



AIRLOCKER **ARB**

OPERATING & SERVICE MANUAL



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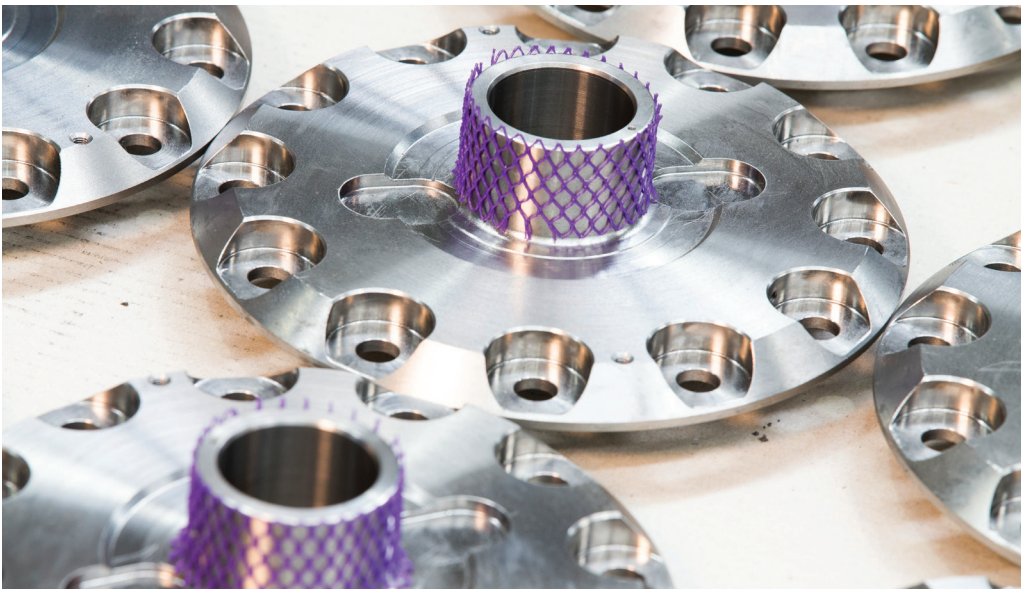
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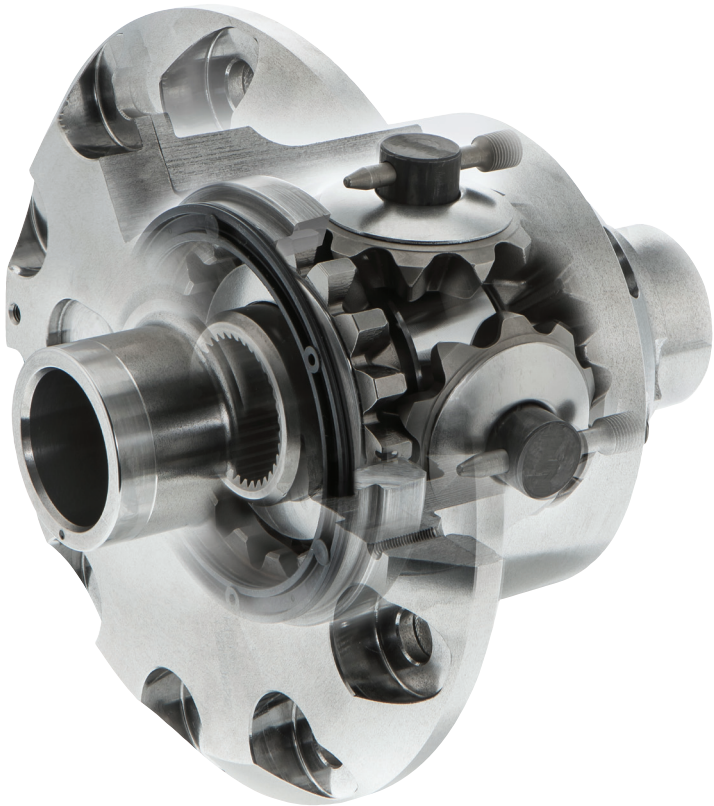


HOW THE ARB AIR LOCKER WORKS

Four wheel driving across rough terrain can lead to some of the most exhilarating adventures one could have. But as any four wheeler can tell you, spinning your wheels and getting stuck leads to nothing but frustration. Often you know you have the right vehicle to take on the most extreme terrain, yet still you find that it balks at the slightest of obstacles, losing traction at the most inappropriate times, leaving you stranded.

