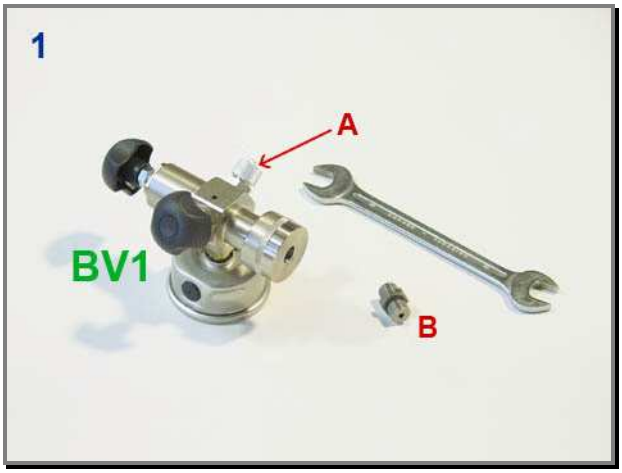
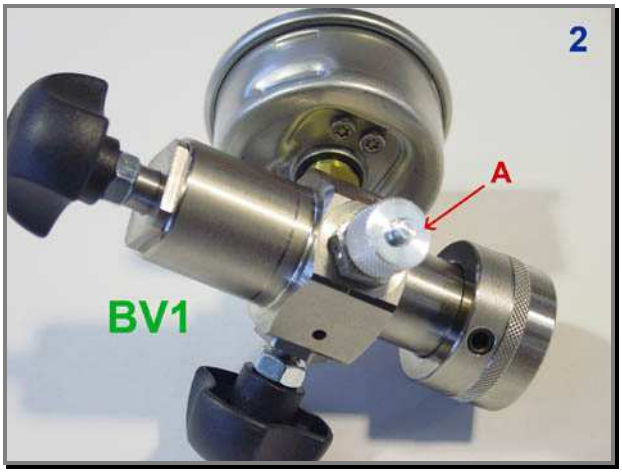
HIDRACAR S.A.

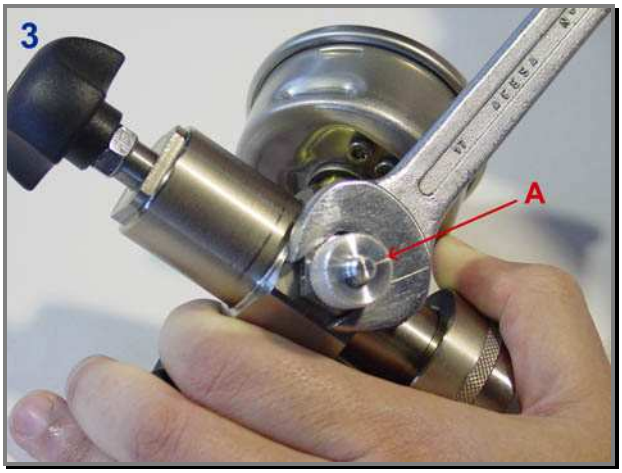
PROCEDURE FOR THE ADJUSTMENT OF SUSPENSION CYLINDERS IN TWIN MOUNT APPLICATIONS

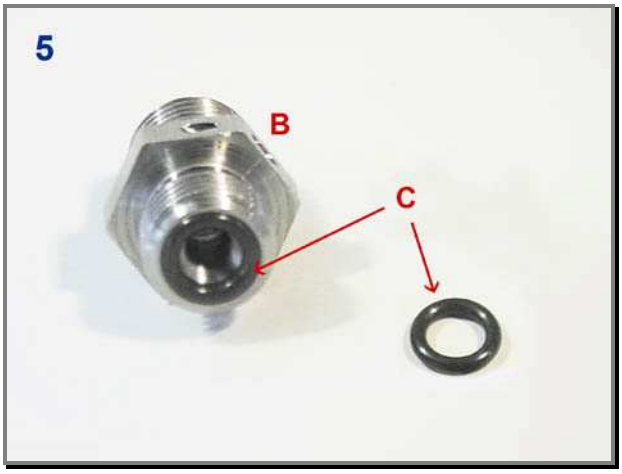
To perform the adjustment of the pair of suspension cylinders already installed in your vehicle in an easy, fast and effective way, follow the following instructions step by step:

