.</p>



Bolt the airsprings (01) to the top brackets (10 &11), using 3/8 UNC countersunk bolts (06).


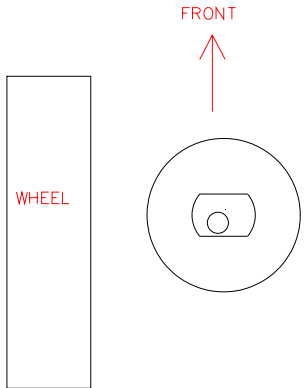




5.5 mm Allen key


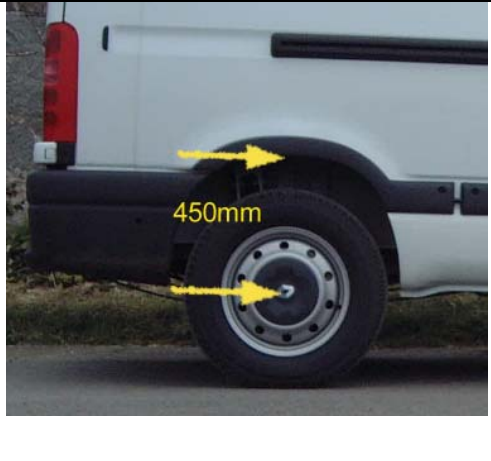
Left hand side of vehicle: feed a 980mm length of nylon tube (03) through a length of protective sleeving (05) and feed both into the chassis rail through the hole above the original airspring (by the crossbeam) and out again through the slotted hole 175 mm towards the front.



<p>Offer up the left-hand airspring assembly [see P. 2] to the chassis and join the rear end of the nylon tube in the chassis rail to the elbow fitting in the airspring.</p>			<p>See P.3 special instructions for air fittings.</p>
<p>Feed the air fitting up into the chassis, and secure the bracket with a 10 mm bolt (09) through the hole at the front of the bracket into the corresponding hole in the chassis.</p>		<p>6 mm Allen key</p>	
<p>Push the other end of the air tube into the correct port in the central unit.</p>			

<p>Attach the tube securely using nylon ties (16).</p>			<p>Make sure the tube does not interfere with the bump stop.</p>
<p>Right hand side of vehicle: repeat as above, using a 1030 mm length of nylon tube (04) and the right-hand bracket (11).</p>			
<p>Position the bottom airspring spacer (12) in the hole in the bottom airspring holder so that the hole in the spacer is to the rear and towards the wheel.</p>			

<p>Secure the bottom of the airspring through the spacer using 3/8 UNC bolt (07), a spring washer (08) and the bottom airspring washer (13).</p>		<p>14 mm spanner Torque wrench</p>	<p>Torque to 25 Nm.</p>
<p>Secure the bottom of the other airspring in the same way.</p>			
<p>Remove the control rods on both sides and replace with the longer control rods supplied (15) using the original fitments.</p>			

<p>Slacken the control rod brackets to allow them to slide up and down the anti-roll bar.</p>		<p>12mm & 13 mm spanners</p>	
<p>Switch on the ignition and deactivate the dump control to allow the airsprings to inflate.</p>			
<p>To set the ride height, slide each bracket in turn up or down until the distance between the centre of the wheel and the wheel-arch is 450 mm.</p>		<p>Measuring tape</p>	
<p>Tighten the brackets to lock in place, and check the ride height is correct.</p>		<p>12mm & 13 mm spanners Measuring tape</p>	<p>IMPORTANT THE RIDE HEIGHT MUST BE SET AT THIS MEASUREMENT.</p>