The problem is quite simple – one (or more) of your vehicle's wheels is losing traction, and your highway minded factory differential centre is directing ALL of your vehicle's power to those spinning wheels. Vehicles with limited slip differentials (LSDs) may offer some improvement over standard diffs, but more often you'll find the slipping is not as 'limited' as you need to keep you going. Automatic locking differentials also have their disadvantages: they can be very noisy when disengaging and will upset the highway driving characteristics of your vehicle, resulting in tyre wear and even loss of control. Electronic traction control (ETC) equipped vehicles can become jittery and unstable in heavier off road conditions, and can even overheat and deteriorate your braking system, resulting in costly service intervals.

ARB has been challenging conventional thinking on off road equipment designs for over 35 years, and the ARB Air Locker has been a success from the very beginning. Created to provide 100% traction on demand without sacrificing any of your vehicle's highway driving performance, ARB Air Lockers employ a 12 volt air compressor designed to activate (and deactivate) a solid and durable locking mechanism inside the differential. This gives you the traction you need, when you need it, all at the flick of a switch, all within the safety and comfort of the driver's seat.



THE ARB AIR LOCKER CONCEPT

When unlocked, ARB Air Lockers operate much the same as conventional 'open' differentials. Driving force applied to the ring gear rotates the differential centre but does not directly drive the axle shafts. Small bevel gears known as pinions rotate freely on the cross shafts which are securely fixed to the body of the differential. The axle shafts are joined by a splined coupling to the two larger bevel gears, known as side gears, which are supported by the differential body in constant mesh with the pinions. When one axle rotates inside the differential, it drives the pinion gears, which in turn drives the opposite axle, only in the opposite direction of rotation. This is called 'differential' action. Under normal circumstances this action benefits your vehicle by allowing the outside wheel to spin faster than the inside wheel when turning - an absolute necessity for highway driving. Unfortunately, differential action only works so long as both wheels have full traction with the road. Once one wheel loses grip (e.g. one wheel is on a slippery surface or suspended in mid air) the differential transfers its driving force to the wheel that is easiest to turn (i.e. the slipping wheel) and therefore all of the driving torque is lost.

The advantage of the ARB Air Locker lies in the pneumatically operated locking system inside the body of the differential which, when activated, prevents the differential gears from rotating, thereby preventing differential action between the axles. With both wheels tied directly to the rotation of the ring gear (a system sometimes referred to as a 'spool'), the vehicle maintains maximum possible traction at all times.

OPERATING INSTRUCTIONS

General ARB Air Locker Use

ARB Air Locker differentials can be engaged and disengaged at the flip of a switch.

When you need the extra traction, simply turn on your compressor, approach the difficult terrain, take your foot off of the accelerator and press the Air Locker switch – even if you are still moving. Once you are past your trouble spot, flip the switch back again and the Air Locker will disengage and return your vehicle to normal operation.



Although operating a switch may require very little skill, knowing when to use your Air Locker, and what to expect from your vehicle while using it, is indeed a skill and requires a level of understanding and experience before you can safely and effectively get the most out of your vehicle.

Just as you wouldn't put your vehicle in gear without using the clutch, the locking gears in your Air Locker need to be disconnected from the torque of your motor before you engage

them as well. Never engage your Air Locker while accelerating, as this could damage the locking mechanism. Also, remember that your Air Locker doesn't necessarily engage instantaneously when your vehicle is stationary. You may need to roll the vehicle a little bit until the teeth of the locking mechanism can find a locking position and fall into mesh.

When disengaging your Air Locker, always remember that the teeth of the locking mechanism cannot disengage while under torque. Your Air Locker was designed to stay locked under the

harshest loads, and therefore even with the switch disengaged you will sometimes need to untorque your axle by rolling your vehicle forward or backward slightly before the locking mechanism will unlock.

On Road Use

ARB's range of Air Locker locking differentials offers one big advantage that few of its competitors can even come close to – on the highway you won't even know it's there.

With your Air Locker disengaged (switched OFF), it behaves and performs no differently than any regular open differential that comes standard with most vehicles from the manufacturer. There is no disconcerting jolt or special driving techniques to get used to as there is with most other lockers on the market.

When not in use, simply keep your Air Locker(s) and your air compressor switched OFF. ARB's own range of off road, special purpose air compressors come with an isolating switch to ensure your Air Lockers aren't engaged without the compressor isolating switch in the ON position. We highly recommend an isolating switch for all highway use vehicles.

