



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

W21-760-2110

Fiat Ducato, Citroen Jumper, Peugeot Boxer, Talbot Express. Euro Chassis X230

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.

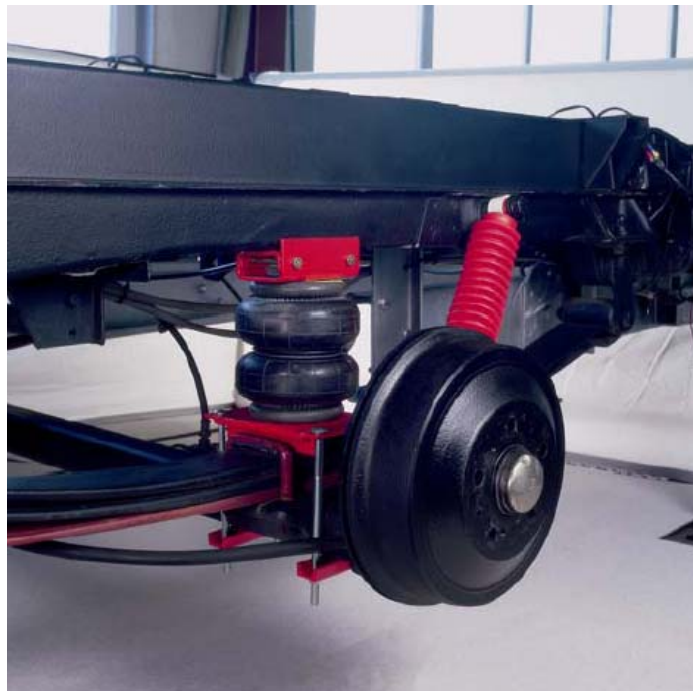
The kit should be opened and the contents checked against the parts list provided. Identify the various components and familiarise yourself with them using drawings and information provided.

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

Description	Quantity	Description	Quantity
255C1.5" AIR BELLOWS	2	3/8" - 16 X 8" CARRIAGE BOLT	8
UPPER BRACKET	2	3/8" - 16 UNC FLANGE LOCK NUT	12
INNER BRACKET	2	3/8" - 16 UNC X 3/4" BOLT	2
LOWER BRACKET	2	1/4" ELBOW	2
BRACKET STRAP	4	1/4" TEE PIECE	1
5/16" - 18 X 3.5" HEX BOLT	4	1/4" INFLATION VALVE	2
5/16" - 18 HEX NUT	4	NYLON TIES	15
5/16" LOCK WASHER	4	THERMAL SLEEVE	2
5/16" FLAT WASHER	4	1/4" TUBING 18 FT	1
M10 LOCK WASHER	2	3/8" X 4" POLY TUBE	2
M10 X 1.25 X 30 MM HEX HEAD BOLT	2	Poly Loom	2

INSTALLATION:

STEP 1: PREPARE THE VEHICLE

Your vehicle is equipped with a rubber bump stop which is positioned on the frame directly above the axle. Remove this bump stop together with bracket and discard. Bolt the top inner bracket (A) to the chassis rail using the M10 bolt and lock washer (1). Ensure that the slot cut out of the top inner bracket is facing towards the centre of the vehicle as shown in diagram.

STEP 2: MOUNT LOWER BRACKET TO BELLOWS

Fasten the bellows to the lower bracket (C), as shown in diagram, using 3/8" hex bolt and spring washers (4) provided.

STEP 3: INSTALL THE AIR FITTING

Install the elbow in the air inlet hole on the top plate of the bellows. Tighten until the elbow is pointing towards the centre of the vehicle. Next, cut the air line into two equal lengths, making the cut as square to the axis of the tubing as possible. Insert the air line into the elbow and push until a positive click is felt.

STEP 4: MOUNT UPPER BRACKET TO BELLOWS

The top of the bellows has two studs and an air inlet hole. Position the top outer bracket (B) on the bellows ensuring that the elbow is exposed in the slot cut out of the bracket. Fasten the bracket to the bellows using 3/8" hex nuts and spring washers.

STEP 5: INSTALL THE ASSEMBLY

Place the assembly on the springs and position so that the lower bracket rests on the spring pack as shown in diagram. Bolt the top outer bracket (B) to the inner bracket (A) using the 5/16" nuts and bolts (2). Position the lower bracket so that it is level on the spring pack and bolt in place using the 3/8" carriage bolts (5) and channel straps (6) provided.

STEP 6: INSTALL THE AIR LINE

Select locations on the vehicle for the air inflation valves. The locations can be on the bumper or on the body of the vehicle. Drill a 5/16" hole and install the air inflation valve.

Run the tubing from the bellows to the valve, routing it so that it will be protected from the direct heat of the exhaust system, and away from sharp edges. Secure the tubing in place with nylon ties. Attach the end of the air line tubing to the inflation valve.

Once the inflation valves are installed, inflate the bellows to the recommended pressure and check the fittings for air leaks. If a leak is detected at a tubing connection then check to make sure that the tube is cut as square as possible and that it is pushed completely into the fitting. If a leak is detected where the brass elbow fitting screws into the spring, then screw the elbow into the spring one additional turn until the leak stops.

