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FORD RANGE
MAZDA B2500
W21-760-3454

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 pictures 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.

If it is necessary to raise the vehicle by the frame, deflate both air springs completely. Re-inflate the air springs after the vehicle is lowered to the ground.

IMPORTANT

This kit is not designed to increase the GVW (Gross Vehicle Weight) 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 at any time.

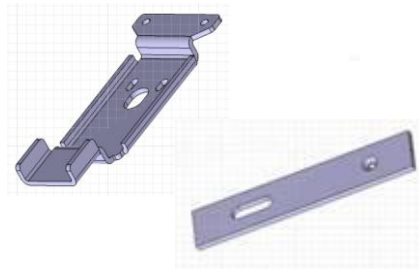
Note: The assembly of this kit should be carried out by trained technical personnel. This is necessary, as auxiliary tools are required for assembly.



Parts List

Brackets / Clamps

Top bracket x 2



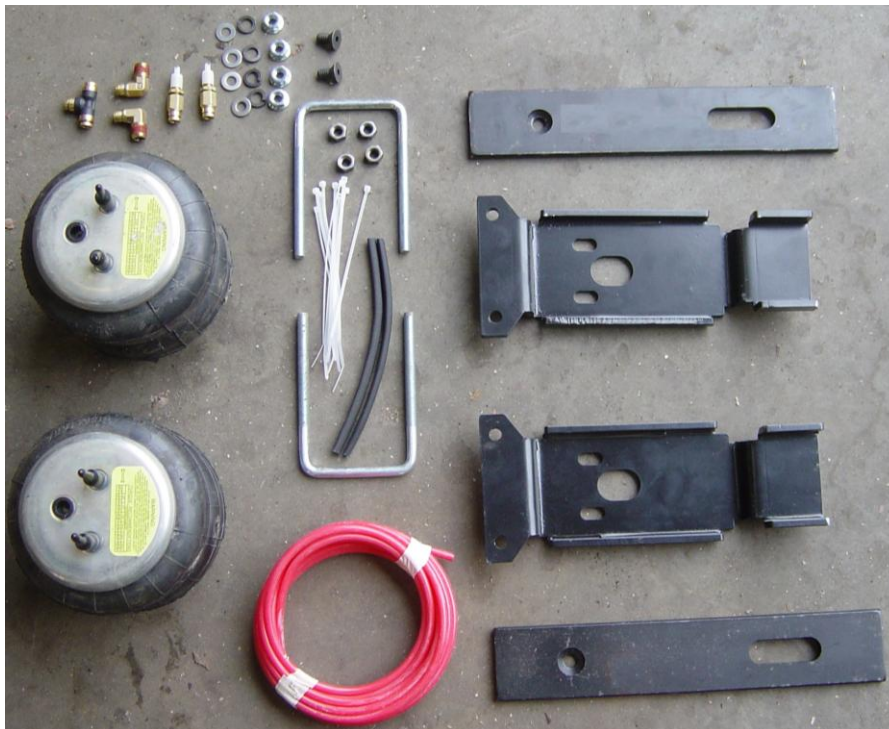
Bottom bracket x2

Bail clamp x2



Fasteners

Description	Quantity
Cable tie	10
Thermal sleeve	2
267C-1.5 1/4" NPT air spring	2
18 ft. 1/4" tubing	1
3/8-16 flange locknut (for top of airbag)	4
3/8-16 flange locknut (for bail clamps) (or 3/8 UNC lockwashers and nuts)	4
3/8-16 x 3/4 countersunk lock bolt	2
1/4" elbow	2
1/4" inflation valve	2
5/16" or M8 flat washer	4
1/4" tee piece	1



Installation Procedure

Step 1-Jack vehicle rear & wheel removal

Move vehicle onto a completely flat surface. Ensure 4-wheel-drive gear selected and vehicle is in gear (to prevent possible rolling).

Safely jack rear of vehicle and remove wheels to expose area to install kit.

*Ensure vehicle is secure prior to starting installation.