OPERATING INSTRUCTIONS CONT...

Off Road Use

Level, High Traction Surfaces – As long as all wheels can stay in contact with a high traction surface, locking a differential is not necessary and could place undue load on your drive train. Cornering on high traction terrain with your differential locked (especially the front) is never recommended as it creates high torque load across your axle shafts and CVs. In these cases it is preferable to leave your Air Lockers unlocked until the need for them arises.

Level, Low Traction Terrain – Heavy traction loss can affect overall vehicle control with open or unlocked differentials, as traction is randomly transferred from side to side across the axle. Off road driving control will be greatly enhanced through mud, snow, water, loose gravel and other forms of low traction surfaces when one or both Air Lockers are engaged. Gentle throttle, smooth methodical steering and constant momentum will keep the vehicle moving steadily where you point it.

Uneven Terrain – Rock crawling, ditch crossing and other highly challenging forms of off road driving can render it impossible to keep four wheels on the ground. Locking your Air Locker(s) can often be your only alternative to a winch or a tow. Plan your path across such obstacles so you don't compromise your vehicle's centre of gravity and roll over. Use low range and idle throttle where possible and proceed slowly.

Uphill – Try to align the vehicle straight up the incline and keep the rear Air Locker engaged to maintain a constant push. Maintain a very light approach to throttle use (aim for zero wheel spin). Use of the front Air Locker in this situation is greatly dependent on the nature of the terrain and mostly dependent on 'feel'.

Downhill – Again, as with all hill driving, straight down the hill is preferable to descend at an angle. Always use engine braking, if possible, over foot braking. Engage the rear Air Locker once you start moving.

Off Camber – When traversing an incline sideways on a surface with low or unpredictable traction (a situation best avoided if possible), leave both Air Lockers disengaged. Having both wheels driven together may promote slipping in this situation, where an unlocked axle should allow each wheel to find its deepest traction point. Limiting your throttle to a low range idle and not braking unless necessary will help your tyres bite into a loose surface.

Sand/Beach – It is important to remember that sand/beach driving offers very little traction, and spinning any wheel is a good way to dig a hole that you won't get out of. You will also discover that some deep, loose sand conditions will require momentum in order to stay moving. You won't often get a second chance at a run – lock the hubs, gear down just far enough that you know you won't need to gear lower if you start to sink, and keep both Air Lockers engaged for the whole time.

Snow – In the snow your vehicle can easily lose traction, understeering into gradual corners, oversteering out of tight corners, and often spinning wheels rather than moving at all. Engaging your Air Locker will help you get rolling through the trouble spots. Some operators prefer to leave them engaged while driving in snow, but remember: engaging your Air Locker will change the way your steering behaves, especially when using a front Air Locker. Take it slow at first and give yourself time to get used to it before you try anything too challenging.

Performance/Motorsport – Locked or unlocked, motorsport champions the world over run Air Lockers, but few would agree on exactly how and when to engage your Air Lockers. The best solution is to get some running time in and see for yourself what seems to be the most effective strategy for your particular vehicle and driving style.

OPERATING INSTRUCTIONS CONT...

Safety Considerations - Please Read Thoroughly

Your ARB Air Locker was engineered as a safety enhancement to the operation of your vehicle. While ensuring you have the same road handling ability that your vehicle came with, it also gives you that extra ability to get safely through the situations which may otherwise leave you and your passengers stranded - and all with only the flip of a switch. Air Locker differentials are simple to use and very safe when used correctly, however, a few points should be understood and followed to ensure the least risk to your vehicle and occupants:

- Driving on high traction surfaces (e.g. dry pavement, concrete, bitumen, sandstone, etc.) with your Air Lockers engaged (locked) is very harsh on drive train components and could result in damage to your vehicle. Lock your Air Locker(s) only when necessary to overcome limited traction.
- Having your Air Locker(s) engaged will affect your steering even if you only have one in the rear axle. Make sure you take the time to get to know the effects of driving with a locked differential before you attempt any use which may put you, your passengers, or your vehicle at risk.
- Air Locker switches should always be located within easy reach of the driver, but they must be located where they will not accidentally be operated by the driver, passengers or loose objects moving within the cabin. Accidental locking or unlocking could result in loss of control of the vehicle.
- If used, an isolating switch ensures that the air compressor will not start unnecessarily. To avoid risk of unintentional Air

Locker engagement, always leave your Air Locker actuator switch in the OFF position when not in use, and therefore, never use the isolator switch to engage the Air Locker. This will prevent your Air Locker from engaging when using the compressor for other purposes such as inflating tyres.