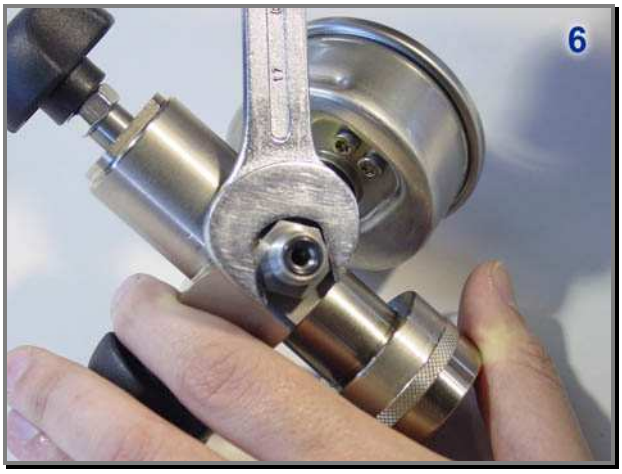
Unscrew the gas charging valve (**A**) (images **1** & **3**) in your accessory for charging, purging and verifying the pressure (**BV1**) (from now on, we will refer to it as "gas charge checker" or simply "checker" for short) with the help of a 17 mm wrench and screw in its place the special fitting (**B**) (images **1** & **5**). Make sure the "O"-ring (**C**) in the fitting (**B**) (image **5**) does not get lost and remains in its place (as it is relatively easy for it to drop out of its place and it must be in its place in order to provide the proper air-tightness between the fitting and the flat end of the hose.