Step 2-Air spring pre-assembly

Insert elbow air fitting. Tighten until both air tight and aligned parallel to top bracket slot (see photo).

Use 2x 3/8-16 flange locknuts to secure air spring to top bracket.

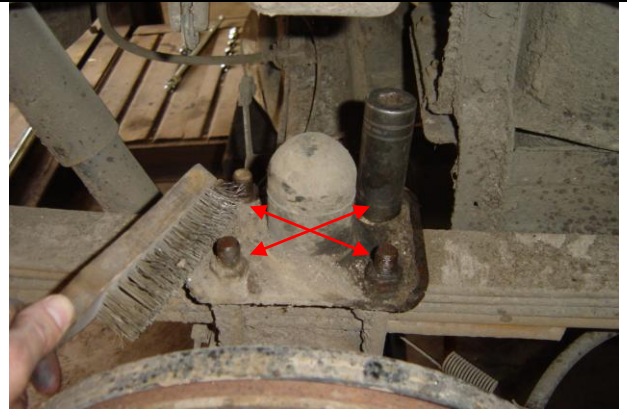


Assemble air spring to lower bracket using a 3/8-16 x 3/4 countersunk lock bolt. Ensure lower bracket is parallel to top bracket (see photo).



Step 3-Dis-assemble axle u-bolt & bumper assembly

Clean top of u-bolts with wire brush if required.
Proceed to un-tighten 4x nuts initially in a crisscross pattern.
Remove 2x nuts on one side of leaf spring so that bumper bracket can be lifted to fit air spring bottom bracket.



Step 4-Air spring assembly installation

Clean top area of leaf spring with wire brush if required.
Place air spring assembly onto leaf spring top so that leaf assembly bolt is located in the centre of lower bracket slot (see photo).

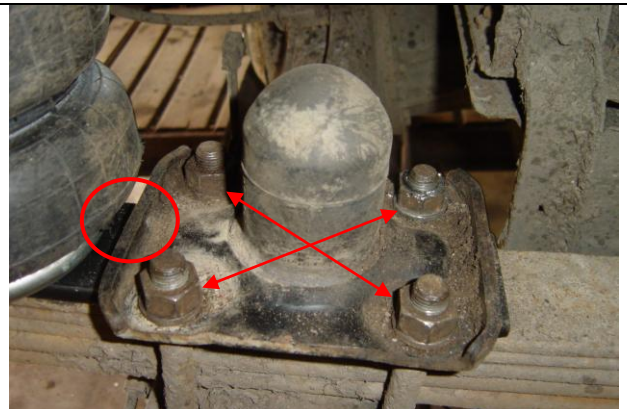


Place end of top bracket over bumper contact pad.
Ensure bracket is positioned towards rear end of pad to allow bumper to clear bracket upon suspension compression (see photo).



Step 5-Finalise air spring position & attach bail clamp

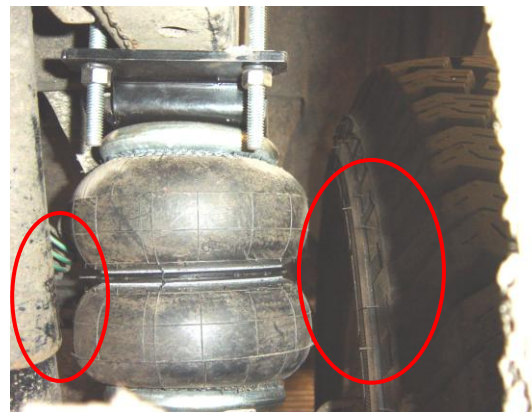
Re-assemble axle u-bolt and bumper assembly over air spring lower bracket. Check lower bracket is parallel with leaf spring. Ensure 15mm clearance between air spring and bumper assembly.
Tighten in crisscross pattern.



Place bail clamp over chassis beam and through top bracket holes. Use 2x 3/8 UNC flange locknuts provided (or 3/8 UNC nuts & lockwashers.) Removal of bail clamp ends may be required to ensure clearance of 15mm (see photo). Ensure other clearances before tightening bail clamp (as shown below):

Minimum 15mm clearance from brake compensator (if fitted).

