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W21-760-3502

3 SERIES SPRINTER

HEAVY DUTY KIT

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.



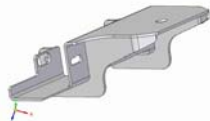
PREPARATION:

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 may need to be partially shifted.

Parts List

Description	Quantity
Upper Bracket RHS	1
Lower Bracket LHS	1
Cross Members	2
Lower Leaf Spring Bracket	2
Lower Air Spring Bracket	2
Bump Stop Bracket	2
Axle Strap	2
Chassis Support	2
M12 x 100 Hex Head Bolt	2
12mm Penny Washers	2
12mm Flat Washers	2
M12 Nyloc	2
M10 X 90 Hex Head Bolt	4

Description	Quantity
M10 Nyloc	4
10mm Flat Washer	8
M8 x 30 Hex Head Bolt	12
8mm Flat Washer	24
M8 Nyloc	12
3/8 UNC Flange Lock Nut	4
3/8 x 3/4 UNC C,Sunk Bolt	2
Cable Ties	6
267C-1.5 Air Bellows	2
1/4" Tee Piece	1
1/4" Inflation Valve	1
1/4" Elbow	2
1/4" Tubing	5M
Thermal Sleeves	2

BRACKETS

Upper Bracket Right Hand Side



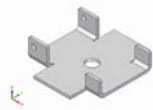
Cross Members



Upper Bracket Left Hand Side



Chassis Supports



Lower Leaf Spring Bracket



Bump Stop Brackets



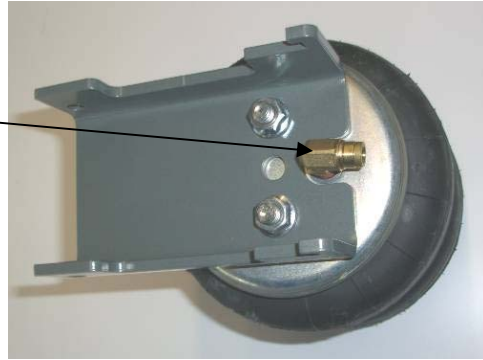
Lower Air spring Bracket



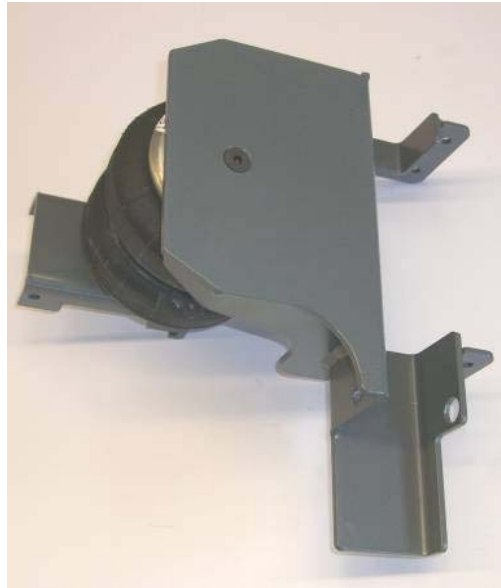
Axle Straps

Fitting Instructions

Screw the elbow fitting into the airspring. The elbow should be facing away from the studs. Bolt the lower airspring bracket to the airspring as shown in the picture on the right.



Bolt the opposite side of the airspring to the upper bracket using the 3/8 " - 3/4" UNC countersunk bolt

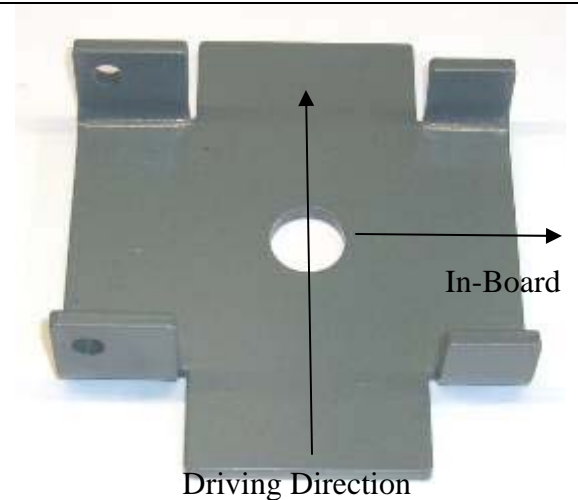


Remove the U-Bolts and the shoe securing the leaf spring to the rear axle.



Place the lower leaf spring bracket in place of the leaf spring shoe in the orientation shown on the right.
Place the shoe on top of this bracket.

Replace the U-Bolts and torque to 180Nm



Place the airspring assembly on the lower leaf spring bracket.

Insert the flanges of the lower airspring bracket inside the lower leaf spring bracket. Bolt the 2 brackets together using the M8 x 30 bolts.

Ensure the lower leaf spring bracket is sitting in the groove on the lower air spring bracket.



The upper bracket is now bolted to the chassis. Align the bracket with the hole in the chassis.

In order to prevent the chassis from distorting when tightening the chassis support must be used. This is inserted from the inboard side. Use the 12mm penny washer (30mm O.D.) on the inboard side and the normal size 12mm flat washer on the outboard side.

Bolt in place using the M12x100 bolt. The bolt is inserted from the outboard side.

Repeat on opposite side.



NOTE

If the vehicle does not have a hole in the chassis then a hole must be drilled.

Drill a hole on the outboard side at 12.5mm diameter.

Drill a hole on the outboard side at 19mm diameter.

If there is an existing hole then it must be used.

When drilling this hole it is important to get the position correct on the first attempt. Ensure the bump stop is in the centre of the upper bracket cutout and the bracket is sitting comfortably against the bottom of the chassis.

DO NOT DRILL A SECOND HOLE.

Coat any cut surfaces with an appropriate primer to protect against corrosion.

Insert the two crossbeams between the upper brackets as shown in the picture on the right. Bolt in place using the M8x30 bolts.

Fill the air springs with air and ensure all fittings are secured and tightened.



The bump stop bracket is placed over the axle underneath the rubber bump stop.

Bolt the bump stop bracket to the axle using the M10 x 90 bolts and axle straps as shown.



Some vehicles have longer bump stops as you can see in the picture on the right.

In this instance the bump stop bracket may not be needed.

You need to ensure that the bump stop bottoms out before the top and bottom cap on the airsprings touch. (The distance between the top cap and the bottom cap must be greater than 80mm on full compression).

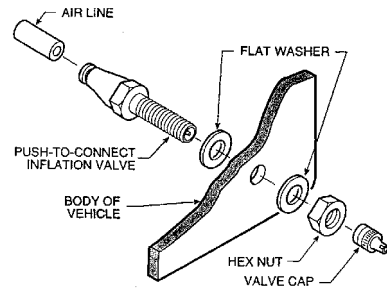


Decide which side of the vehicle to mount the inflation valve: a suggested location is at the front or rear of the rear wheel arch. It should be easily accessible but protected, and on the same side of the vehicle as you intend to mount the pressure gauge (if applicable): a suitable location for this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



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.

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.



IMPORTANT:

Do not attach air tubing to brake lines.

Protect the tube with sleeving 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 cannot 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.