- Although ARB Air Lockers are engineered tough, they should never be engaged while under acceleration. Vehicle motion or wheel spin from turning results in forces that the Air Locker must oppose in order to get the locking gear to mesh. Your Air Locker was designed to cope with this, but under acceleration your differential is under torque loads up to and sometimes in excess of 100 times the output from your engine, and the Air Locker must oppose this also in order to stop the differential motion and achieve lock. For this reason, never engage an Air Locker while the accelerator is depressed, and, where possible, ensure that lock has been achieved before re-accelerating.
- To reduce the risk of vehicle drive train damage and/or loss of control of your vehicle, always reduce speed when your Air Locker(s) are engaged, or anytime you are negotiating rough terrain. The ability to employ slow and methodical off road driving techniques is the primary benefit of having an Air Locker, and this will prolong the life of all drive train components.



ARB AIR LOCKER SERVICE GUIDE

Recommended Lubricants Specifications

ARB Air Locker differentials are constructed entirely from premium grade materials that meet or exceed automotive (SAE) and most military (MIL) and aerospace standards for resistance to commercially available lubricant grades and additives. As such, Air Lockers have no special requirements for lubricants above those which would be recommended according to the climate you live in and the nature of how you use your vehicle, and so the specifications below are provided only to assist in finding a suitable gear oil to suit.

| Climate | Harshest Nature of Intended Vehicle Use | | |
|-------------|--|---|--|
| | Light to Medium Domestic/Predominantly On Road | Recreational Enthusiast/Light Commercial | Heavy Recreational/Motorsport/Industrial |
| Temperate | API GL-5 90 weight mineral based gear oil or by Vehicle Service Manual Recommendations. | API GL-5 90 to 140 weight synthetic or semi-synthetic EP gear oil. | API MT-1 or SAEJ2360 140 weight full synthetic. |
| Subtropical | API GL-5 90 weight mineral based gear oil or by Vehicle Service Manual Recommendations. | API GL-5 90 to 140 weight mineral, synthetic or semi-synthetic EP gear oil. | API MT-1 or SAEJ2360 140 to 250 weight full synthetic. |
| Tropical | API GL-5 140 weight mineral based gear oil or by Vehicle Service Manual Recommendations. | API GL-5 140 weight mineral, synthetic or semi-synthetic EP gear oil. | API MT-1 or SAEJ2360 140 to 250 weight full synthetic. |

Recommended Regular Service Schedule

| Frequency of Service | Description of Service Check or Operation |
|--|---|
| After the first 2,500km (1,500 miles) of use, and after each subsequent 50,000km (31,000 miles) of off road use or 75,000km (46,600 miles) of highway only use | Change differential oil. Clean or replace axle breather. NOTE: Always fill until almost level with filler plug hole, manually rotate differential several times, then fill again until level with filler plug hole (see Recommended Lubricants Specifications). If the axle installation angle has been modified (i.e. the vehicle has been raised) or is used for lengthy steep inclines, a standpipe may be needed to modify the filler level of the housing. |
| After every 12,000km (7,460 miles) | Check differential oil level and inspect for leaks. |
| After each use in water and/or mud | Change differential oil to maintain viscosity and to flush out any trapped water, mud or other foreign particles. Clean or replace breather. |
| After each use in dense bush and/or protruding rocks | Inspect all sections of exposed air line for abrasions or cuts. |
| After each heavy use (i.e. competition use) | Change differential oil to maintain viscosity and to flush out any foreign particles. |
| Every 6 months (maximum) | Operate the Air Locker to ensure it is in good working condition. Check air system for deposits of moisture condensation or oil. Flush clean with compressed air if necessary. Clean or replace axle breather. |

In Field Service/Repair

ARB Air Lockers are engineered to give you years of trouble free use, however, harsh terrain can sometimes find a way of taking its toll. Just as you carry spare tyres, fuses, drive belts, etc., you should also consider packing an Air Line Service Kit (ASK001), and some cable ties along with the necessary tools to ensure you are prepared for any unforeseen damage to your air line.

Refer to page 16 for our listing of Genuine Air Locker Accessories.

