



GRA60789B0 [Rear] VW Syncro T4 (Eurovan) Kombi 85-3 Air Helper Springs Kit



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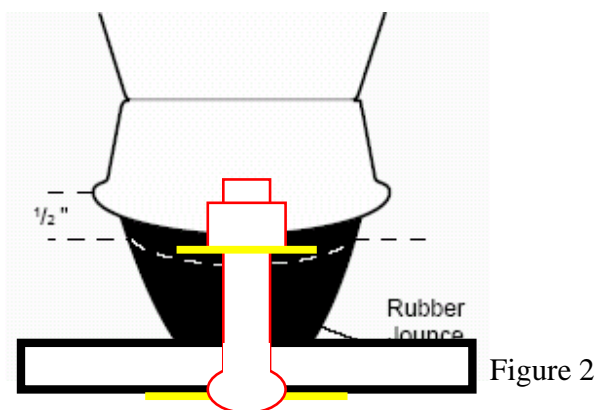
**31 Koeberg Road ,
Brooklyn , 7405**

Congratulations on your purchase of an Airlift Coil Spring Helper Kit.

INSTALLATION

Read Airlift Instructions MN-130 as supplied with the standard kit for general information.

1. Jack up rear of vehicle or raise on hoist.
Support frame with safety stands.
Lower axle or raise body of vehicle until the suspension is fully extended.
2. Remove plastic cap from barbed stem on the end of the cylinder.
Exhaust the air from the cylinder by rolling it up toward the barbed stem on the end of the cylinder.
Replace the cap on the stem to hold flattened shape
3. Unbolt the lower shock connection and remove the coil spring.



Fitting the Top Spacer.

Remove all of the rubber from the metal cup (see Figure 2).

Drill a 10mm hole thru the centre of the rubber portion of the old jounce bumper.

Use the 8mm diameter x 80 mm length coach bolt (rounded cheese-head) and add the big 45mm washer, then the rubber spacer disc then the original rubber jounce bumper followed by the small 24mm washer and the nyloc nut.

Tighten the nyloc self locking nut to squash the two pieces of rubber together, cut off excess bolt thread above the nut.

Replace the assembly into the metal holder cup.

The new spacer acts as a wide cushion for the side of the red air spring.

Fitting the Air Springs.

- (1) Insert the flattened air cylinder into the coil spring between the middle coils with the valve stem to the inboard side (Figure 3).

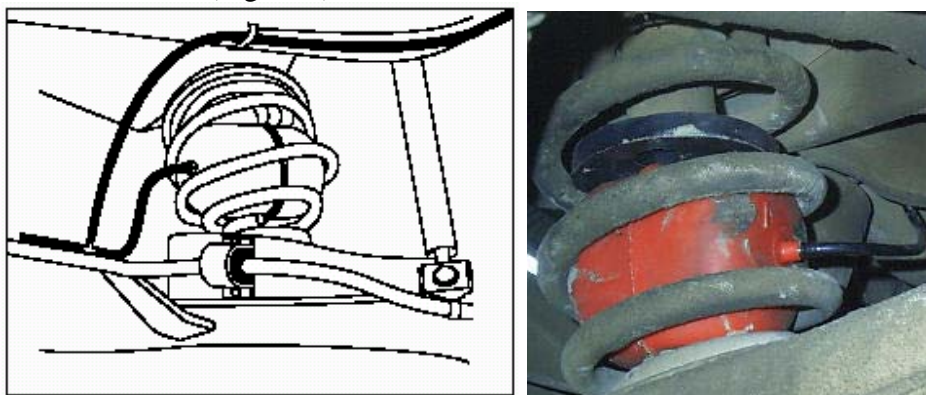


Figure 3

- (2) When the cylinder is completely within the coil, locate the stem towards the center of vehicle spaced equally between the coils.
Remove cap and allow cylinder to assume its "as molded" shape.
- (3) Continue with the air line installation at page 2 section 4 of the **Airlift Instructions** .
- (4) Note That Minimum Pressure is 0.5 bar and Maximum **1.7 bar** at which the kit will hold **277** additional kg

AIR LIFT 1000



MN-130
(15010)
ECN2968

Multiple Applications – See special notes and Figures 1, 2 and 3 for your particular vehicle.

Please read these instructions completely before proceeding with the installation.

