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Discussion in 'Kenworth Forum' started by irishluck09, Jul 31, 2023. Jul 31, 2023 #1 Every month 400 people find a job with the help of TruckersReport. Jul 31, 2023 #2 Not sure what to look at first. Leveling valve? Just notice that the cab bags aren't airing up. Rest of the truck has air no problem There should be a pressure regulator between the air supply and the leveling valve. Often these get gunked up over the years and do not open to allow air to pass. Break the air line leaving the regulator to the leveling valve and see if you have flow there. If not, need to replace the regulator. If so, it must be in the leveling valve. Jul 31, 2023 #3 There should be a pressure regulator between the air supply and the leveling valve. Often these get gunked up over the years and do not open to allow air to pass. Break the air line leaving the regulator to the leveling valve and see if you have flow there. If not, need to replace the regulator. If so, it must be in the leveling valve. Got it. Is that regulator in the same area as the leveling valve or in a different location Jul 31, 2023 #4 Got it. Is that regulator in the same area as the leveling valve or in a different location I'm not sure on yours, but on ours they are mounted right off of one of the tanks. If you chase the supply line to the leveling valve back you should find it. Aug 24, 2020 #1 Every month 400 people find a job with the help of TruckersReport. Aug 24, 2020 #2 Aug 24, 2020 #3 Aug 24, 2020 #4 Aug 24, 2020 #5 Aug 25, 2020 #6 The bags on the left side have the small supply and all the bags on the left have the larger supply. My B model has the aluminum bracket that attaches the top of the bag to the frame but this L model uses the steel 90° bracket. Aug 25, 2020 #7 Aug 25, 2020 #8 If mm27 isn't interested??? I have been thinking about doing all 8 on mine and going to the bigger lines. Mine has the cast aluminum top plates. I know 2 of them need replaced. Could I, or should I retrofit with the later steel units? Aug 25, 2020 #9 If mm27 isn't interested??? I have been thinking about doing all 8 on mine and going to the bigger lines. Mine has the cast aluminum top plates. I know 2 of them need replaced. Could I, or should I retrofit with the later steel units? I'll PM you. Jul 1, 2010 #1 1st, dumb question: How do I know if I have a 62 or 72 Aerocab sleeper on my truck? 2nd question: I started this in another thread but it got lost. I have a leaky airbag on the sleeper. It fills up via the leveler valve just fine but hisses and leaks. What exactly is involved in replacing these things? They are \$50 each at the KW dealer but I am not sure what I am dealing with and/or how complicated this could be. I worked as a mechanic at Linc-Merc back in the 90s, so I am mechanically inclined and trying to do whatever I can to AVOID dealer labor. I figure there are 2 of these bags to replace. I usually replace things in pairs in a case like this. Every month 400 people find a job with the help of TruckersReport. Jul 1, 2010 #2 This is the easiest job you will ever do on that truck.... Start with the air up to pressure and place a 2x4 between the frame and the bunk. Use wire cutters to cut the air line as close to the bag as you can. The bag, now deflated, will pop out by twisting about 90 degrees, or just knife the rubber out. The new bag simply pops right in. Now shove the air line up into the new bag, no tools for this, the plastic lines are held in by brass in the new bags. Total time spent - about one beer. Jul 1, 2010 #3 Winchester Magnum said: This is the easiest job you will ever do on that truck.... Start with the air up to pressure and place a 2x4 between the frame and the bunk. Use wire cutters to cut the air line as close to the bag as you can. The bag, now deflated, will pop out by twisting about 90 degrees, or just knife the rubber out. The new bag simply pops right in. Now shove the air line up into the new bag, no tools for this, the plastic lines are held in by brass in the new bags. Total time spent - about one beer. WOW...no tools but a pair of dykes to cut the air line. KW has 4 in stock. I ordered 2 for 'will call' for Friday. \$52.06 my cost each. What the heck holds this in place...weight? Jul 1, 2010 #4 What holds them in place is the plastic tops that twist in on the top. Hard to describe on the net, but you will see once you get started. Start with the leaky bag first then do the other one, this way you will always have one good bag, even tho its a 10 min job total. This is about as technical as changing floor mats out LOL. Jul 1, 2010 #5 Thanks Man...I'm not too worried. Whats the worst that can happen? It all blows up on me and I have her towed to the KW dealer?? Ps. I love that smiley face....its my expression all-the-time!..Bad enough I'm dropping \$1700 on 4 drive tires tomorrow at Wingfoot on 13th street.. Jul 1, 2010 #6 Jul 1, 2010 #7 Jul 1, 2010 #8 Here is a photo of the bag...still just snip the airline? That's a push in air connector. If you push that bottom ring up you can just pull the line out. Then you'll have to take that big nut loose which will end up just breaking the plastic it's on. I usually take a torch and melt the old plastic out unless you have a new nut, then just grab the bag and unscrew it (The top is just screwed onto a stud). Put the brass fitting in the new bag and reinstall. It's pretty easy really. Jul 2, 2010 #9 Well this was anything but trivial... 