

FITTING INSTRUCTIONS FOR T5/T6 SWAMPER SUSPENSION LIFT KIT - 25MM

Thank you for choosing PCD Parts.

This guide assumes that the work will be carried out by a competent person who has the equipment and knowledge to change a set of shock absorbers and springs on a Volkswagen Transporter T5/T6 safely. As such this guide only covers the steps required to fit the lift kit from the point that the shock absorber / spring has been removed from the van.

If you have any doubts about your ability to safely remove and refit a set of shock absorbers and springs on your van, please use a professional mechanic.

The kit is designed to work with OE specification standard suspension components e.g., dampers, top mount components and antiroll bar drop links. During the fitting of the lift kit you will find it is a good time to renew any of these components that may be worn out. Top mount bearings and drop links are the common items we find that need changing.

Front Lift Spacer

Step 1

With the front damper / spring assembly off the vehicle, and the standard top mount removed, the rod spacer needs to be wound onto the threaded section of the damper rod. The cut-outs to facilitate the fitment of a 21mm open ended spanner identify the bottom of the spacer, and the top of the spacer has a tapered shoulder.

Use a 21mm spanner on the spacer, and a 7mm allen wrench in the top of the damper rod, to tighten down the rod spacer. When fitted there will be approx.35mm of exposed rod end.

Step 2

Place the front top mount spacer onto the top of the aluminium top hat spacer that is a part of the standard top mount. The top mount spacer sits between the standard aluminium top hat and the rubber section of the top mount. The top mount spacer is machined to sit into the lip on the standard aluminium top hat, and receive the rubber section into its lip. The spacer has a 'crown' that sits upper most.

Now re-assemble the spring / damper / top mount assembly – your finished stack will look like this with OE T5 top mounts, and with the T6 top mounts the rubber hat will sit further into the spacer, and there will be a tiny gap between the aluminium OE hat and the spacer seat. The castellations on the lower face are specifically for the T5 aluminium OE hat and do not affect the function when used with the smooth face T6 hat. When assembled there will be approx. 15mm of exposed rod end.



Step 3

Re-fit the suspension assembly to the van. You will find it necessary to jack under the bottom arm to push the assembly through the body and allow for the top nut to be attached from in the engine bay. The top nut will tighten down all but about 2 threads and there will not be any protrusion of the damper rod as was present at disassembly. Tighten the top nut as per OE specs with the suspension under load.

Rear Lift Spacer

With the spring and mounting rubbers removed from the van, place the rear lift spacer up onto the spigot, on the van, that locates the top part of the spring. The spring and standard rubber mounts are then replaced as per standard fitment.

The lift spacer sits between the van body and the top rubber spring isolator pad with the chamfer facing the up to the body shell – this allows for the odd van that has excess weld on the spring locator tube from the factory.

If the kit is being fitted to a 4-motion van, the rear driveshafts will need to be released at one end to allow for sufficient movement of the trailing arms to get the springs out / in and the spacers fitted.



Please note that the above image was taken with a prototype spacer. Your spacers will be the same diameter as the upper spring isolator pad.

Final Step

Your van will need to have a 4 wheel alignment performed as fitting the lift kit will have changed the geometry.

If you have any questions whilst fitting the kit that haven't been covered above, please give us a shout.

Enjoy your lifted swamper!



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