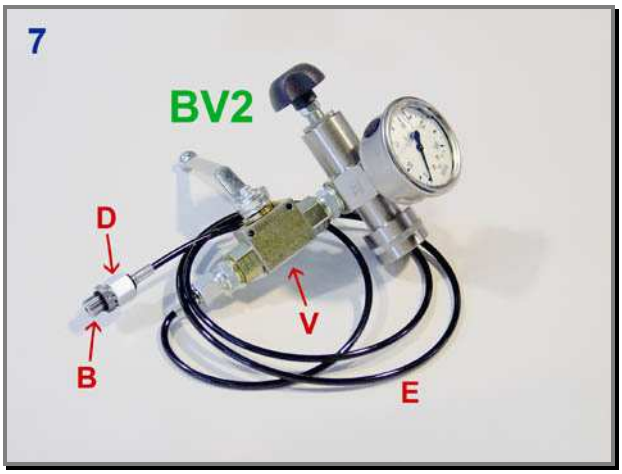




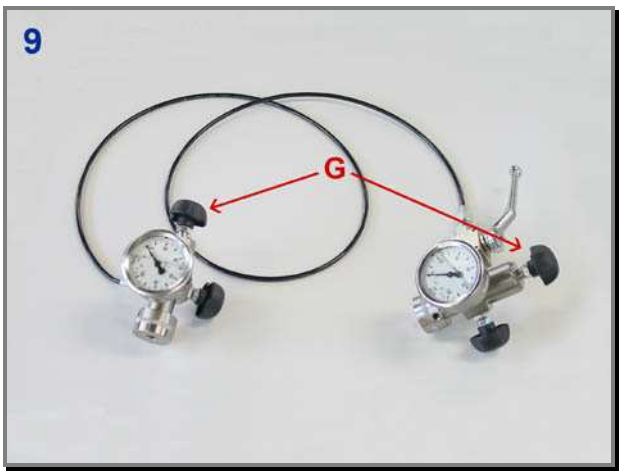


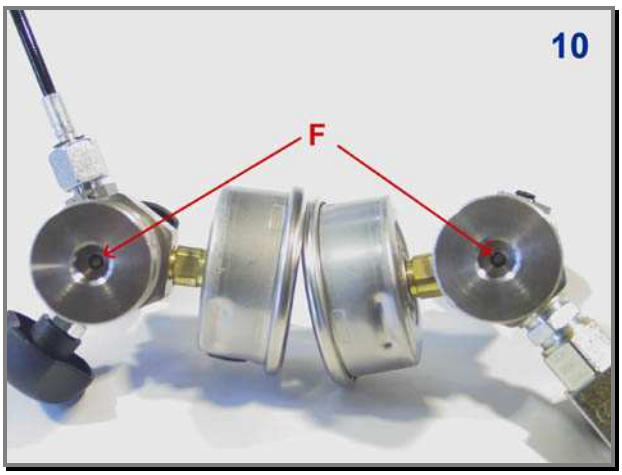


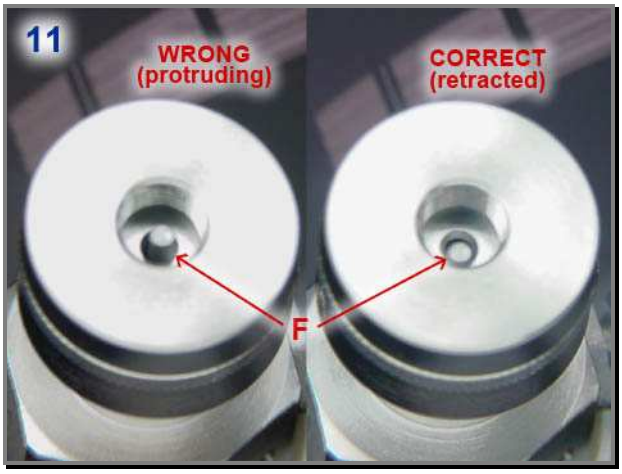
Screw the female connector (**D**) (image **7**) of the hose (**E**) (image **7**) free end, which is already connected to the ball valve (**V**) and the other gas charge checker (**BV2**), into the special fitting (**B**) (images **1** & **3**) previously screwed into your gas charge checker (**BV1**). Make sure all couplings are tightly connected.

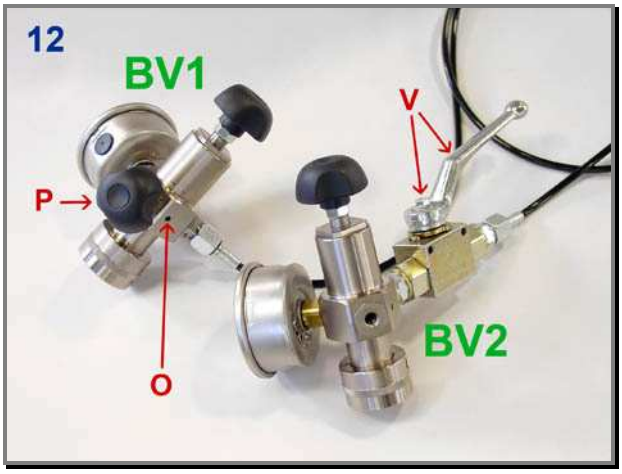


The ensemble of both gas charge checkers connected by the hose should look as shown in image **9**. Check now that the shafts (**F**) (images **10** & **11**) in both gas charge checkers are fully retracted into the body of the checkers, as shown in image **11**. This can be achieved by turning the shaft handles (**G**) counterclockwise.



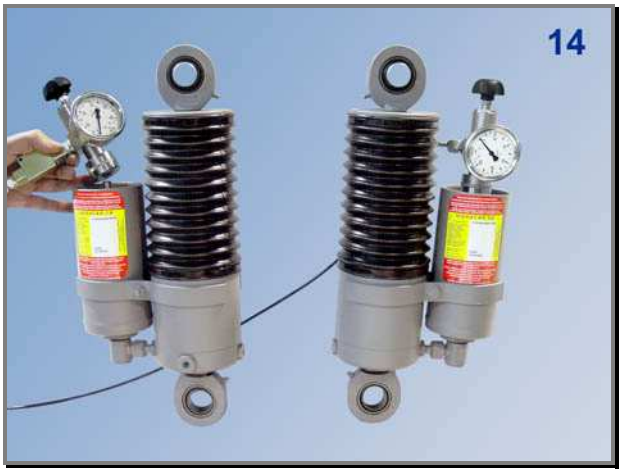


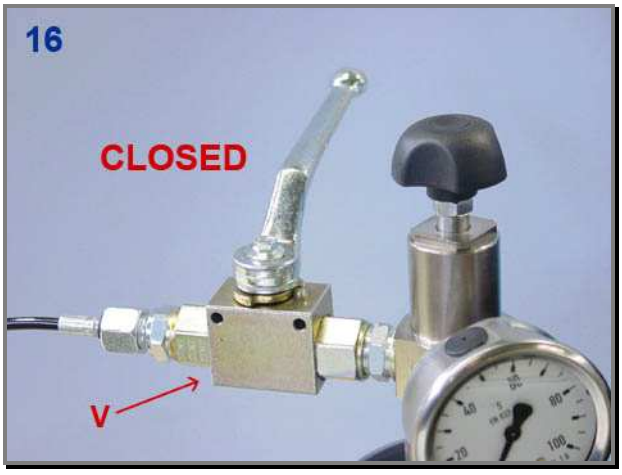




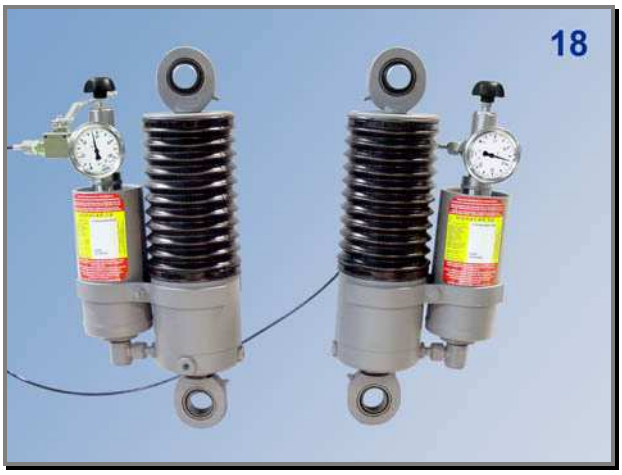
Tighten (close) the purge handle (**P**) in your gas charge checker (**BV1**) (image **12**) to prevent any gas loss on starting the controlled accumulator gas pressure reduction operation.

