

HOW TO AVOID MISTAKES DURING AIR SUSPENSION INSTALLATION

✓ NEVER LOWER CAR TO GROUND!

An air-suspended vehicle on the lift should never be lowered to the ground as long as the system is still depressurized. If this is not taken into account, air springs or air spring modules can be irreparably damaged.



✓ ENSURE CORRECT TIGHTENING TORQUES!

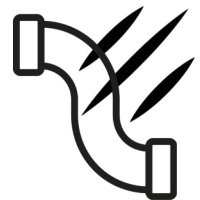
Careful attention must be paid to the correct tightening torques for all connections. There are no standard rules, but usually it is between 2 and 5 Nm. Before starting installation, ALWAYS refer to the car manufacturer's most up-to-date documentation. When undertightening the connections may loosen or they will not be completely airtight. Over-tightening can be just as dangerous as it will damage the seals. Small leaks can cause costly subsequent damage to the air suspension system; the compressor will have to work continuously against gradual pressure loss and therefore wear out faster.



✓ CHECK AIR LINES

Check the air line for scratches and cuts before installing. This can lead to a leak. If present, use a suitable cutting tool to cut out the bad part. Then fully insert the clean air line into the VOSS connection and push until it is tight. Pull briefly to secure the pipe and ensure a good connection.

Make sure the air line is in the correct position after inserting it into the Voss connection. If the air line is not in the right place, it can become dented or damaged over time. In some cases, improper location can cause the air line to become wedged between the air spring and chassis components after the air spring has been inflated. An entrapment makes releasing the air pressure practically impossible.



After installing an air spring, always double check that the lower mounting is correctly mounted and secured in the mounting pins/latches. If it is not positioned properly, it may break or the air spring may come loose.

For a number of applications it is important to also check whether the top of the air spring is properly mounted on the location pin. If not properly secured, the bellows will press against the top attachment point/clip during inflation. This leads to a perforated upper piston and thus a leaky air spring.

Air bellows must be fitted as supplied. Do not extend or pressurize the air spring. The bellows can then unfold incorrectly (buckling) during inflation. Only pressurize the air spring when the vehicle is supported at ride height level. If this is not done, the vehicle weight will be unevenly distributed. This can cause the air bellows to unfold incorrectly (buckling) during inflation. This creates so much tension that the rubber bellows can be pushed out of the crimp ring.



WHEN ONLY THE AIR SPRING IS REPLACED, ALWAYS CHECK THE SHOCK ABSORBER FOR FUNCTIONALITY AND OIL LEAKAGE. If the damping force of the used shock absorber has decreased, the air spring is not able to do its job properly and will break faster. As a result, it is damaged more quickly, which leads to early replacement. Leaking oil is also a risk that has consequences for the lifespan of the air spring.

Keep in mind!

Incorrect installation will void our three-year warranty. For correct installation, it is necessary to consult and follow the manual of the car manufacturer.



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