1. Jack up rear of vehicle or raise on hoist. Support frame with safety stands. Lower axle or raise body of vehicle until suspension is fully extended.
2. Remove plastic cap from barbed stem on end of cylinder. Exhaust the air from the cylinder by rolling it up toward barbed stem on the end of the cylinder. Replace the cap on the stem to hold flattened shape.
3. Follow the steps below for the specific make of your particular vehicle.

a. For Thunderbirds, Cougars, Chrysler, Dodge, Plymouth only:

- (1) If the vehicle is *NOT* a Thunderbird or Cougar, then remove lower shock absorber attaching bolts, lower axle, and remove coil springs noting location of the end of the coil spring in the lower spring seat. If the vehicle is a Thunderbird or Cougar, then the coil spring should *NOT* be removed. Proceed with step (2).

- (2) Cut out the template provided.

Thunderbird or Cougar: Cut on Line "D"

Chrysler, Dodge, or Plymouth: Cut on Line "B"

- (3) Stick the template on the underside of the lower spring seat with a dab of grease.

- (4) Centerpunch and drill $\frac{3}{4}$ " diameter hole. Remove all burrs and sharp edges (Figure 1).

- (5) Cut off exposed portion of rubber jounce bumper within $\frac{1}{2}$ inch of metal cup (Figure 2). It may be necessary to dull the corners of the metal cup with a file. *NOTE: The '92-'94 Thunderbird and Cougar are not equipped with a rubber jounce bumper.*

- (6) Insert air cylinder into coil spring with stem at bottom. Push the cylinder up within the coil by hand or with a blunt instrument such as a spoon-type tire iron.

- (7) When the cylinder is completely within the coil, remove the cap and allow the cylinder to assume its "as molded" shape. For Thunderbirds or Cougars skip to step (9), otherwise continue on to step (8)

- (8) For Chrysler, Dodge, or Plymouth: With the air cylinder stem down (Figure 1) install coil springs into spring seats and rotate to proper location. Attach lower shock absorber attaching bolts. Torque to 25 ft-lbs.

- (9) Continue with air line installation on pages 2-4.

b. For GM Vehicles, Ford Taurus SW, Mercury Sable SW, Volkswagen, and Toyota Rav4:

- (1) Insert the flattened air cylinder into the coil spring between the middle coils with the valve stem to the inboard side (Figure 3).

