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W21-760-3449
Ford Transit (Front Wheel Drive)
Type 260-300

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.



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.

Parts list

Description	QTY
Lower Brackets	2
Anti Twist Plates	2
Upper Brackets	2
M8 Locknuts	4
M8X100 Bolts	4
Thermal Sleeves	2
¼" Tubing	18ft
5/8 – 18 UNF Half Nut	2
5/16 Flat Washer	4

Description	QTY
5/8 Spring Washer	2
3/8 X ¼ C/Sink Bolt	2
M10X1.25X40 C/Sink Bolt	2
M10X40 C/Sink Bolt	2
M8 Flat Washer	8
¼" Elbow	2
Cable Ties	10
¼" Inflation Valve	2
¼" Tee Piece	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, 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.

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 bump stop assembly. These holes will be used to locate the upper brackets.

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.



Position the upper brackets so that the folded up part of the bracket is facing up and is inside the frame 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).

Take care not to damage the electrical wire during assembly, if need be detach them from the frame and reattach them up higher with nylon ties.



<p>Fix the lower bracket with the M10X25 c/sink screw and position the anti twist plate on the air bag, checking that the threaded hole for the pneumatic fitting lines up with the hole in the bracket.</p>	 A close-up photograph of a black, cylindrical air bag. A metal bracket is attached to the bottom of the air bag. A brass-colored anti-twist plate is mounted on top of the air bag. The plate has a central threaded hole that aligns with a hole in the bracket below it.
<p>Place the brackets and bellows between the frame and the axle checking that the side of the anti twist plate is on the outside of the frame. Take care not to damage the brake lines or the electrical wire during this stage.</p>	 A photograph showing the air bag assembly installed between a vehicle's frame and axle. The air bag is positioned horizontally. A metal bracket is attached to the bottom of the air bag and is secured to the axle. The anti-twist plate is on top of the air bag. Brake lines and electrical wires are visible in the background.
<p>Attach the lower brackets to the axle using the M8X100 and the M8 nuts, do not tighten these screws. Check the alignment of the air bag making sure it is not in contact with any other components of the vehicle. If need be reposition the small bracket which is used as support for the brake lines, to leave better work space for the air bag. Tighten the bolts on the lower bracket.</p>	 A close-up photograph of the air bag and bracket assembly. The air bag is mounted on a metal bracket. The bracket is attached to the axle using M8X100 screws and M8 nuts. The anti-twist plate is visible on top of the air bag. The bracket is positioned to support the air bag and prevent it from contacting other components.

Attach the Bellows and Anti twist plates on the upper bracket using the 5/8" nuts. Screw the elbow fittings onto the air bag passing the ABS cable through the upper notch of the air bag bracket.



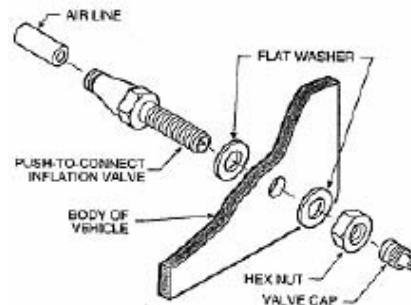
Route the longer air tube from the Bellows along the underneath of the vehicle to the other side and connect with a Tee fitting to the tube from the other Bellow. Insert a length of air tube into the Tee fitting and run this tube to the location chosen for the inflation point.



Cut a long length of tubing in order to connect the valve to the nearest Bellow. 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 T shaped connector. Use the nylon ties provided to tie the tubing up into a safe position.

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.

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.



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 T 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 sleeves 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.