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

W21-760-3438
Iveco Daily S-L 11 to 17

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	QTY
Upper Bracket	1 (Handed)
Lower Bracket	2
Cross Member	1
Bracket Strap	4
Airspring	2
3/8" Spring Washer	2
3/8" X 3/4 UNC C'Sink Bolt	2
3/8" X 3/4 UNC Hex Bolt	2
M10 x 100 Carriage Bolt	4
M10 x 120 Carriage Bolt	4
M10 Nyloc Nut	14
M10 Flat Washer	20
M10 x 30 Bolts (Grade 10.9)	6

Description	QTY
M8 x 40 Hex Head Bolt	4
M8 Nyloc	4
M8 Flat Washer	8
M6 x 16 Bolt	1
M6 Nyloc	1
M6 Flat Washer	2
Air Fitting	2
Nylon Ties	10
5/16" Flat Washers	4
Tee Piece	1
¼" Pneumatic Tubing	5M
Inflation Valve	2
LSV Relocation Bracket	1

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.

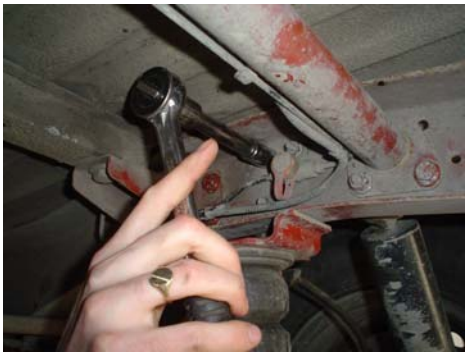
Important

- 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.

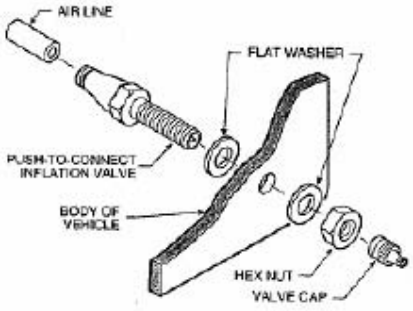
PREPARATION:

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.

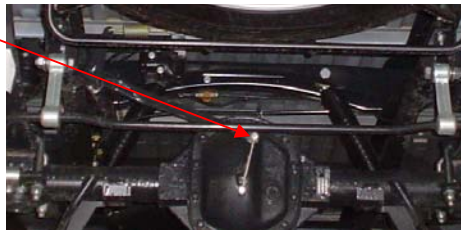
Installation

Remove the bump stops from the vehicle by loosening the nuts as shown.	 
Create the assembly as shown by attaching the upper bracket to the bag using the 3/8" x ¾" UNC Countersunk screw. The air fitting is the attached. The lower bracket is held in place using a 3/8" x ¾" UNC Hex Head Bolt and spring washer. The assembly shown is for the right side of the vehicle.	 
The left side of the vehicle may have an axle breather. This will need to be removed using a 12mm wrench.	

Temporarily remove the brake line bracket from the chassis on both sides. Ensure that the brake lines are not stressed when carrying out this procedure.	
Compress the airspring assembly and place it between the chassis and axle as shown	
Ensure the bottom bracket is resting over the bump stop receiver. The outboard vertical face should be resting against the base of the cone and the horizontal face should be fully resting on the flat surface on the bump stop receiver. Secure the inboard side of the bracket using the M10 X 100mm carriage bolts and secure the outboard side using the M10 X 120mm carriage bolts. Do not tighten fully.	
Secure the top bracket to the chassis using the grade 10.9 M10 bolts. Reattach the brake line bracket using the M8 x 40 bolt, flat washers and nyloc. Do not tighten fully.	

Attach the cross member to the upper brackets using the M8 x 40mm bolts. All nuts and bolts must now be tightened.	
Check the position and the alignment of the air spring making sure that it will not interfere with any other part of the vehicle, and then tighten all bolts.	
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. 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.	

LSV INSTALLATION

NOTE: If your vehicle is fitted with a Load Sensing Valve (LSV) then the provided load sensing adjustment bracket must be used.	
Loosen the lower end of the LSV from the differential using 8mm and 10mm spanners.	
Using the M6 bolt supplied attach one end of the LSV relocation bracket to the differential and the other end to the original LSV link arm as shown. Ensure the bracket is facing up as in the picture. Tighten all nuts.	

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.