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W21-760-3469
Mitsubishi L200

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.

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 interefering 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
Upper Bracket	2
Lower Bracket	2
5/16 Bail Clamp	2
5/16 Flange Lock Nuts	4
3/8" UNC Flange Locknut	4
3/8" x 3/4"UNC Countersunk Bolt	2
5/16 Flat Washer	4

Description	Quantity
Cable Ties	12
267C-1.5 Air Bellows	2
1/4" Tee Piece	1
1/4" Inflation Valve	2
1/4" Elbow	2
1/4" Tubing	5M

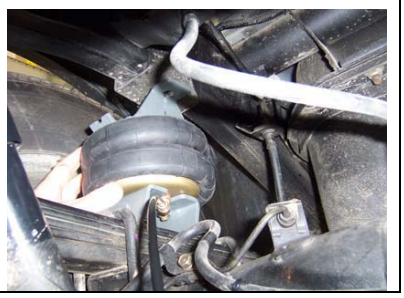
BRACKETS

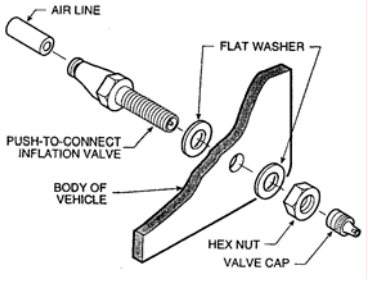
Upper Bracket

Lower Bracket

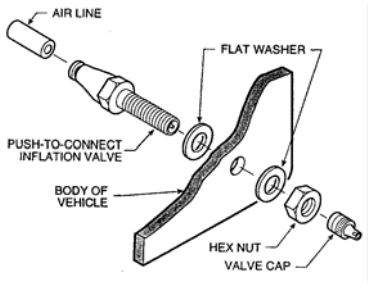
INSTALLATION

Assemble the Air Springs as shown. Ensure the assemblies are the same as the images on the right.
Ensure the air fittings are orientated as shown in the pictures.

Bolt ht lower bracket to the Air Spring using the 3/8” countersunk bolt	
The Air Spring will be mounted between the Chassis and the Leaf Spring. Support the frame and lower the rear axle to make as much room as possible for the installation.	
Loosen the U-Bolts and remove the Bump Stops.	
To ease installation, compress the Air Spring using a short piece of tubing and an inflation valve.	
Place the compressed Air-Spring in the same position as the removed bump stop.	

Align the Lower Bracket centrically on the leaf spring placing the two U-bolts over the flanges as shown. The U-bolts can now be fastened.	
The Upper Brackets are fastened to the chassis using the bail clamps provided. Ensure that the 90 Degree fold of the Upper Bracket is facing the front of the vehicle. The opposite angled fold should face the rear and sit on the chassis frame as shown. Insert the ¼" tubing and feed the tubing up into chassis. When connecting the two air springs ensure the tubing will not be affected by the heat of the exhaust. Using the cable ties secure the tubing and protect it from the exhaust where possible. When cutting the tubing ensure the cut is square and clean. Push the tubing firmly into the fitting until a click is felt.	
Decide which side of the vehicle to mount the inflation valve: a suggested location is at the front or rear of the rear wheel arch. It should be easily accessible but protected, and on the same side of the vehicle as you intend to mount the pressure gauge (if applicable): a suitable location for this is inside the rear of the vehicle. For vehicles without ABS and have a LSV fitted you will need to fit the brake modulation kit. **For further detail, please contact us on +353 1 8612 632 to request a brake modulation kit.**	
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.



Cut a generous length of air tubing to reach from the inflation valve to the top of the nearest air spring, following the line of the inner wheel arch and across to the top of the air spring, with sufficient slack to allow suspension movement. Insert one end of this tube into the air fitting in the air spring.
Cut another generous length of air tubing to reach from the top of one air spring 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 air spring.
Cut the tube between the inflation valve and the first air spring squarely close to the air spring and insert a T fitting between the 2 ends. Connect the tube from the air spring on the other side of the vehicle into the T fitting.

IMPORTANT:

Do not attach air tubing to brake lines.

Protect the tube with sleeving 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.