1. The dealer sold me the WRONG bags. I need a bag with a nut at the bottom. I had to go back. They had the right bags but no nuts and no replacement air line connector. (I had to reuse, but dont like to). The orig nut was rust welded to the plastic, so I went to ACE hardware and found a perfect nut. 2. Getting the old bags out was #### lot of work. They would NOT unscrew from the top. EVENTUALLY they did and took a good layer of skin off my arm when they let loose. The one nut on the bottom snapped off easily on one side, but the other side - I had to wedge a chisel in there. 3. Got the new bags installed. Dam locking nuts wouldnt start! - got them to go and reattached the air lines. Tested. No more leaks. So yea, its all good now...but the time spent was way too long! - The only good thing is all it cost me was some additional parts at the store and a 2nd trip back to KW. .to think I need to examine replacing the 8 bags on the frame next. Not any time soon...this was enough wrestling for a day.. Jul 3, 2010 #10 Thank's for the update Handarko, been looking at mine they're weather cracked (old aged) and was gonna change soon, and yea don't you feel great when you look at some "small" repair and say to self I'm not going to pay a dealer shop to do this MINOR and simple repair. THEN several hours, bruised knuckles, A little bit of swearing and reminding yourself that the last time this happened you swore NEVER AGAIN, what that saying about old fools but then I love my truck. Feb 6, 2018 #1 According to my mechanic it is time to replace all 8 of my airbags on my W900 (AG200 suspension). Just curious if anyone has an idea of what is to be expected for both the cost of labor and parts? Every month 400 people find a job with the help of TruckersReport. Feb 6, 2018 #2 Feb 6, 2018 #3 I agree. Unless they're leaking or damaged/deteriorated I wouldn't be too concerned about it. You're probably looking at about \$100-\$150 per bag plus a few hours labour. Wouldn't be surprised to see the bill in the \$1,200-\$1,400 range. Feb 7, 2018 #4 Why, are all eight of them leaking or cracked beyond use? If they aren't, there's no need to replace them yet. They mechanic says the rubber is starting to crack so its just a matter of time before one blows out. da105pacar Thanks this. Feb 7, 2018 #5 I agree. Unless they're leaking or damaged/deteriorated I wouldn't be too concerned about it. You're probably looking at about \$100-\$150 per bag plus a few hours labour. Wouldn't be surprised to see the bill in the \$1,200-\$1,400 range. They mechanic says the rubber is starting to crack so its just a matter of time before one blows out. Feb 7, 2018 #6 Feb 7, 2018 #7 If you have the dough to put down replacing them then I would go ahead and do it. Peace of mind anyways. If one blows out do you loose the whole air system? Feb 7, 2018 #8 If one blows out do you loose the whole air system? Yeah. All the air would push out. Have to pinch the line going to the one that's busted. I ain't everybody....I'd replace all of them without a second thought. They last a long time, n if they're starting to crack up they been on there quite a while. Feb 11, 2018 #9 Yeah. All the air would push out. Have to pinch the line going to the one that's busted. I ain't everybody....I'd replace all of them without a second thought. They last a long time, n if they're starting to crack up they been on there quite a while. Second that - I had one go on the road - pain in the rear. The other 7 got replaced quick smart when I got home. \$100 or less odd each. If one is starting to perish, the others will follow. Feb 23, 2018 #10 Back when I still had trucks with air ride, I always carried fittings with me to cap it off so I can replace it in the field using the trucks air system as a jack. First one I lost I was back up and running in about two hours including chasing down parts. Since then they got replaced when they were starting to look bad.

**Kenworth w900 front air ride. Kenworth w900 sleeper air bags. Kenworth w900 cabin air filter location. Kenworth w900 low air buzzer location. Kenworth w900l air bags. Do they still make kenworth w900. Kenworth air bag. 2000 kenworth w900 air bags. How to change air filter on kenworth w900.**