TROUBLE SHOOTING

| Symptom | Possible Cause(s) | Solution(s) |
|---|--|---|
| Small metallic particles are present in differential oil | Carrier bearings damaged. | Inspect and replace damaged bearings (refer to your vehicle service manual). |
| | Differential gear(s) worn or damaged. | Inspect differential gears and ring and pinion set for signs of wear or damage and replace if necessary. |
| | Foreign object loose in differential housing. | Inspect all differential components for damage and replace as necessary. |
| | Clutch gear damaged from engaging under engine torque. | Inspect clutch gear for damage and replace as necessary. |
| Foreign object/large particles present in differential oil | Damaged internal components. | Inspect all differential components, bearings, ring and pinion set teeth, etc., for damage and repair or replace as necessary. |
| Running noise from differential | Differential oil level too low. | Fill oil level until level with filler plug hole. |
| | Wheel bearing(s) damaged or worn out. | Refer to your vehicle service manual for bearing replacement procedure. |
| | Carrier bearings damaged or worn out. | Inspect and replace damaged bearings (refer to your vehicle service manual). |
| | Incorrect backlash between ring and pinion gears. | Adjust ring and pinion backlash to within manufacturer's specifications. |
| | Incorrect preload on carrier bearings. | Inspect bearings for damage and re-preload to manufacturer's specifications. |
| | Incorrect mesh (or 'running mark' or 'pattern') between ring and pinion gears. | Using gear marking compound, check and adjust ring and pinion mesh (refer factory service manual or ring and pinion manufacturer for procedure). |
| | Ring and pinion set damaged. | Inspect for chips/cracks/uneven wear and replace gear set if necessary. |
| Running noise from differential only when cornering | Wheel bearing(s) damaged. | Refer to your vehicle service manual for bearing replacement procedure. |
| | Differential bevel gear(s) damaged. | Inspect all differential gears and internal running surfaces for signs of damage and replace as necessary. |
| | Axles making contact inside differential. | Inspect inboard ends of axle shafts for signs of contact other than spline engagements. Where applicable, check axle shaft endfloat and thrust block endfloat requirement. |
| Intermittent noise from differential that occurs approx. once every 2.5 metres (8 feet) of vehicle movement regardless of vehicle speed | Damaged ring gear. | Inspect and replace if necessary. |
| | Differential or ring gear runout. | Inspect by measuring backlash at several positions and correct if necessary. |
| | Bolt backing out of ring gear. | Inspect and correct if necessary using correct torque and recommended thread locking compound. |
| | Drive pinion contacting differential case. | Check for clearance between differential and drive pinion and relieve (grind) pinion head if necessary. |

| Symptom | Possible Cause(s) | Solution(s) |
|--|---|---|
| Intermittent noise from differential that occurs approx. once every 0.6 metres (2 feet) of vehicle movement regardless of vehicle speed | Damaged or bent drive pinion gear (i.e. of ring and 'pinion'). | Inspect and replace ring and pinion set if necessary. |
| Noise from differentials while decelerating on engine brakes from any speed | Damaged pinion bearing. Incorrect mesh (or 'running mark' or 'pattern') between ring and pinion gears. | Inspect and replace if necessary. Using gear marking compound, check and adjust ring and pinion mesh (refer factory service manual or ring and pinion manufacturer for procedure). |
| Excessive oil visible at solenoid exhaust port <i>Note: Some fine oil mist around the solenoid is perfectly normal as an Air Locker is an oiled mechanical system</i> | Pneumatic seals damaged. Pneumatic seal running surfaces worn or damaged. Misaligned or damaged seal housing. | Replace all pneumatic seals. Remove seal housing and inspect the sealing surface for condition. Worn, damaged, or surface with rough machining should be polished or replaced. Inspect seal housing for damage and make sure seal housing is fitted according to the supplied installation instructions. |
| Air Locker engages slowly or will not engage at all when switch is activated | Internal mechanical damage or obstruction to locking system. Air line blocked. Compressor malfunction. Electrical fault. Seized solenoid. Purge valve (if fitted) is slowing actuation. Oil temperature (climate) below manufacturer's specifications. Damaged locking gear teeth. | Inspect differential unit for damage or lodged foreign objects. Repair or replace as necessary. Inspect full length of air line for kinks, pinched sections or presence of oil or foreign matter in the line which may restrict air flow. Make sure air blows freely through whole air line. Make sure the compressor is functioning and is capable of supplying free air flow of at least 85PSI. Check for blown fuse or relay on compressor. Check all electrical connections to switch and solenoid. Solenoid should instantly open, allowing free flow of air when switch is activated. Clean or replace solenoid if faulty. Slight actuation delays are normal when purge valves are fitted. If delay is too long then valve should be replaced. Use correct grade of oil to suit the environment where the vehicle is used. Teeth may be damaged from engaging lock under engine acceleration. Replace damaged locking gear. |

