



Unit 626 Kilshane Avenue, North West Business Park, Ballycoolin, Dublin 15, Ireland
Telephone: +353 1 8612 632, Fax: +353 1 8612 647, email: sales@driveriteltd.com
www.driveriteltd.com

MB SPRINTER (515)/ VW CRAFTER (515)
W21-760-3501

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 pictures 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.

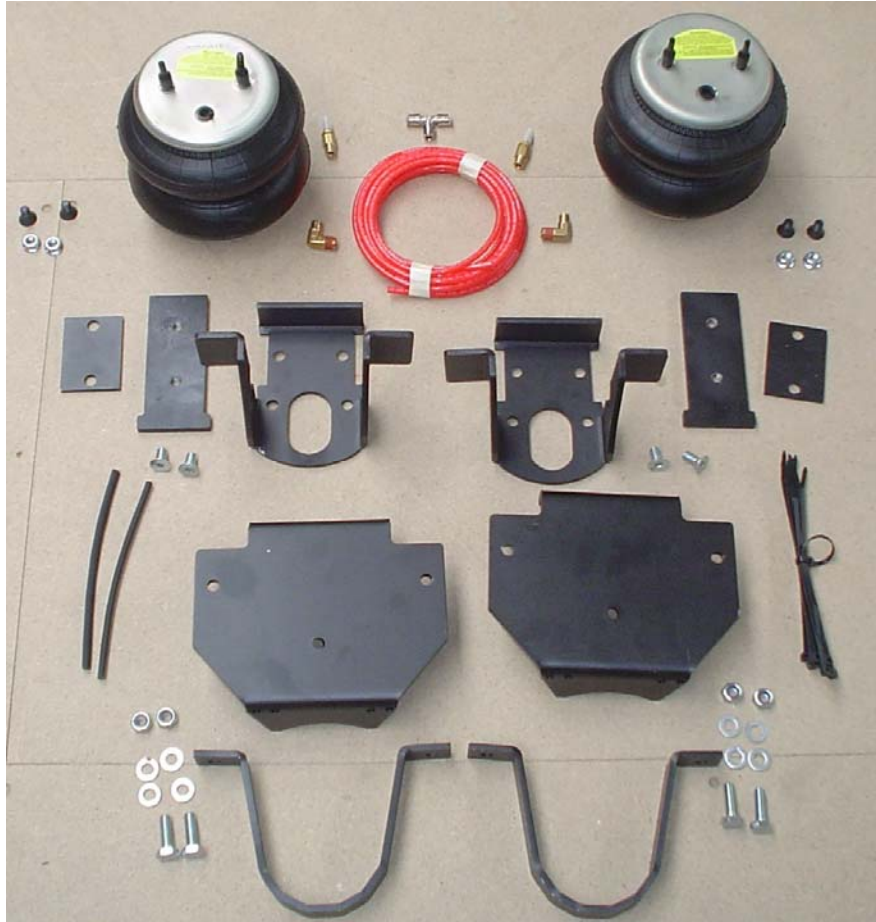
IMPORTANT

This kit is not designed to increase the GVW (Gross Vehicle Weight) 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 at any time.

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



KIT CONTENTS



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 may need to be partially shifted.

Parts List

Description	Quantity
Upper Bracket	2
Right Lower Bracket	1
Left Lower Bracket	1
Upper Clamp Plate	2
Spacer Plate	2
Axle Clamp	2
3/8 x 3/4 UNF Nuts	4
3/8" x 3/4" Countersunk Bolts	4
M10 x 20 Countersunk Bolts	4
M10 Flat Washer	8

Description	Quantity
M10 x 40 Bolt	4
M10 Nyloc Nut	4
Cable Ties	6
Airspring	2
1/4" Tee Piece	1
1/4" Inflation Valve	2
1/4" Elbow	2
1/4" Tubing	5M
Thermal Sleeves	2

INSTALLATION

Remove the original bump stops located above the rear axle.



Slide the Upper Clamp Plate over the original bump stop location as shown. Ensure this plate is inserted from the rear of the vehicle.









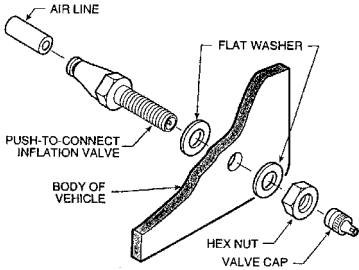
Before the Upper Brackets can be bolted onto the upper clamp plate, a Spacer Plate must be fitted to the Upper Brackets as shown



Fasten the Upper Brackets including the Spacer Plate to the Upper Clamp Plate. Ensure the two flanges are facing inboard towards the centre of the vehicle as shown. Secure in place using the M10 x 20 countersunk bolts.



<p>Bolt the Lower Brackets to the airspring using the 3/8"x 3/4" countersunk bolts. Note that the Left hand Bracket is somewhat shorter than the Right hand Bracket. Compress the airspring as shown for ease of installation.</p>	 A close-up photograph showing a person's hand compressing a black air spring. The air spring is being held between two metal brackets, and the hand is applying pressure to the top of the air bellows.
<p>Fit the lower bracket in position. Note that the outboard cut-out must sit between the two leaf spring U-Bolts as shown.</p>	 A photograph showing the lower bracket being installed on a vehicle's axle. A red arrow points to the outboard cut-out of the bracket, which is positioned between two U-bolts that hold the leaf springs.
<p>The inboard flange must sit against the inboard face of the shock absorber bracket as shown.</p>	 A photograph showing the air spring assembly being positioned against the shock absorber bracket. A red arrow points to the inboard flange of the air spring, which is being aligned with the inboard face of the shock absorber bracket.
<p>Fasten the air bellows to the upper brackets using the 3/8" Nuts. Screw the 1/4" air fitting into the top of the airspring.</p>	 A photograph showing the air spring assembly fully installed on the vehicle's axle. The air bellows are fastened to the upper brackets, and the air fitting is visible at the top of the air spring.

<p>The Lower Bracket is secured to the axle using the Axle Clamp and the M10 x 40 bolts, washers and locknuts.</p> <p>Repeat the above steps for the opposite side.</p>	
<p>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.</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 the 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>	
<p><u>OPTION:</u> 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.</p>	
<p>IMPORTANT:</p> <p>Do not attach air tubing to brake lines.</p> <p>Protect the tube with sleeving where there are any sharp edges or sources of heat.</p>	

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 cannot move. If the plates touch the brake hose at the airspring, then these must be moved by suitable means.

Check for air leaks, using soapy water if necessary.