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**FORD RANGER**  
**MAZDA B2500**  
**W21-760-3454**

**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 springs 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.*

Note: The assembly of this kit should be carried out by trained technical personnel. This is necessary, as auxiliary tools are required for assembly.



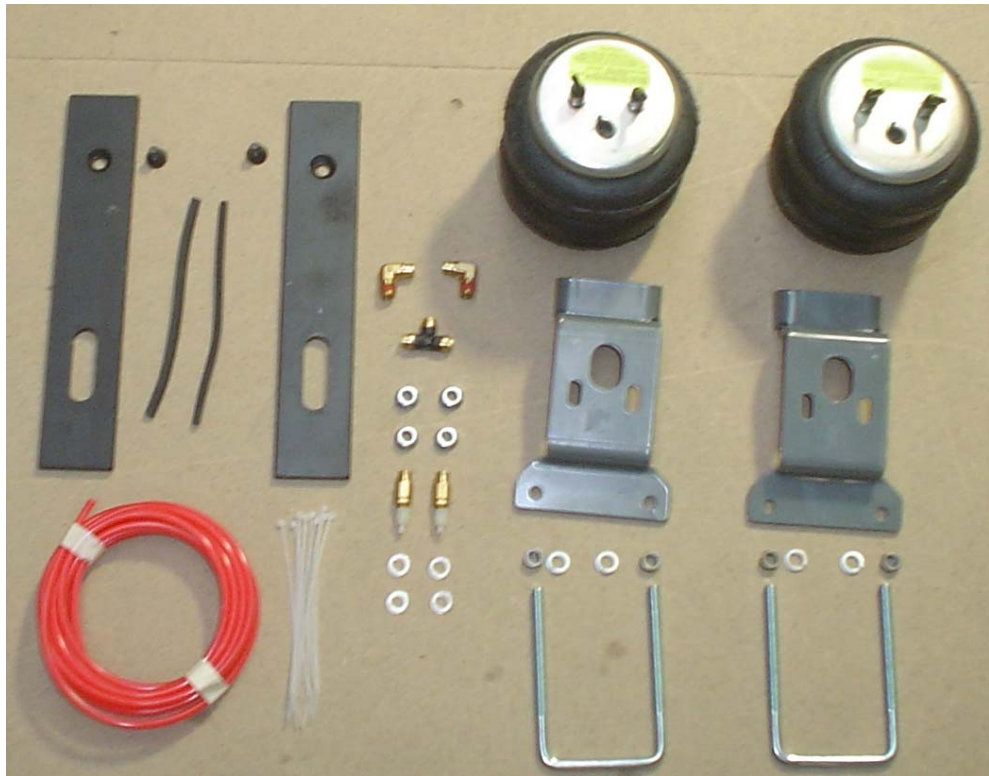
**PREPARATION:**

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. There must be 20 mm clearance around each airspring. 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	Quantity
Bottom Bracket	2
Top Bracket	2
Bail Clamp	2
3/8" Locknuts	4
3/8" Spring Washers	4
Cable Ties	10
Thermal Sleeves	2
267C 1/4" NPT Air Bellows	2

Description	Quantity
18 ft. 1/4" Tubing	1
3/8-16 Flange Locknut	4
3/8-16 x 3/4 C,sunk Bolt	2
1/4" Elbow	2
1/4" Inflation Valve	2
5/16 Flat Washer	4
1/4" Tee Piece	1



## INSTALLATION

Attach the top and bottom brackets to the airsprings as shown. Use the flange locknuts on the top bracket and the countersunk bolts on the bottom bracket.

Insert the elbow air fittings into the top of the airsprings. The use of thread sealant is recommended here.



Raise the body of the vehicle until the wheels are approximately 50 mm above the ground, to allow space to insert the spring assemblies, which are mounted behind the rear axle. Support the rear axle with a jack.



Loosen the four original U bolt nuts each side. Place the assembled airsprings between the chassis and the axle, and slide the extended side of the bottom bracket underneath the clamp plate until the spring centre pin is located in the slot on the bracket.

Do not tighten the U bolt nuts yet.



Attach the top bracket to the framework of the vehicle directly above the bottom bracket by means of the bail clamps provided, securing with nuts and washers.

Note: In order to prevent damage to the airsprings, the threads may have to be shortened (see photo.)

Check the vertical alignment of the airsprings. Check particularly that the airsprings are not in contact with any other component of the vehicle.

Tighten the U bolt nuts.



Decide which side of the vehicle to mount the inflation valve: a suggested location is at the front or rear of the rear wheel arch. It should be easily accessible but protected, and on the same side of the vehicle as you intend to mount the pressure gauge (if applicable): a suitable location for this is inside the rear of the vehicle.



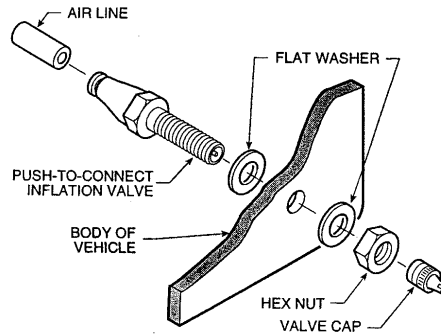
Cut a generous length of air tubing to reach from the inflation valve to the top of the nearest airspring, following the line of the inner wheel arch and across to the top of the airspring, with sufficient slack to allow suspension movement. Insert one end of this tube into the air fitting in the airspring.

Cut another generous length of air tubing to reach from the top of one airspring to the top of the other, routing it along the chassis so that it can be neatly held in place. Insert one end of this tube into the air fitting in the second airspring.

Cut the tube between the inflation valve and the first airspring squarely close to the airspring and insert a T fitting between the 2 ends. Connect the tube from the airspring on the other side of the vehicle into the T fitting.

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:**

Do not attach to brake lines.

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

**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 spring, then these must be moved by suitable means. Check for air leaks, using soapy water if necessary.