| Symptom | Possible Cause(s) | Solution(s) |
|---|--|--|
| Air Locker will not disengage when switched OFF | Wheels under torque. | With the Air Locker switch turned OFF and the wheels turned straight, slowly move the vehicle back and forth until the unit unlocks. |
| | Electrical fault. | Inspect all electrical connections for a possible short. If it is necessary to move the vehicle you can manually disconnect the air line from the compressor. |
| | Solenoid exhaust port (port #3) is blocked. | Remove any obstruction from the exhaust port located in the middle of the round knob on the top of the solenoid (port # 3). |
| | Solenoid seized. | Clean or replace solenoid. |
| | Internal damage. | Inspect differential unit for damage or lodged foreign objects. Repair or replace as necessary. |
| | Solenoid installed backwards. | Reverse solenoid configuration so that port # 1 connects to the air supply. |
| Air blows out of solenoid continuously until the Air Locker switch is engaged | Solenoid installed backwards. | Reverse solenoid configuration so that port # 1 connects to the air supply and port # 2 connects to the Air Locker. |
| Air Locker disengages slowly when switched OFF | Air line is blocked. | Inspect full length of air line for kinks, pinched sections, or presence of foreign matter in the line which may restrict air flow. Check for oil in air line and flush clean if necessary. |
| | Solenoid exhaust port (port # 3) is blocked. | Make sure that air flows freely from port # 3 when Air Locker is disengaged. |
| | Bulkhead fitting is overtightened. | Disassemble bulkhead fitting and inspect for pinched off copper tube. Cut pinched end off and reassemble hand tight. |
| Air Locker engages when switch is in the OFF position and disengages when switch is turned ON | Switch cover installed upside down. | Carefully remove Technologies cover and replace in correct position. A tool is available from Carling Technologies to make this easy to do. |
| Air leakage at bulkhead fitting | Bulkhead fitting too loose to form adequate seal. | Inspect and appropriately tighten all compression fittings (hand tight only). |
| | Worn or damaged bulkhead components. | Replace all damaged fittings, seals, etc. Trim and replace any damaged mating sections of tubing. |
| Leakage at solenoid | Dirt inside of solenoid. | Disassemble solenoid valve and clean thoroughly. |
| | Solenoid body damaged (i.e. cracked, cross threaded). | Replace solenoid. |
| | Fitting(s) too loose or too tight to form adequate seal. | Inspect, and if necessary apply thread sealant to fittings and retighten. |

| Symptom | Possible Cause(s) | Solution(s) |
|---------|-------------------|-------------|
|---------|-------------------|-------------|

Compressor ALWAYS runs continuously

- Compressor malfunction.
- Pressure cutout switch malfunction.
- Leak in air system (i.e. air system not reaching cut-off pressure).

- Make sure compressor is working correctly and is capable of reaching the pressure switch cut-off pressure.
- Using a pressure gauge, make sure that the pressure switch opens contacts at its cutout pressure.
- Locate and repair air leak.

Compressor runs continuously ONLY when Air Locker is switched ON

- Leak in air system.
- Air leak inside differential housing.
- Dirt inside of solenoid valve.

- Inspect air line and all air connections for leaks using a soap and water mixture.
- Remove filler plug and listen for leaking or bubbling when air is switched ON.
- Inspect bulkhead fitting and seal housing tube inside housing and replace/repair leaking component(s) and seals as necessary.
- Disassemble and clean solenoid valve.

Compressor runs continuously ONLY when under torque

- Too little carrier bearing pre-load.

- Adjust pre-load shims or adjuster nuts to vehicle specifications and test using brakes.

Leakage inside differential housing

*Note:
Air leaks may be pinpointed by using a length of tubing as a stethoscope*

- Pneumatic seal(s) damaged.
- Damaged seal housing tube (i.e. the internal copper tube).
- Damage from broken axle shaft.

- Locate and replace any damaged seals using stethoscope or soap and water mixture.
- Inspect and replace if necessary. Ensure no contact can be made between the tube and any internal moving components.
- Inspect inside axle bores of Air Locker for damage caused by a broken shaft. Replace damaged part if necessary.