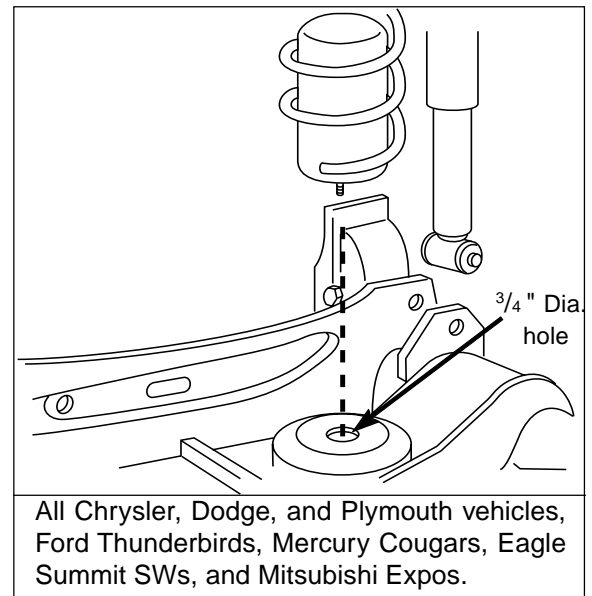


Figure 1

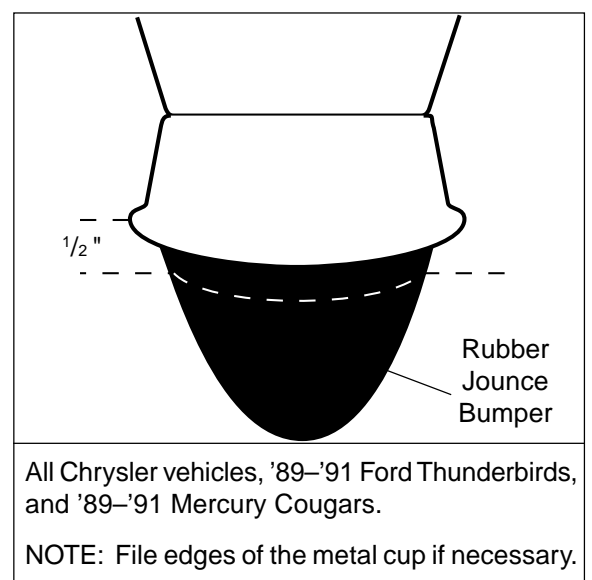
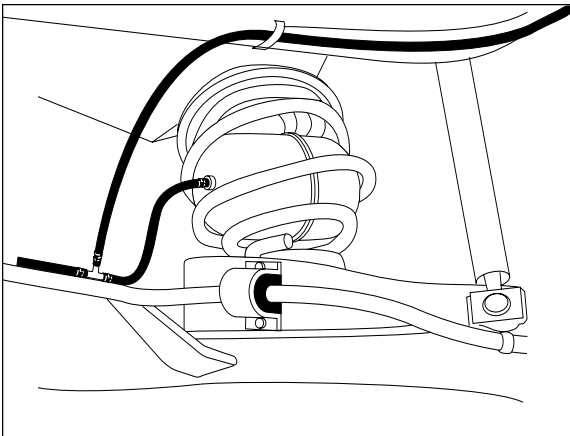
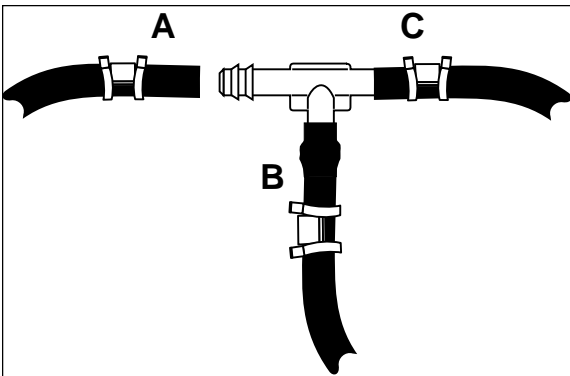


Figure 2



All General Motors vehicles, Ford Taurus station wagons, Mercury Sable station wagons, Volkswagen vans, Mazda MPV vans, and Toyota Rav4s.

Figure 3



Use this procedure for all air line connections:
 A. Slide air line clamp onto the air line.
 B. Push the air line over the barbed stem.
 C. Compress ears on air line clamp with pliers and slide it forward to fully cover barbed section.

Figure 4

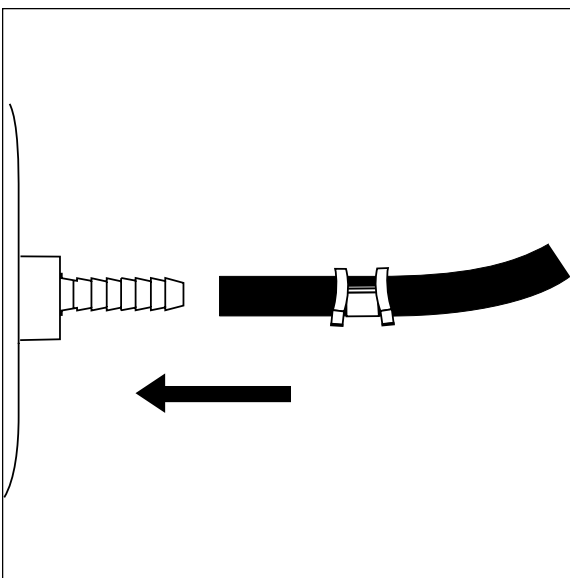


Figure 5

- (2) Push the air cylinder into the coil by hand or with a blunt instrument such as a "spoon- type" tire iron.
- (3) When the cylinder is completely within the coil, locate the stem towards the center of vehicle spaced equally between the coils. Remove cap and allow cylinder to assume its "as molded" shape.
- (4) Continue with the air line installation on pages 2–4.

c. For Eagle Summit SW and Mitsubishi Expo:

- (1) Increase the diameter of the hole in the lower spring seat to $\frac{3}{4}$ " diameter. Remove all burrs and sharp edges.
- (2) Insert air cylinder into coil spring with barbed stem towards the bottom. Push the cylinder up within the coil by hand or with a blunt instrument such as a spoon-type tire iron (Figure 1).
- (3) When the cylinder is completely with in the coil, remove the cap and allow the cylinder to assume its "as molded" shape.
- (4) Continue with air line installation on pages 2–4.

4. Installing the Air Lines:

IMPORTANT: Tee air line installation recommended unless weight in vehicle varies from one side to the other and unequal pressures are needed to level the load. Dual air lines are used in this case. If tee line installation is necessary, then continue with step a. For dual air line installation, go to step b.

a. Tee Air Line Routing and Installation:

IMPORTANT: To prevent air line from melting, keep it at least eight inches from the exhaust system.

