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Ford Transit (Dual Rear Wheel with ABS)

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.

WARNING

Do not inflate this assembly when it is unrestricted. When installed, a minimum of 10 psi should be maintained in the air bellows at all times to avoid damage. Do not inflate beyond 100 psi.

IMPORTANT

This kit is not designed to increase the GVW of your vehicle. For your safety and to prevent possible damage to your vehicle, do not exceed the maximum load recommended by the vehicle manufacturer.



Parts List

Description	QTY
Lower Bracket	2
Upper Left Bracket	1
Upper Right Bracket	1
Axle Strap	2
Locating Plate	1
M10X60 Bolts	4
M10 Locknuts	4
M8X20 Bolt	5
M8x25x2 Flat Washers	4
¼" Inflation Valve	2
M10 X 1.5 x 40 C/sink Bolt	2
M8 Locknut	1
M8 Washer	2

Description	QTY
M10 X 1.25 x 40 C/sink Bolt	2
Cable ties	10
Thermal Sleeves	2
Air Springs	2
18 ft. ¼" tubing	1
3/8 – 15 Flanged locknut	4
3/8 – 16X3/4" Flanged lock bolt	4
¼" Elbow	2
5/16 Flat Washer	4
¼" Tee piece	1
M10 Washers	8
Heat Shield	1



Note About Countersunk Bolts:

There are four M10 countersunk bolts supplied with this kit.

2 x M10 x 40 (Standard Thread)

2 x M10 x 1.25 x 40 (Fine Thread)

These bolts are used to mount the upper brackets to the chassis. When the bump stop is removed the threaded hole must be examined to determine if it is a standard or fine thread.

Special Instructions for Air Connections



1. To cut the tubing correctly an appropriate cutter must be used (not a scissors)
2. When inserting the tubing into the connection it must be pushed in approximately 14mm until a click is heard.
3. To remove the tube, push the flange on the connection and at the same time pull the tube. (No tool is necessary.)
4. ATTENTION, when a tube is removed it is important to trim 14mm from the end before reconnection.
5. IT is advisable that LOCKTITE be used on the threaded fittings.

Important

- The Installation manual should be read entirely before beginning assembly.
- This kit does not increase the G.V.W. (gross vehicle weight) of your vehicle, for your safety and to avoid any damage to your vehicle do not exceed the maximum loading recommended by the manufacturer.
- Do not inflate air bags before assembly.
- Once the kit is installed, do not exceed the max and min pressure limits, incorrect use or over inflation can cause deterioration of your suspension.

PREPARATION:

In order for the kit to be installed on the vehicle, it is necessary firstly to provide free space within the range of the rear axle. Usually, there are no additional components which could interfere with installing the kits in this space. However, if components are interfering with mounting the kit, then it must be clarified whether it is still possible to mount this kit or whether these additional parts can be moved accordingly. You must always take care not to interfere with the vehicle parts, e.g. brake hoses, cables etc. These could be jammed or damaged while assembling the kit. In order to ensure this does not occur, they must be partially shifted.

Installation

Raise the chassis from the axle to create enough room to remove the bump stops. NOTE: Do not strain any brake lines or cables.

Remove the original bump stops. Then remove the metal support by unscrewing it. The hole will be used to fix the upper bracket into place.

Take note of the thread on the bump stop as it may be a standard or fine thread. There are C/Sink Bolts provided in the kit to suit both sizes. The correct sized bolt must be used.



The top of the air spring has two studs and an air entrance hole. Attach the upper bracket to the top of the bellows using the 3/8" hex nuts and spring washers provided making sure that the air entrance hole is exposed in the bracket opening.

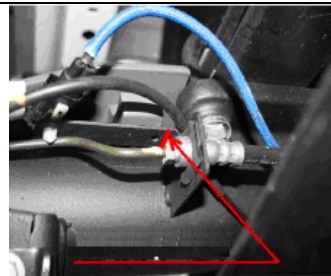
On the exhaust side of the vehicle the heat shield must be placed between the air spring and upper bracket with the flange in position between the exhaust pipe and the air spring.




