

HOW ADJUSTORS WORK

Our adjustors consist of three parts that when fitted correctly, allow for easy adjustment of ride height on your bus.

Your original VW beam has an central boss which is crimped into place with pressed dimples which stop it from rotating. The boss inside your original beam is the same as the one shown below. It features an internal stepped hole that is shaped to accept the layered leaves of your front torsion springs. The springs are held in place by a central grub screw which locates into a dimple in the front torsion bar. You need to free this boss to rotate to allow our adjustors to work. Instructions on how to do this follow in our Adjustor Fitting Instruction.









Central boss

Inner segment

Outer segment

Grub Screw

The large inner segment is welded to your beam after a slot has been open up. The outer segment can then be clamped in various positions allowing the height of your bus to be easily altered to adjust its height. The photos below show the clamp locked in various positions.



Boss clamped in middle position



Boss clamped to lower bus



Boss clamped to raise bus



Inner segment welded to beam. Slot is cut in beam allowing movement of internal boss.



Installed completed assembly. This is repeated on both upper and lower beams.

It is important that the grub screw bottoms out in the dimple of the torsion bar. When the grub screw is seated fully, the nyloc nut must be wound down to lock the adjustor.

IT IS VITAL THIS NYLOC IS ONLY SECURED BY HAND WITH AN AVERAGE SIZE SPANNER. DO NOT USE SOCKETS WITH LONG HANDLES OR EXTRA LONG SPANNERS. Excessive pressure on the nyloc will create stretching of the grub screw which can lead to grub screw failure. We have gone to great trouble to reduce this risk by providing specially manufactured critically hardened grub screws of the correct tensile strength. Do not use any other bolt other than the one provided. If replacement screws are ever needed, call for a new screw.



ADJUSTOR FITTING INSTRUCTIONS

Thank you for purchasing our Bus Front Beam Adjustors. These photos should help you fit them without any problems.



) Jack up bus and drop front end.



(2) This is what it looks like



3 Scribe location of steering mount bracket on Lower tube before removal .The marks will Show you where to re fit it.



Wearing googles and a mask, carefully remove Bracket with an angle grinder. We use a 1mm cutting discorpor minimal damage.



This is what you should now have.Do not lose track of those two scribe marks.



6 There are 3 dimples in each tube. These lock The internal spring clamp.



7 Drill out the 3 dimples in each tube (using a 14 mm drill) in the center of the axle This will allow rotation of internal clamp.



The lowest part of your adjustors slot, should be where the original lock bolt was located. Adjustment will be upwards to lower the bus.



Scribe around the inside of the slot with the original internal locking bolt hole at the bottom of the slot.



(10) You now must remove the material within the area shown above. Drill the top hole and then make two vertical cuts with a hacksaw.

Cont....

Be sure to leave enough clearance so that the bolts will be able to move the full travel of the slots without obstuction. Do this on both tubes. You can now sand to bare metal the area around where you are going to weld the two adjustors on. Place the adjustors in position and insert supplied bolts. Tack adjustor into place. We like to check the bolt will travel at this point before final welding. After final welding, you can re weld the steering pivot bracket by aligning it with those two imortant scribe lines you made earlier. When all welding is finished, clean with a wire brush and paint welded areas to prevent rust.



(1) This photo shows the two bolts at half way position prior to refitting in the bus. Final adjustment can then be made.