

The tutorial is on the installation of an Air Ride Kit for the 1955-1967 Type 2 Bus

- Disconnect the battery.
- Raise the front of the car and put on jack stands.
- Remove the wheels.
- On the driver's side remove the (3) bolts holding the backing plate onto the spindle and set aside.
- To remove the spindle you will need to remove the link-pin bolts on the back side of the spindle.



When removing the spindle make sure that you don't get the shims mixed up and set

them aside as inner and outer shims and upper to lower shims.

- Remove the upper and lower control arms.
- Remove the center grub screws and remove the factory torsion springs.
- You can install the Through Rods. The rods will slide through the front end. Do not use the factory grub screws anymore. These inserts allow your front end to move freely and will ultimately rely on the Airkewld's Custom Air shocks. In 2012, we updated the through rods to come in two pieces. One male and one female. Theses can be screwed together by adding Loctite or adding a tack weld to them once you have spun them together.
- To install the upper and lower control arms you will need to pop out the dust caps out of the control arms. Then you can slide the supplied Delrin bushing over the arms and slide them back into the front end with the supplied hardware as follows: washer thrust bearing washer and Hex nut. If, the control arms are tight, you will need to surface the control arm bearing surfaces to eliminate any grooving int he control arms. If it takes a hammer to install, you need to address the bearing surface areas. Tighten all the way down until the arm does not move and back it off ½ turn. Check to make sure that the washer touching the control arm sits flat if it doesn't surface it until it does. Then install the clamp collar so that it can not back off and then tighten the allen head screw. This will keep it in place. Then cut off of the excess through rod on each side.

- If you are installing new PRO Built Spindles, or new Link Pins and King Pins, you will need to measure the offset of the upper and lowering control arms.

- Install the spindle into the control arms with the original hardware and adjust the link pins by turning them clockwise until they tighten up and then tighten the bolts.



- Reinstall the backing plates with the original hardware and tighten.

- Reinstall the drum or rotor and tighten the nut until the rotor cannot turn at all. Then back it off ¼ of a turn.

- Install the keeper and the jam nut.

- Reinstall the dust cap and push the speedometer cable through.

- Attached with the original circlip.

- If you did purchase an Ultimate Air Beam, Skip these next 4 steps. If you did not, you will have to weld the upper shock extender onto the beam. Place the bracket on the beam where the contour fits the beam and mark the outer perimeter. Remove the bracket and sand the area you just marked to clean the surface for welding. Tack weld the bracket on.

- Install the air shocks with the supplied hardware and lower crush sleeve.

- Cycle the suspension up and down to verify that nothing is rubbing, touching or binding. Once satisfied, remove the shock from the beam and control arm.

- Weld the upper mount, let it cool, prime and paint the surface so that it does not rust. Then reinstall the shock.

- With the supplied custom fittings you will need to use a thread compound or Teflon tape to the air shock. Do not over tighten the fittings that attach to the air shock because you can split them. Be careful.

- Run your air lines to a tee and install the inflation stem. Then do a leak test on the air lines.

- Please take your time so you will not have a problem in the future. Use a soapy solution on the fittings and fix if necessary."

- Reinstall the wheels and remove the jack stands. Make sure the car is inflated so you do not damage your front apron with the floor jack."

- Now deflate! BOOM! Rock bottom!"