



RENAULT



Firestone

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RENAULT TRAFIC REAR AXLE KIT



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. It is recommended that the battery be disconnected during installation.

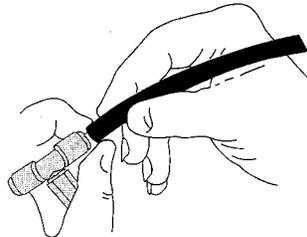
The kit should be opened and the contents checked against the parts list provided.

Identify the various components and familiarise yourself with them using drawings and information provided.

Tools required : Jack or 4 post lift or other means of raising vehicle ; torque wrench ; 24 mm wheelbrace;
17, 14, 13, 10 and 8 mm spanners; tube cutter ; Pistol drill ; 13 mm drill bit; measuring tape.

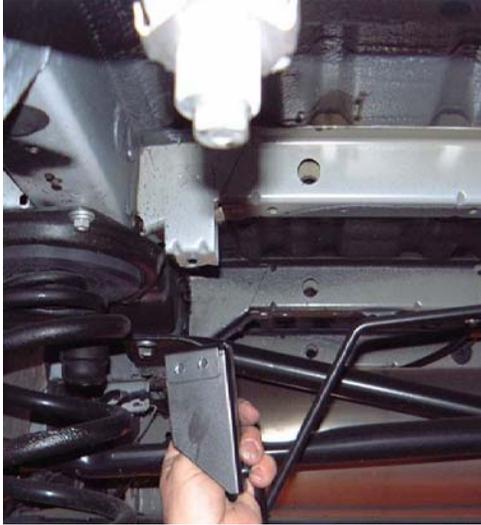
Advice to converters While carrying out interior work on the vehicle, it is recommended to further insulate the floor to help dampen noise from the compressor.

SPECIAL INSTRUCTIONS FOR AIR FITTINGS



1. Cut the air tube cleanly at right angles using a special cutter or similar (not scissors). It is important to cut squarely to avoid leaks.
2. Insert the tube into the fitting by pushing hard. You will feel/hear a click. (The tube must go about 14 mm into the fitting.)
3. To take the tube out, just push back the collar on the fitting and pull out the tube. (No tools needed.)
4. **WARNING** When you have taken the tube out of the fitting, cut 14 mm off the tube before re-inserting it.

INSTALLATION

Raise the rear of the vehicle and support it forward of the wheels.		Jack or 4 post lift	
Remove the road wheels.		Wheel brace	
Remove the spare wheel.		17 mm spanner	A special interface spacer is required as supplied with the vehicle.
Remove the front left-hand bracket of the spare wheel carrier.		17 mm spanner	Retain the bolts for replacement later.

Allow the carrier to drop and unhook it from the right.



Support the weight of the rear axle.



Axle stand

Remove the shock absorber bolts, noting which way they are located.



Retain the bolts for replacement later.

Lower the axle and remove the coil springs.



Jack

Remove the rubber pads.

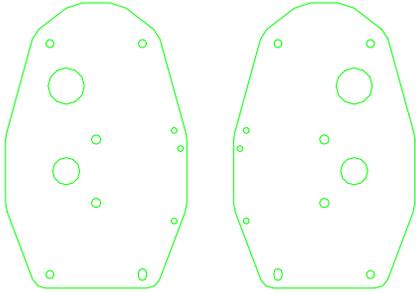


Remove the top spring plates.



13 mm
spanner

Retain 2 bolts
from each side
for replacement
later.

<p>Remove the bump stop rubbers from the top spring plates.</p>			<p>Retain the rubber bump stops.</p>
<p>Using 3/8 UNC x 5/8" bolts, attach the airsprings to the top airspring brackets. Use the two brackets the opposite way up, with the more pointed end being the front and the side with small holes being towards the centre of the vehicle.</p>	<p style="text-align: center;">FRONT</p>  <p style="text-align: center;">LEFT RIGHT</p>	<p>14 mm spanner Tighten to 25 Nm.</p>	<p>Tighten to 25 Nm.</p>

			
<p>Screw in the 1/4" elbow air fittings to the top of the airsprings.</p>		<p>14 mm spanner</p>	<p>Use thread sealant.</p>

<p>Identify the right-hand airspring and insert a 1470 mm length of air tube covered. Insert a 360 mm length of tube into the top of the left-hand airspring. Feed the tubes down through the large holes in the brackets.</p>		Cutters	
<p>Attach each airspring assembly to the correct side of the chassis, using 2 of the original bolts and washers each side in the original rear holes.</p>		13 mm spanner	Take care not to squash the tube.

<p>Slide the bump stop rubbers into the bump stop holders with the spacers uppermost.</p>			
<p>Bolt on the bump stop holders through the front holes in the top airspring brackets to the original holes in the chassis, using M8 x 40 bolts, and spring and flat washers.</p>		<p>13 mm spanner Torque wrench</p>	<p>Tighten all the top airspring bracket bolts to 22 Nm</p>

Gently pull down the pistons and locate the recess in the piston on to the lip in the carrier.



Pass M10 x 25 socket headed bolts through the M10 spring washers, and the bottom airspring plates.



Allen Key

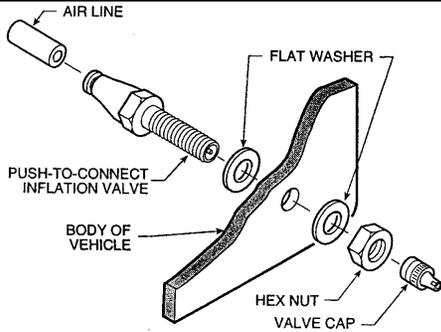
<p>Using these, attach the bottom of each airspring to the original spring holder.</p>			
<p>Make sure the rubber of the airspring is not twisted at all before tightening.</p>		Torque wrench	Tighten to 25 Nm.
<p>Insert the end of the tube from the left-hand airspring into one side of a T fitting</p>			

Pass the tube from the right-hand airspring across to the left-hand side of the vehicle inside the chassis cross-member.



Connect it to the T fitting and run this line to an inflation valve which can be mounted at a convenient location.



<p>Drill an 8 mm (5/16") hole and mount the inflation valve as shown, pushing the valve through the hole from behind and attaching with 2 washers and a nut.</p>			<p>13mm spanner Pistol drill and 8mm bit</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>Attach the air tubing to the vehicle securely using nylon ties, making sure the tube is well clear of any sharp edges or sources of heat, with sufficient slack to allow suspension movement.</p> <p>Alternatively each bag can run directly to an independent inflation valve allowing different pressures in each bag.</p>			<p>Tube cutter</p>

Take the new shock absorbers and pull down the shroud to reveal the top of the main body.



Press the button while rotating the top anticlockwise to its fullest extent. Replace the shroud.



Raise the axle to ride height using the

spacer
provided in the position shown.

Alternatively, if you do not have a spacer,
measure
240 mm between the top of the airspring and
the top rim of the lower airspring holder.