Now, connect both gas charge checkers to each of the accumulators, by screwing them into the charging valve of each accumulator, after taking the valve caps out (image **14**).

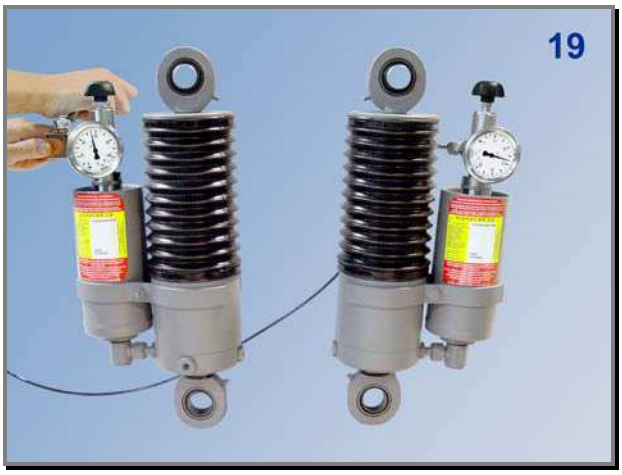


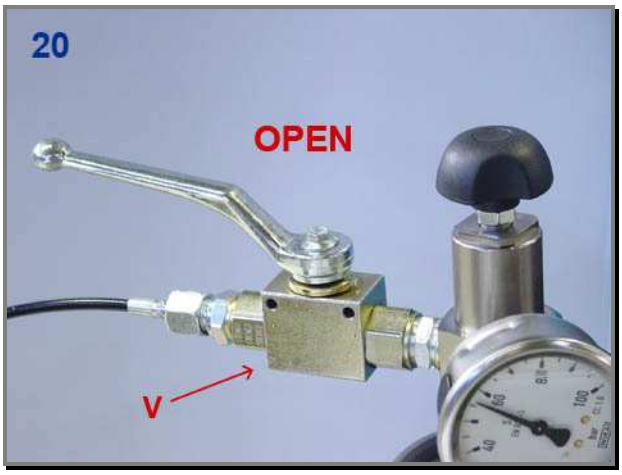


Make sure the ball valve (**V**) (images **12** & **16**) of the gas charge checker we provide (**BV2**) is closed, i.e., with its handle perpendicular to the valve (**V**) axis.



Turn the shaft handles (**G**) (image **17**) in both gas charge checkers slowly and clockwise (it is not necessary to make this with both at the same time) until the pointers in both pressure gauges dial the accumulators gas charge pressure (when the pointers stop moving up the scale).

