

## **Pete Back Panel Instructions**

- Remove excess paint off of the walk-through ring that the rubber boot seal attached too.
- Use a ratchet strap to hold back panel in place by going through the cab and around the panel.
- Adjust panel to best fit inside the opening against ring.
- Drill a few 3/16" holes across the top of the panel and into the ring for future alignment.
- Remove panel and apply a 1/4" bead of Manus Bond around the ring and place the panel back on with the ratchet strap and use the pre-drilled holes to realign.
- Drill and rivet the panel top, then sides and work the bottom from the sides in.
- Remove any Manus Bond squeezed out along panel edges
- Finish by seam sealing the panel edges to the truck with Manus Bond, like caulking a bath tub.
- Install window rubber around window opening, seam at the bottom, lock strip groove to the outside.
- Install window, bottom first, work the sides up and finish across the top. Install lock strip, seam at the top.

## **Interior**

- Reattach the vinyl boot covering and tuck it up against the back panel.
- Install the lower Interior panel making sure the boot covering is behind it.
- Install the upper Interior panel doing the same thing. Place screws where needed to ensure tight fit around window and bottom edge.

## **Peterbilt Air Ride Suspension Installation Instructions**

- Place jack under cab to adjust it to ride height.
- Once preferred ride height is found, measure between frame cross member and bottom of cab.
- Remove top shock bolts and compress or extend suspension to ride height measurement.
- Remove leveling valve from its box. Take the 1/4" bolts, washers, and nuts from the hardware bag to mount the valve on the left side of the suspension with 90-degree fitting facing upwards. Snug bolts up and mount leveling rod arm to the upper suspension shock tab in the 1/4" hole.
- The levelling valve arm should be horizontal now to where the alignment tee can be inserted through arm into valve body. If alignment tee doesn't fit, swivel the valve to see if you can get the alignment tee to fit. If you are still unable to get the tee to fit loosen or remove the rod from arm boot, insert tee and reinstall rod (cut to length if necessary) and tighten, making sure ride height measurement is kept from bottom of lower plate to top side of upper plate. Remove tee.
- Find and remove the lower center five hucks on the back of the cab and drill holes out to 3/8".
- Locate the center hole that's underneath the back of the cab.
- Install 90-degree fitting in the bottom of the airbag. Install existing air line from valve to the air bag.
- Place suspension under cab, may need to relocate under cab objects for best fit.
- All bolts can now be installed, tighten upper center 1/2" bolt first semi-snug, then tighten all 3/8" bolts.
- Lower cab ride height by 3/4" and tighten lower four 1/2" bolts. Compress shock to its most minimum position and place upper shock bolts in the closest tab hole, without jacking cab back up, and tighten.

-Reroute and install main air supply from existing bunk levelling valve to the new valve.

-Remove jack, air up suspension and adjust if needed.