Minimum 15mm clearance from shock absorber & tyre.



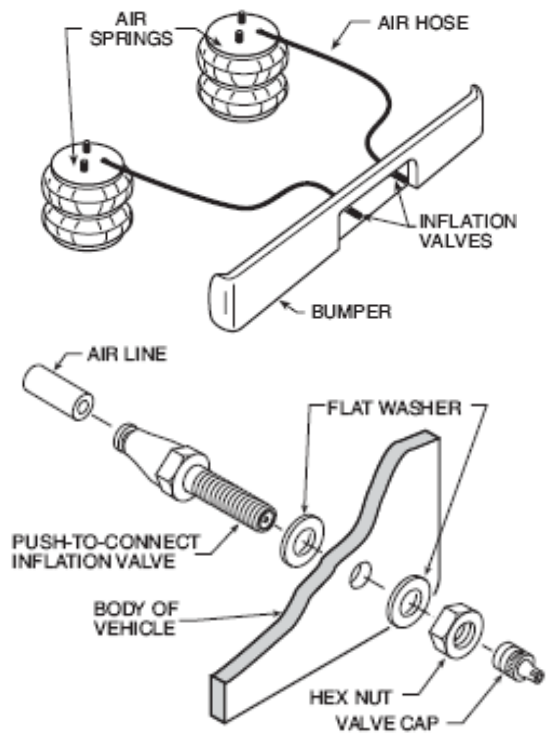
Step 6-Routing & connecting the tubing

2x inflation valves are supplied along with a tee piece. You can choose to have either individual inflation valves per air spring or an air circuit to 1 valve. Uncoil the air tubing. **DO NOT FOLD OR KINK THE TUBING.** The air line tubing should not be bent or curved sharply as it may buckle with age. Make the cut as square as possible. Insert one end of the tubing into the elbow fitting installed in the top of the air helper spring.



Step 7-Installing the air lines

Select a location on the vehicle for the air inflation valve(s). The location(s) can be on the bumper or the body of the vehicle but be sure that it is in a protected location so the valve will not be damaged yet still be accessible for the inflation wand. Drill an 8mm hole or use an existing hole and install the air inflation valve using two M8 (or 5/16") stainless steel flat washers per valve as supports. Run the tubing from the air spring to the inflation valve, routing it to avoid direct heat from the exhaust, and away from sharp edges. Thermal sleeves have been provided for these conditions. Push the end of the air line tubing into the inflation valve. Secure the tubing in place with the nylon cable ties provided.



Step 8-Checking the System

Once the inflation valves are installed, inflate the air springs and check the fittings for air leaks with an applied solution of soap and water. 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. The tubing can easily be removed from the fittings by pushing the collar towards the body of the fitting and then pulling out the tube. If a leak is detected where the fitting screws into the spring, screw the elbow into the spring until the leak stops.

Reinflate the air helper springs and check for leaks as noted above.

NOTE:

Once the air helper springs are installed, it is recommended that the vehicle not be lifted by the frame, as over-extension may occur, resulting in damage to the air helper springs. However, should it become necessary to raise the vehicle by the frame, deflate both air helper springs completely.

This now completes the installation. Before proceeding, check once again to be sure you have proper clearance around the airsprings. ***With a load on the vehicle and the helper air springs inflated, there must have at least 15mm clearance around the air springs.***

For best comfort use only enough air pressure in the air springs to level the vehicle when viewed from the side (front to rear). This amount will vary depending on the load, location of load, condition of existing suspension and personal preference.

NOTE: Too much air pressure in the air springs will result in a stiffer suspension, while too little air pressure will allow the air spring to bottom out over rough conditions. Too little air pressure will also not provide the improvement in handling that is possible.

TO PREVENT POSSIBLE DAMAGE MAINTAIN A MINIMUM OF 0.5 BAR IN THE AIR SPRINGS AT ALL TIMES.