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Renault Mascot

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.



Special Instructions for Air Connections



1. To cut the tubing correctly an appropriate cutter must be used (not a scissors)
2. When inserting the tubing into the connection it must be pushed in approximately 14mm until a click is heard.
3. To remove the tube, push the flange on the connection and at the same time pull the tube. (No tool is necessary.)
4. ATTENTION, when a tube is removed it is important to trim 14mm from the end before reconnection.
5. IT is advisable that LOCKTITE be used on the threaded fittings.

Important

- The Installation manual should be read entirely before beginning assembly.
- This kit does not increase the G.V.W. (gross vehicle weight) of your vehicle, for your safety and to avoid any damage to your vehicle do not exceed the maximum loading recommended by the manufacturer.
- Do not inflate air bags before assembly.
- Once the kit is installed, do not exceed the max and min pressure limits, incorrect use or over inflation can cause deterioration of your suspension.

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.

Parts List

Part	QTY
Upper Brackets	2
Lower Brackets	2
M10X90 Hex Bolts	4
M10 Nuts	4
M10 Flat Washers	8
3/8 X 3/4 UNF Hex Bolt	2
3/8 X 3/4 C'Sink Bolt	2
Cable Ties	10

Part	QTY
3/8 Spring Washer	2
5/16 Flat Washer	4
Air Springs	2
1/4" Pneumatic Tubing	5M
Tee Piece	1
1/4" Elbow Fitting	2
Inflation Valves	2
Axle Strap	2



Installation

Remove Bump stops from the rear of the vehicle but keep the nuts, bolts and washers as these will be used to mount the upper bracket.



Screw the 1/4" Elbow fitting into the top of the air spring, it is advisable that you use thread sealant when performing this operation to ensure an air tight seal.

Screw on the Upper bracket to the same end using the 3/8 X3/4 C'Sink screw.

Screw on the lower bracket to the opposite end of the air spring keeping it in line with the upper bracket as in the photo.



Place the air spring assembly between the chassis and the rear axle with the elbow fitting facing inboard and fix the upper bracket in place of the original bump stop using the original fasteners.



Make sure that the lower bracket is in the correct position with the axle sitting into the cut-outs in the base of the bracket and that the lip at the end of the bracket is sitting in between the leaf spring u-bolts as in the photo.

Fix the lower bracket into place using the M10 Nuts, Bolts and Washers provided with the axle strap to clamp the bracket onto the axle as in the photo.



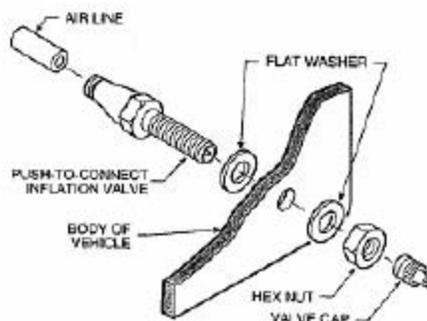
Check that the air spring assembly will not interfere with any other part of the vehicle during normal use.



Choose whether you want separate inflation valves for each side or one valve common to both sides using the T shaped connector.

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.



Root the tubing along the frame work to the elbow fitting in the top of the spring. Use the nylon ties provided to tie the tubing up into a safe position.

In the case of using one common inflation valve the tee piece must be used by rooting the tubing from the air springs into two of the holes in the tee piece and another piece of tubing rooted from the remaining hole to 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:

Attach all tubing securely to the underneath of the vehicle using nylon ties.

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 bellows, then these must be moved by suitable means.