TECHNICAL PROCEDURE

NON-DELAY HEIGHT CONTROL VALVE AFTERMARKET KIT VS-227

SUBJECT: Replacement Procedure
LIT NO: L691
DATE: October 2008 **REVISION:** B

1. Chock the vehicle's wheels. Disconnect the linkage from the control arm on the old (existing) valve.

2. Purge the air in the vehicle's suspension system.

⚠**CAUTION:** **Although the suspension has been exhausted, the air lines could still be under pressure and may propel debris when disconnected. Wear eye protection when performing the next step.**

3. Disconnect all air lines from the old valve. Remove the old valve.

4. Compare the length of the control arm on the old valve with that of the new valve. If the old valve had a short control arm, make the new valve similar by breaking the control arm at the scored line.

5. If necessary, replace any worn or bent hardware (i.e., mounting brackets, nuts, bolts, linkage, etc.).

6. Install the new valve in the same location as the old valve. Use the new locknuts included in this kit.

NOTE: Some applications require the installation of the symmetrical spacer bracket that is included in this kit. If your application requires the spacer bracket, tighten the valve mounting locknuts only finger tight at this time. This will allow you to make fine adjustments in ride height (by slightly rotating the valve body) after the valve is plumbed and the control arm linkage is re-attached.

7. Connect the air lines to the new valve (refer to the plumbing diagram on the back page). New air line fittings are preferable, however the old ones can be reused. If necessary, the hex reducer bushings included in this kit can be used to adapt 1/8-inch air line fittings to the valve's 1/4-inch ports. If using only one suspension port, plug the unused port with the 1/4-inch NPT plug included in the kit. Make sure all connections are leak proof. Use thread sealant on all fitting threads unless it is already pre-applied. Do not use Teflon tape on the fitting threads, it could contaminate the air system.

8. Connect the barbed tube fitting to the valve's exhaust port. Connect the four-inch tube to this exhaust fitting.

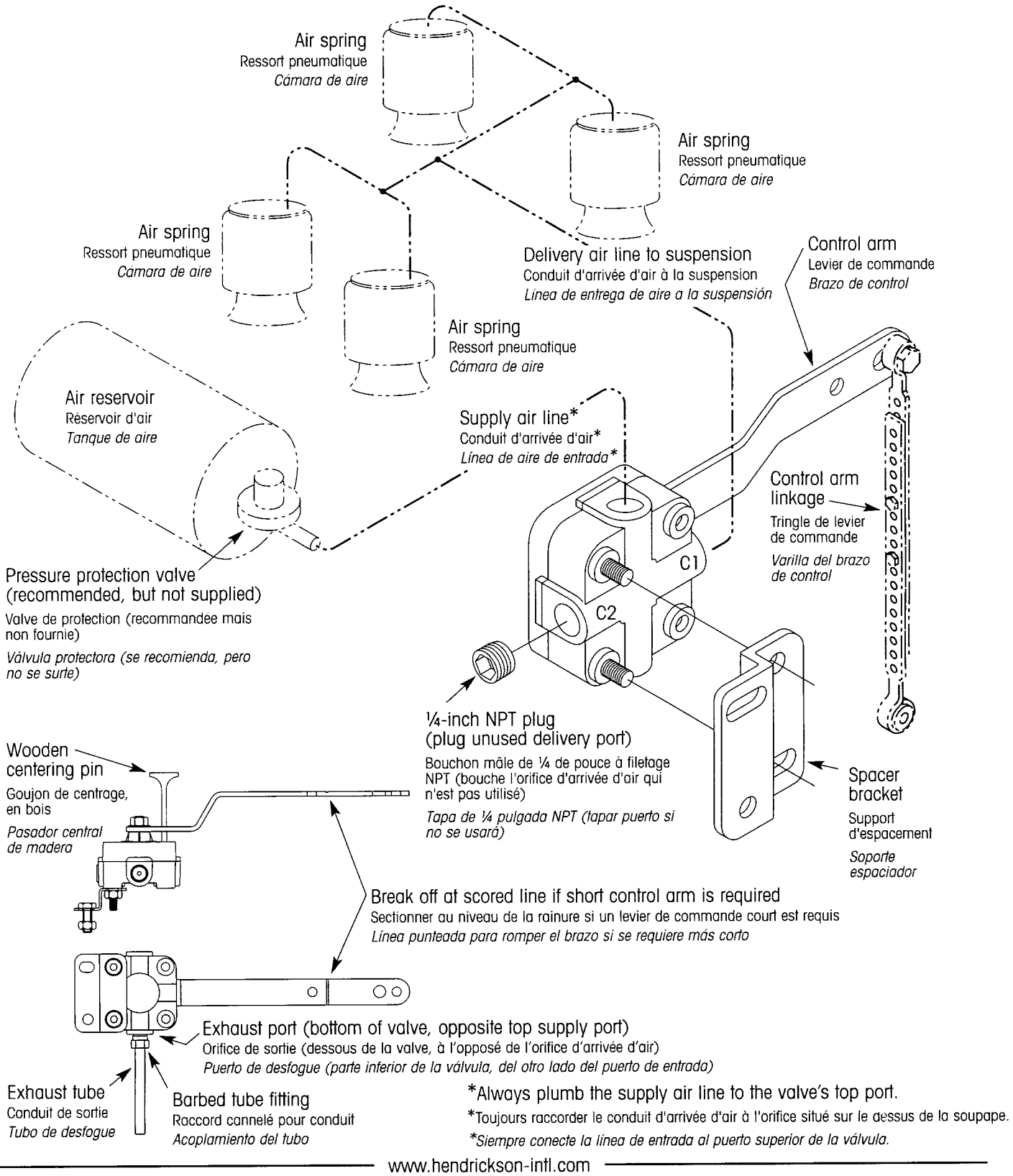
9. Inflate the suspension and adjust it to the manufacturers recommended ride height. Push the control arm up to raise (add air to) the suspension or down to lower (remove air from) the suspension.

NOTE: Make sure that reservoir pressure is at a minimum of 90 psi. This ensures adequate pressure to open the pressure protection valve (PPV).

10. With the suspension at the proper ride height, lock the control arm in the neutral position by inserting the wooden centering pin through the control arm and into the hole in the valve body.

11. Connect the linkage to the control arm. Ensure that the link rotates freely on the control arm fastener and does not bind (the linkage should be vertical when viewed from the front of the suspension). The linkage must hold the control arm in the neutral position when the suspension is at the designed ride height. If necessary, adjust the linkage length. Minor adjustments in ride height can be made by loosening the valve mounting fasteners and rotating the valve body slightly.

12. Tighten the valve mounting locknuts and remove the wooden centering pin.



*Always plumb the supply air line to the valve's top port.

*Toujours raccorder le conduit d'arrivée d'air à l'orifice situé sur le dessus de la soupape.

*Siempre conecte la línea de entrada al puerto superior de la válvula.

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