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W21-760-3455
4 Bag System
W21-760-3455

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

BRKT KIT FOR IVECO DAILY 35-49	1
9.75 TAPERED SLEEVE	4
1/4" TEEPIECE	2
1/4" INFLATION VALVE	2
1/4" NPTF ELBOW FITTING	4
1/4" TUBING - 1M	5
3/8"-16 UNC x 3/4" HEX BOLT	4
3/8" UNC x 1" HEX HEAD BOLT	8

1. NOTES:

This kit uses 4 Tapered Sleeve bellows. This kit is installed in such a way that there are two bellows mounted in front and two behind the rear axle. Each upper bracket is supported by means of two crossbeams. The lower assembly brackets are attached in such a way that they bolt around the axle.

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

2. 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.

3. INSTALLATION:

Assembly of the lower bracket:

For installation, first, the lower bracket must be installed. The assembly of the kit is described now on the basis of the right hand side of the vehicle in the driving direction. Firstly, the brake hose bracket which is welded onto the axle, must be loosened from the rear axle. The bracket welded at the rear axle can be removed using a steel chisel and a hammer (see photo).



Take out the lower bracket assembly. This consists of the lower flat bracket plus the top bridging bracket. The top bridging bracket is mounted above the axle and the flat bracket is installed underneath the axle as shown. During assembly of the bridging bracket, attention must be paid to aligning the front part of the bracket. With vehicles with disc brakes at the rear axle, this recess must point to the tire side. Ensure that the brake hose lines here are not touching the bracket.



This picture shows the lower bracket pointing forward in the driving direction (right side). It is clearly seen here that the brake hose lines are on the left blank side of the bracket. Make sure here that when assembling the brake hose is not damaged.



If the bridging bracket is installed on the top, for stabilization a U-bolt is installed for reinforcement underneath the bridging bracket.

Note: First tighten all screws and then bolt. Thus the assembly bracket is additionally fastened.



This picture shows the vehicle chassis in the driving direction (right side). The two front fixing bolts of the crossbeam (shock absorber attachment) are loosened on the longitudinal framework, so that the bracket can be fastened to the inside of the framework.



The front upper bracket is now bolted with two longer screws.



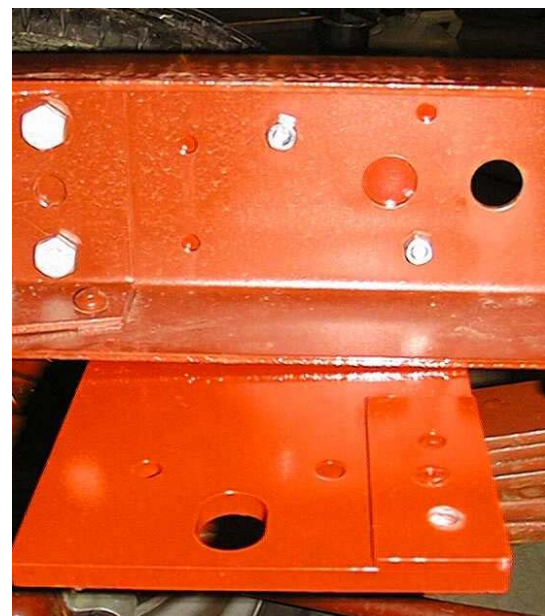
Two additional holes can be drilled. The front upper bracket can be bolted with 4 screws.



The rear top bracket is mounted above the bridging bracket from the outside on to the original C-section framework



The drillings are congruently brought and bolted with that of the framework. Depending upon motor vehicle type the two hole patterns cannot be congruent. Then the upper bracket is aligned in such a way that this can be installed perpendicularly over the lower bracket. The upper brackets can be drilled out and bolted now.



Two holes are usually already available on the vehicle chassis frame, if necessary these holes must be drilled to the appropriate diameter of the bolt. Additionally, the two other holes must be drilled in the chassis. Bolt the bracket with the M10x40 bolts to the chassis. Subsequently, the bellows can be fastened with the two upper 3/8" bolts.



Even if the rear air bag is bolted onto the left side, both brackets are connected with the narrow crossbeam.

In front of the axle, in the driving direction, the broad crossbeam and the framework holding is bolted. This is for the attachment of the air bag.



Similarly, mount the brackets of the other side of the vehicle as previously described. Once the top and bottom brackets are mounted, then the cross members are finally bolted in place. These are essential, so that the vehicle frame does not twist.

Air connection:

With a 4-Bag-system the two bellows on each side are connected with air lines by means of a T-fitting. The 2 T-fittings from each side are subsequently connected with another T-fitting. This in turn is connected to a standard inflation valve which is mounted at a convenient location on the vehicle.

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.