No illumination occurs in switches when headlights are turned ON

- Switch illumination terminal not correctly connected to illuminated dashboard light.
- Illuminations bulb(s) blown or not functioning.
- Switch cover installed upside down.

- Refer to fitting instructions for correct wiring procedure and diagrams.
- Clean bulb socket and all terminal connections. Replace bulb if necessary.
- Carefully remove switch cover and replace in correct position.



GENUINE ARB AIR LOCKER ACCESSORIES

Air Locker Heavy Duty Air Line Kit – Part No. HDAL

Designed to resist abrasion and snagging off road, this optional reinforced air line and adapter kit installs directly to your existing Air Locker differential.

Air Locker 5mm to 3.5mm Bulkhead Fitting Kit – Part No. 170111

It's a good idea to carry spare parts for any vehicle accessory when challenging the unknown perils of the bush. ARB recommends you also take along a spare bulkhead fitting kit.

Air Locker Switch Bracket Kit – Part No. ALSB1/2/3

ARB's genuine Air Locker switch plates are powder coated black for a durable finish and are a perfect fit for your Air Locker actuation switch or your ARB air compressor isolator switch. Kits come with either 1, 2 or gang switch brackets (ALSB1, ALSB2 or ALSB3).

ARB On-Board Air Compressor Kit (small) – Part No. CKSA12

The Air Activation System is vehicle mounted and has been specifically designed to activate ARB Air Lockers. A smaller unit, the complete kit includes a 12V air compressor with automatic pressure switch, mounting bracket (that allows for versatile positioning) and hardware, on/off switch and simplified plug in Air Locker wiring loom.

ARB On-Board Air Compressor Kit (medium) – Part No. CKMA12/24

The ARB high output air compressor kit was developed specifically for use with ARB's Air Locker range. The kit comes complete with 12V or 24V air compressor

with automatic pressure switch, 12V 40 Amp relay, compressor mounting bracket and hardware, on/off switch and plug-in Air Locker wiring loom.

ARB On-Board Air Compressor Kit (twin) – Part No. CKMTA12/24

The 100% duty cycle, twin motor design will deliver superior air flow for fast inflation purposes and comes with all the necessary hardware required. Constructed of lightweight, high strength engineering grade materials, it incorporates quality components for quiet operation and extended durability.

Extension Hose – Part No. 171301

Use this convenient extension hose in combination with the ARB Pump Up Kit (171302) for inflating tyres on very large vehicles or when your air requirement is further than the air compressor hose will reach.

Air Compressor Pump Up Kit – Part No. 171302

Use your ARB air compressor to inflate your tyres, air mattresses, water toys, etc., by installing a Pump Up Kit. This kit is designed specifically to fit ARB's range of air compressors and installs easily.

Air Tank – Part No. 171601

Ideal for use with ARB's twin motor and high output on-board compressors, plus a large range of other compressors, the 4L (1 gallon) aluminium Air Tank features two 1/4NPT ports (input and output) with JIC-4 male fittings pre-installed and is rated to a maximum working pressure of 150PSI (1030kPA).

**Air Locker Air Line Purge Valve Kit –
Part No. 170110**

Featuring a push button purge facility to clean dirt, moisture and contaminants from the diff end of the line or to re-direct the pressure discharge point, the Purge Valve Kit contains everything you will need.

**Bearing Puller Kit –
Part No. 0770001**

The specially designed Bearing Puller Kit offers a unique way of removing a differential carrier bearing, allows easy removal of the original bearings with less chance of damage.

**Adjuster Nut Pliers –
Part No. 0770002**

For correct pre-loading of an adjuster nut type differential, these Adjuster Nut Pliers have been designed specifically to easily and safely accommodate the full ARB Air Locker range of adjuster nuts and also most original equipment types.

**Differential Spreader –
Part No. 0770003**

To achieve the required carrier bearing pre-load during set up, the Differential Spreader has been designed to quickly and easily attach to most shim adjusted automotive differentials. It allows the housing to be stretched in a safe and controllable way, reducing the risk of damage.

**Shim Driver –
Part No. 0770004**

For installing and servicing common shim pre-loaded differentials, the Shim Driver is designed to evenly distribute the installation force around the outside edge of a differential shim as it is tapped into place, allowing thinner shims to be inserted into tighter places than would otherwise be possible.

**Test Gauge –
Part No. 0770005**

This product provides an easy and effective way to determine the supply pressure and/or to detect a loss of pressure in the air system of the ARB Air Locker or Air Compressor.

