



Unit 626 Kilshane Avenue, North West Business Park, Ballycoolin, Dublin 15, Ireland

Telephone: +353 1 8612 632, Fax: +353 1 8612 847; Email:

[sales@driveriteltd.com](mailto:sales@driveriteltd.com)

[www.driveriteltd.com](http://www.driveriteltd.com)



## **Nissan Atleon 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
Lower Bracket	2
Upper Bracket 1 (Handed)	2
Upper Bracket 2 (Handed)	2
Bolt Strap	2
Bracket Strap	2
Air Springs (6784)	2
3/8 x 3/4 Flange Bolt	2
3/8 x 3/4 CS Bolt	2
M10 Flange Nuts	4

Description	Quantity
M10 x 200 Carriage Bolt	4
M10 x 80 Hex Head Bolt	4
M10 Flat Washer	4
Nylon Ties	12
Inflation Valve	2
T – Piece	1
Elbow	2
6mm Tubing x 10m	1

## INSTALLATION

Insert the elbow fitting into the top of the airspring. The use of a thread sealant is recommended here.

The air fitting and bracket must align as shown to ensure the top bracket can be bolted to the airspring.



Attached the top bracket using the bolts supplied, keeping the bracket aligned as shown.

Ensure you use a spring washer if you chose not to use a flange bolt to attach the bracket.



Position the air fitting as shown. The fitting can be pointed either backwards or forwards.



Attach the upper bracket to the airspring with the bolts supplied.

Ensure you use a spring washer if you chose not to use a flange bolt to attach the bracket.



Place the assembled brackets and air springs between the axle and the chassis as shown.

Be sure to fit the lower bracket between the two supports of the "blades"



Attach the upper bracket to the reinforced frame (by taking guard than the beams and the hose connections pass in the frames)



Attach the external support of the upper bracket to the chassis using the nuts and bolts supplied as shown.



Attach the lower bracket to the frame using the bracket strap and nuts and bolts supplied as shown.



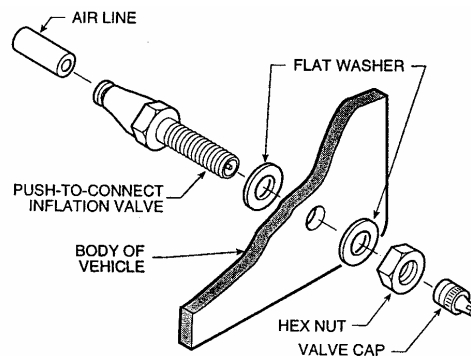
Cut a generous length of air tubing to reach from the inflation valve to the top of the nearest airspring, following the line of the inner wheel arch and across to the top of the airspring, with sufficient slack to allow suspension movement. Insert one end of this tube into the air fitting in the airspring.

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.