- (1) Locate desired tee location on the frame rail or cross member.
- (2) Determine and cut adequate length of air line to reach from tee to left and right side on air cylinders. **CAUTION:** Leave sufficient air line slack to prevent any strain on fitting during axle motions.
- (3) Slide air line clamp onto the air line.
- (4) Push air line over one side of tee until all barbs are covered. Repeat procedure for other leg of tee (Figure 4). With pliers, slide air line clamp forward until it fully covers barbed section. Repeat for other leg of tee.
- (5) Route along cross member and either lower control arm or upper spring seat to air cylinder.
- (6) Insert air line through spring seat.
- (7) Push the air line onto the stem, covering all the barbs (Figure 5). With pliers slide the air line clamp upward until it fully covers the barbed section.
- (8) Push the remaining air line over the last fitting on tee and route along frame to desired inflation valve location (Figure 6). Attach with plastic straps or wire.

- (9) Select a location for inflation valve in the gas cap well, the trunk, rear bumper, fender flange or behind the license plate, assuring that the valve will be protected and accessible with an air hose.
- (10) Drill a $\frac{5}{16}$ " hole for inflation valve and mount as in illustration (Figure 7). Rubber washer is for outside weather seal.
- (11) Slide air line clamp over the air line. Push air line onto fitting covering all barbs, with pliers slide the air line clamp forward until it fully covers the barbed section (Figure 8).
- (12) Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.
- (13) Check tailpipe clearance and insure that it is at least 2–3 inches from air cylinder. If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shield is provided, install it. Attach shock absorbers if removed earlier in the installation.
- (14) *Do not inflate air cylinders before reading Maintenance and Operation section. Continue with step 5.*

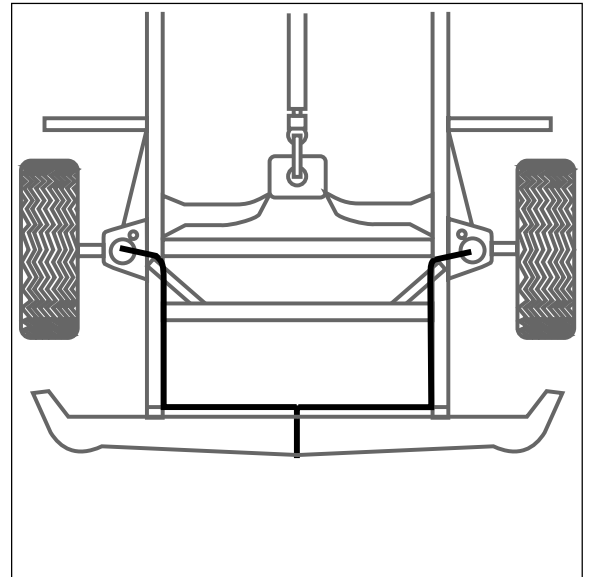


Figure 6

b. Dual Air Line Routing

IMPORTANT: To prevent air line from melting, keep it at least eight inches from the exhaust system.

- (1) Select a location for the inflation valves in the rocker panel flange, or rear bumper, assuring that each valve will be protected and accessible with an air hose (Figure 9).
- (2) Determine and cut adequate length of air line to reach from valve location to left side air cylinder. **CAUTION:** Leave sufficient air line slack to prevent any strain on fitting during axle motions.
- (3) Insert the air line through the spring seat and spacer.
- (4) Slide air line clamp onto the cut air line.
- (5) Push the air line onto the stem, covering all the barbed section (Figure 5). With pliers slide the air line clamp forward until it fully covers barbed section.
- (6) Repeat process for right side.
- (7) Drill $\frac{5}{16}$ " hole for inflation valves and mount as illustrated. Rubber washer is for outside weather seal (Figure 7).
- (8) Route air line along control arm and frame to inflation valve location and cut off excess.
- (9) Slide a clamp onto the air line and push the air line over the fitting, covering all the barbs. With pliers slide the air line clamp forward until it fully covers the barbed section (Figure 8).
- (10) Raise axle or lower body until air cylinders lightly touch upper spring seat and lower spacers.
- (11) Check tailpipe clearance and insure that it is at least 2-3 inches from air cylinders, If necessary, loosen clamps and rotate or move to obtain additional clearance. If heat shields are supplied, install them.