**Manifold Kit –
Part No. 171503**

Designed to work seamlessly with ARB's twin motor on-board compressors, the Air Locker Manifold Kit enables easy installation of Air Locker solenoids to an air source such as a compressor or regulated gas bottle. With a working pressure of 150PSI (1030kPa), the Manifold Kit incorporates multiple ports to also allow the use of ARB's Pump Up Kit (171302). Designed to cool the air supply for tyre inflation, the Manifold Kit will make your on-board air compressor even more versatile, and will relocate your Pump Up Kit connection point.

**Differential Breather Kit –
Part No. 170112**

Specifically engineered to suit ARB Air Lockers, the Differential Breather Kit protects against water ingestion during water crossings.

**Air Line Service Kit –
Part No. ASK001**

A handy spare part to carry, the Air Line Service Kit allows you to repair your Air Locker air line without the need to replace the air line itself.

**Air Line Exhaust Kit –
Part No. AEK001**

Used when mounting a compressor inside a vehicle, the Air Line Exhaust Kit allows you to route the exhaust port of your compressor solenoid outside of the vehicle.

ARB PRODUCTS - 5 YEAR AIR LOCKER WARRANTY AGAINST DEFECTS

ARB warrants the ARB Products against defects in workmanship and materials for the Warranty Period. If defective workmanship or materials become apparent in the Warranty Period, ARB will replace or repair the defective ARB Product.

The benefits to the customer given by this warranty are in addition to other rights and remedies of the customer under a law in relation to the goods or services to which the warranty relates.

1) In this warranty:

- **ARB** means ARB Corporation Limited (ABN 31 006 708 756) of 42-44 Garden St, Kilsyth Victoria 3137;
- **ARB Outlet** means an outlet which has been authorised by ARB to sell and fit ARB Products;
- **ARB Product** means products which ARB manufactures or for which ARB is the exclusive supplier;
- **Product Information** means the information about the relevant ARB Product which may be contained in any of: documentation provided with the ARB Product, owner's manual, operating manual, service manual, the manufacturer's manual or labels attached to the ARB Product;
- **Warranty Period** means, in respect of an ARB Product, the period that this warranty against defects applies and which is set out in paragraph 8.

2) To be entitled to claim the warranty, the customer must:

- a) have the ARB Product fitted in accordance with the Product Information;
- b) carry out normal care and maintenance of the ARB Product, including any required by the Product Information;
- c) provide proof of purchase of the ARB Product;
- d) make the claim in the Warranty Period.

3) The warranty will not apply in circumstances where the defect is caused by:

- a) unusual, improper or negligent use or misuse of the ARB Product;
- b) incorrect fitting of the ARB Product other than at an ARB Outlet;
- c) loading the ARB Product with weights in excess of the Product Information;
- d) use of non-genuine ARB components in or with the ARB Product;
- e) use on vehicles with modifications not approved in

- the Product Information or at an ARB Outlet at the time of fitting;
- f) caused by racing or competition use;
 - g) use of the ARB Product outside of the requirements of the Product Information.
- 4) The procedure for the customer to claim the warranty is:
- a) return the ARB Product to the nearest ARB Outlet or contact ARB to arrange a time to bring a vehicle fitted with the ARB Product to an ARB Outlet for inspection. Contact details are in paragraph 7 below if further information is required regarding local outlet details;
 - b) bring proof of purchase of the ARB Product to the ARB Outlet;
 - c) ARB will review the ARB Product and advise whether the conditions of this warranty have been met.
- 5) Where ARB accepts a customer's warranty claim, ARB will rectify any defective workmanship or materials at its own expense.
- 6) Expenses incurred by the customer in claiming the warranty are to be borne by the customer.
- 7) This warranty is given by:
- ARB Corporation Limited
42-44 Garden Street Kilsyth VIC 3137, Australia
Phone: (03) 9761 6622
Fax: (03) 9761 6807
www.arb.com.au
- 8) The period within which a defect in the ARB Products must appear if the customer is to be entitled to claim the warranty is 5 years, starting on the date of purchase unless the ARB Product is used in commercial use. Commercial use means use in industry or commerce including (without limitation) use in the mining industry or as a hire vehicle. In this case, the Warranty Period is the lesser of 1 year, starting on the date of purchase.
- 9) The warranty against defects contained in this document replaces any other warranty against defects or voluntary warranty given in relation to the Products.

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.



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