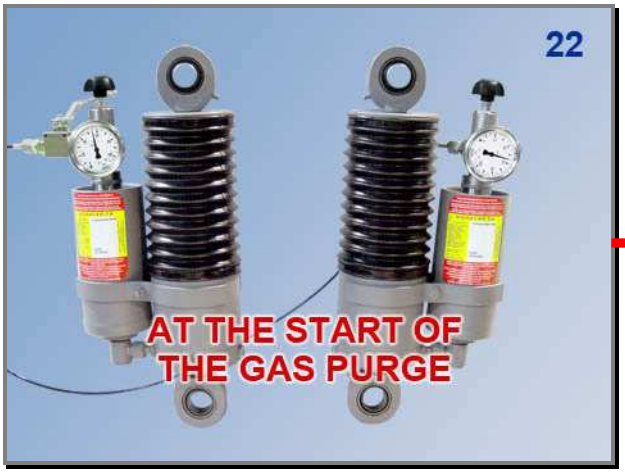


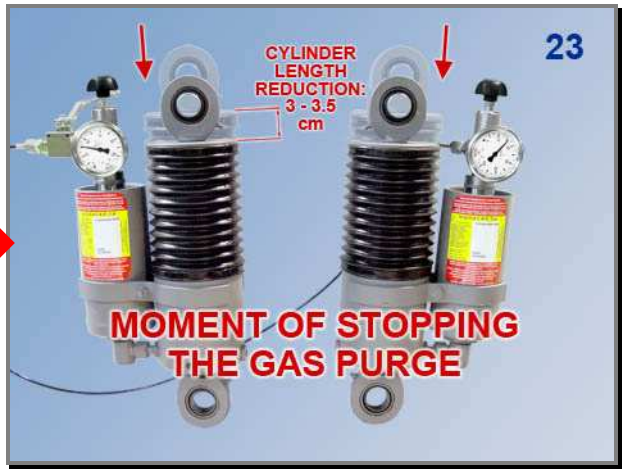


Now open the ball valve (**V**) (image **20**) slowly (turn the handle until aligning it with the valve axis). This way both cylinders get connected and their pressures equalized.

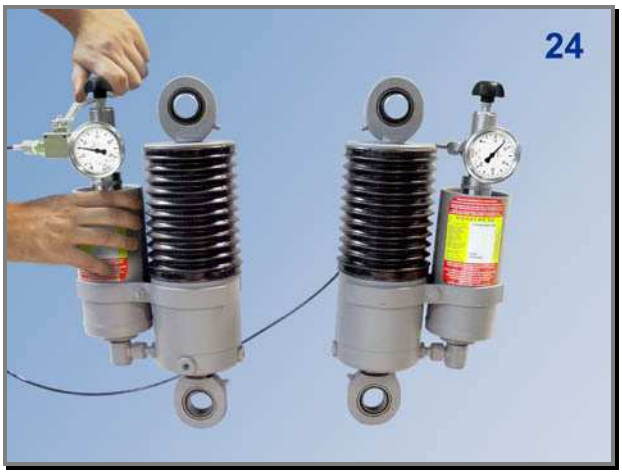
At this point, proceed to purge the ensemble. For this, loosen the purge valve handle (**P**) at the side of your gas charge checker (**BV1**) (image **21**) until gas starts to be released through the purge orifice (**O**) (image **12**) (CAUTION!: The force of the gas stream getting out can cause physical harm). From that moment, the cylinders will start losing pressure and the weight of the trailer will start to compress the pistons of the cylinders, shortening their length. When the cylinders have shortened

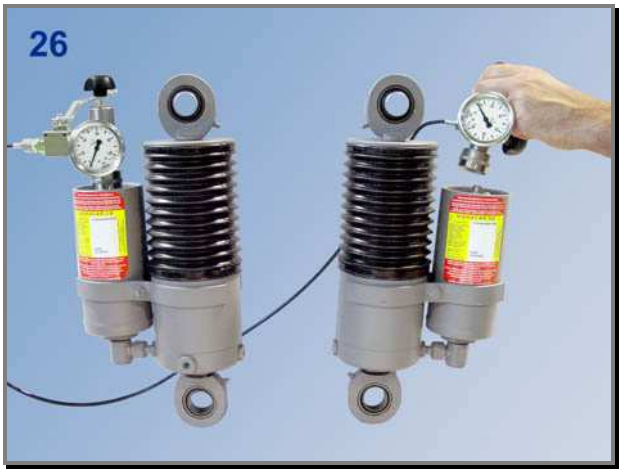
their length between 3 and 3.5 cm tighten again the purge valve handle to keep the cylinders at their proper working pressure. (*IMPORTANT: This operation must be performed with an empty tanker or trailer*).





Now turn both checker shaft handles (**G**) fully counter-clockwise (image **24**) in order to close the exit of the gas from the accumulators (They can feel more difficult to tighten now than when tightened before, as now the pressure of the gas inside the gas charge checkers ensemble is opposing the turning movement).





Next, open the purge valve handle (**P**) slowly (image **25**) to purge inside the ensemble of the gas charge checkers and the hose. The pressure gauges should read 0 bar once this has been accomplished.

Finally, the gas charge checkers can be screwed off the accumulators. Do not forget replacing the caps on both accumulators charge valves. Check as well that their “O”-rings remain in their places and have not fallen off the valves when removing the gas charge checkers. Now you can detach both the hose and the provided special fitting from the your gas charge checker (**BV1**) and replace back its gas charging valve (make sure once more that all the “O”-rings remain in their proper places).

WARRANTY SEAL

With each of the yellow plastic seals you are supplied you must perform the following: First, pass the seal tail end successively through both orifices located at the base of the gas charging valve of the accumulators, then through the orifice at the top of the cap of the valves and finally pass it all the way through the orifice that runs up the head of the seal body and pull the tail up to make the seal ring fit tightly. Only this way you will be sure, in the event of malfunction, that the gas charging valves have not been tampered with by the final customer.