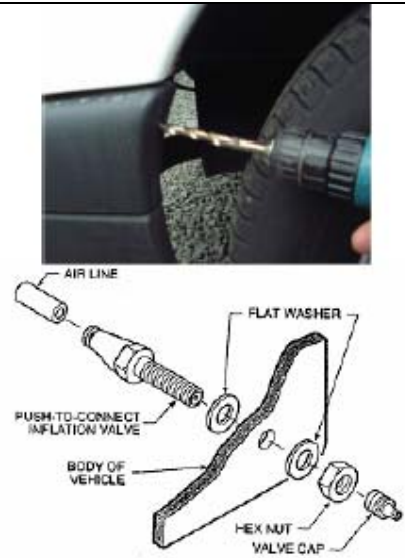
Fix the upper brackets in place of the original bump stops using the correct M10 countersunk bolts that have been determined in part one. (Discard the other two M10 C/sink Bolts)



To position the lower brackets correctly onto the axle, cut out the metal collar, which is being used to hold the electric wire. During this operation protect the electric wire and the brake line to insure they do not get damaged.

Fix the collar to the lower bracket using one of the M10 x 65 bolts that are used to attach the lower bracket to the axle strap.



<p>Momentarily move the bracket holding the brake lines in order to better position the air bag and lower bracket. Reposition and tighten all.</p>	
<p>Take the bracket holding the brake lines and carefully reposition using the original M8 bolt with the M8X20 bolt, M10 locknut, M8 Washers and the locator plate provided in the Kit.</p> <p>Note: Use extreme caution when carrying out this procedure so as not to damage any of the brake lines.</p>	
<p>Route the longer air tube from the air spring along the underneath of the vehicle to the other side and connect with a Tee fitting to the tube from the other air spring. Insert a length of air tube into the Tee fitting and run this tube to the location chosen for the inflation point.</p>	
<p>Cut a long length of tubing in order to connect the valve to the nearest air bag. Do the same for the opposite side. Choose whether you want separate inflation valves for each side or one valve common to both sides using the Tee fitting. Use the nylon ties provided to tie the tubing up into a safe position.</p>	
<p>Drill an 8 mm (5/16") hole and mount the inflation valve as shown in the diagram, pushing the valve through the hole from behind and attaching with 2 washers and a nut.</p> <p>Cut the air tube to length, making sure the end is cut squarely, and push the end as far as possible into the back of the inflation valve.</p>	

OPTION:

To mount a pressure gauge inside the rear of the vehicle. Cut the air tube squarely a short distance back from the inflation valve, and insert the ends of the tubes into a Tee fitting. Cut a length of tube long enough to reach from the Tee fitting to the gauge. Feed the air tube up from below and connect the tube into the gauge and the Tee fitting.

IMPORTANT:

Attach all tubing securely to the underneath of the vehicle using nylon ties.

Do not attach to brake lines.

Protect the tube with the sleeving provided where there are any sharp edges or sources of heat.

If the vehicle is fitted with ABS and Load Sensing Valve (LSV), then adjust the LSV to give maximum braking (1:1).

If the vehicle is fitted with ABS and no LSV, then no brake adjustment is required.

For vehicles without ABS, please contact us on +353 1 8612 632

Examination:

After assembly, inflate air bellows and check all mounting bolts are tight. Screw all connections tight again. It must be ensured that the mounting brackets can not move. If the plates touch the brake hose at the air bellows, then these must be moved by suitable means.

After having carried out the assembly, having inflated the Airsprings and having checked that all the bolts as well as the pneumatic connections are quite tight. You must make sure that the mounting plates cannot move. If brackets touch the brake cables towards the Airbags, then they must be moved with adapted means.

Precautions:

Never exceed the maximum and minimum recommended pressure limits.

Min pressure 1bar

Max pressure 7bar

Never drive with deflated air bags.