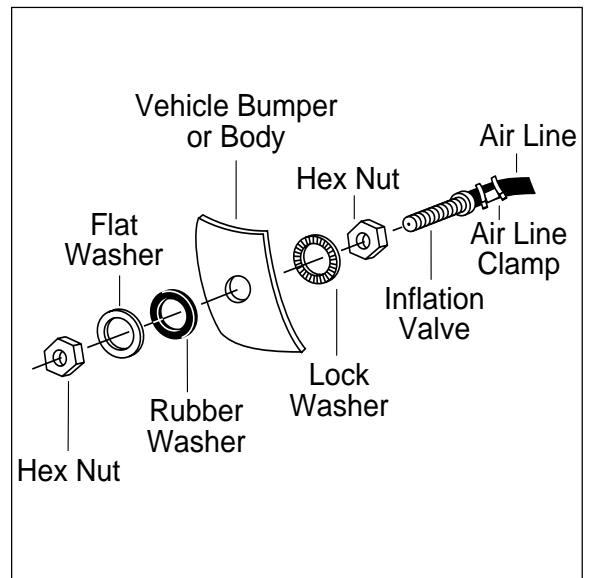


Figure 7

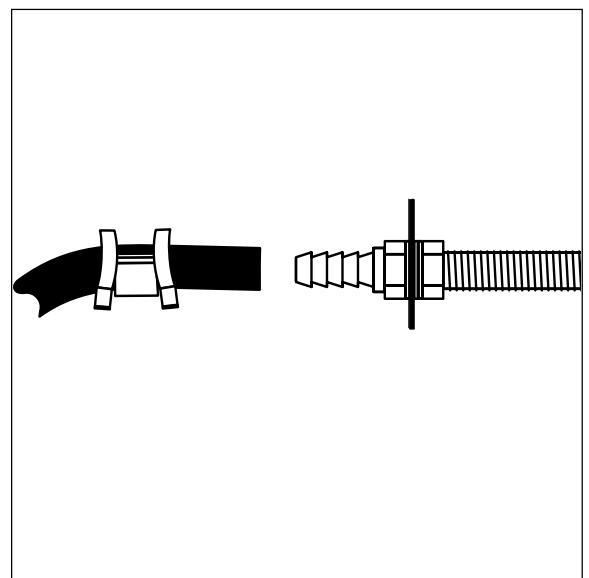
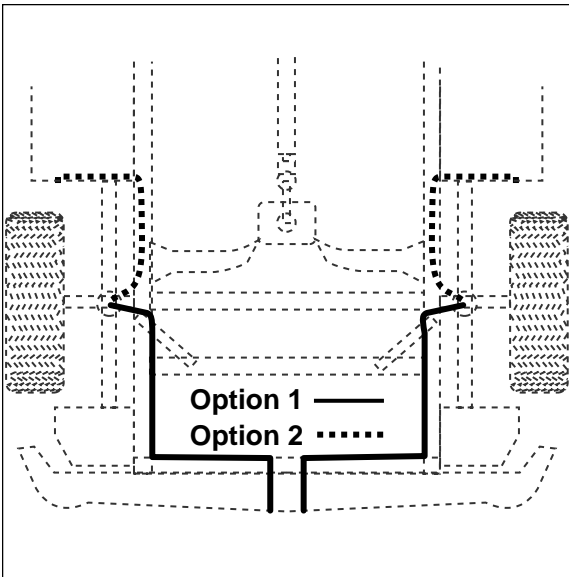


Figure 8



- (12) Attach shock absorbers if removed earlier in the installation.
- (13) *Do not inflate air cylinders before reading Maintenance and Operation section. Continue with step 5.*

- 5. Read Maintenance and Operation section, then inflate cylinders to 25 lbs air pressure. Check all fittings and inflation valve core for leaks with a liquid solution of 1/5 dish soap to 4/5 water.
- 6. Lower vehicle to the ground. Recheck air pressure after 24 hours. A 2–4 p.s.i. loss after initial installation is normal. If pressure has dropped more than 5 lbs. Retest for leaks with the soap and water solution.

Maintenance and Operations:

| MINIMUM AIR PRESSURE | MAXIMUM AIR PRESSURE |
|----------------------|----------------------|
| 5 psi | 25 psi |

By following these steps, vehicle owners should obtain the longest life and best results from their air springs.

Maintenance Tips:

- 1. Check the air pressure in the air springs weekly.
- 2. Always maintain at least the 5 p.s.i. air pressure to prevent chafing or coil pinch.
- 3. If a leak develops in the system, use a solution of 1/5 dish soap to 4/5 water to check all air line connections and the valve core before removing the cylinder.

Operating Tips:

- 1. Inflate your air springs to 25 p.s.i. before adding the payload. This will allow the air cylinder to properly mesh with the coil spring. After vehicle is loaded, adjust air pressure (down) to level the vehicle and for ride comfort.
- 2. When carrying a payload, it will be helpful to increase the tire inflation pressure in proportion to any overload condition. We recommend a 2 p.s.i. increase above normal (not to exceed tire manufacturers maximum) for each 100 lbs additional load on the axle.

CAUTION: *Do not exceed the vehicle manufacturers maximum gross vehicle weight rating.*

CAUTION: *Failure to maintain minimum pressure will void the warranty.*

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|---|--|---|
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