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VW Caddy
W21-760-3503

INSTALLATION INSTRUCTIONS

All work should be carried out in a properly equipped workshop with due regard to Health and Safety Regulations. No further reference to Health and Safety Regulations will be made, but they must be considered at all times.

The kit should be opened and the contents checked against the parts list provided. Identify the various components and familiarise yourself with them using pictures and information provided.

WARNING

Do not inflate this assembly when it is unrestricted. When installed, a minimum of 10 psi should be maintained in the air springs at all times to avoid damage. Do not inflate beyond 100 psi.

If it is necessary to raise the vehicle by the frame, deflate both air springs completely. Re-inflate the air springs after the vehicle is lowered to the ground.

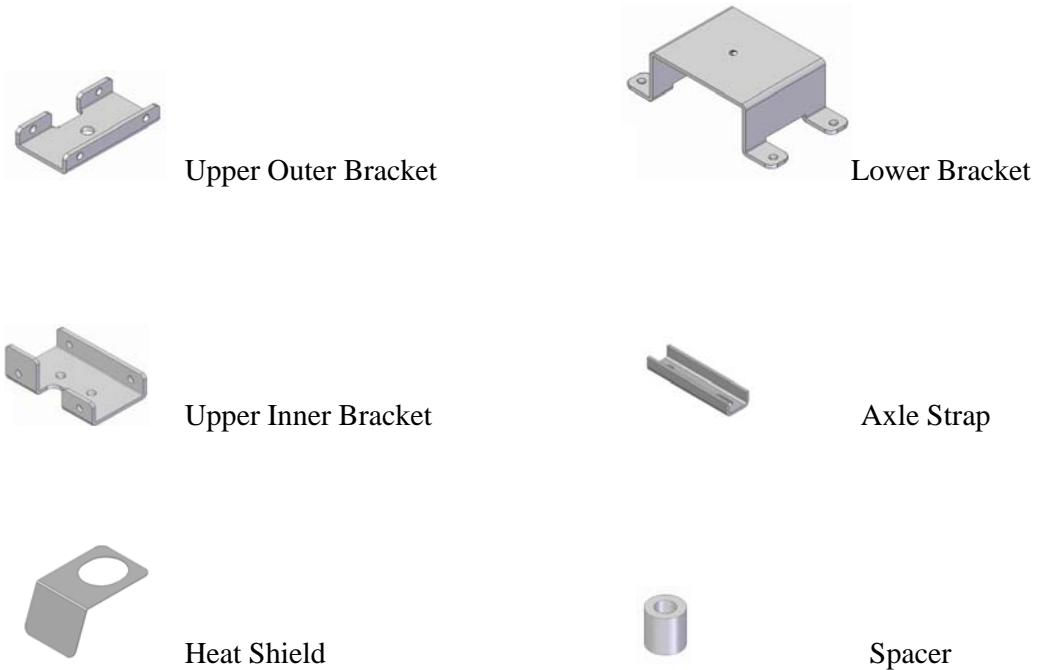
IMPORTANT

This kit is not designed to increase the GVW (Gross Vehicle Weight) of your vehicle. For your safety and to prevent possible damage to your vehicle, do not exceed the maximum load recommended by the vehicle manufacturer at any time.

Note: The assembly of this kit should be carried out by trained technical personnel. This is necessary, as auxiliary tools are required for assembly.



BRACKET IDENTIFICATION



PREPARATION:

In order for the kit to be installed on the vehicle, it is necessary firstly to provide free space within the range of the rear axle. Usually, there are no additional components which could interfere with installing the kits in this space. However, if components are interfering with mounting the kit, then it must be clarified whether it is still possible to mount this kit or whether these additional parts can be moved accordingly. You must always take care not to interfere with the vehicle parts, e.g. brake hoses, cables etc. These could be jammed or damaged while assembling the kit. In order to ensure this does not occur, they may need to be partially shifted.

Parts List

| Description | Quantity |
|-------------------------------|------------|
| Upper Outer Bracket | 2 (Handed) |
| Upper Inner Bracket | 2 |
| Lower Bracket | 2 |
| Axle Strap | 4 |
| Spacer | 8 |
| 3/8" UNC Flange Nuts | 4 |
| 3/8" x 3/4" Countersunk Bolts | 2 |
| M10 x 50 Bolts | 8 |
| M10 Flat Washer | 16 |
| M10 Spring Washer | 2 |
| M10 Nyloc Nut | 8 |
| M8 x 100 Bolt | 4 |

| Description | Quantity |
|----------------------|----------|
| M8 Nyloc | 4 |
| M8 Flat Washer | 8 |
| 5/16" Flat Washer | 4 |
| Heat Shield | 1 |
| Cable Ties | 6 |
| Airspring | 2 |
| 1/4" Tee Piece | 1 |
| 1/4" Inflation Valve | 2 |
| 1/4" Elbow | 2 |
| 1/4" Tubing | 5M |
| Thermal Sleeves | 2 |

INSTALLATION

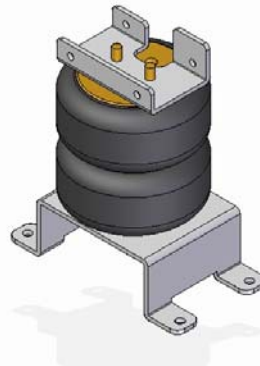
Remove the original bump stops located above the rear axle. The rubber bumper will “pop” off with some force leaving the metal bracket attached to the chassis. Remove this bracket using an M10 spline and ratchet.



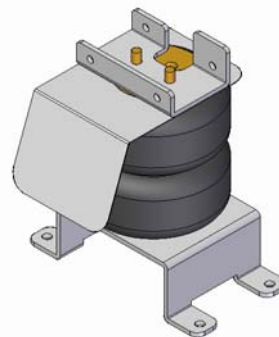
Screw the 1/4" Elbow into the air inlet port on the air spring. Assemble the upper outer bracket to the air spring as shown with the higher flange on the air inlet side of the bag as shown in the picture on the right. Bolt together using the 3/8" UNC flange nuts.







Bolt the bottom bracket to the air spring using the countersunk bolts.

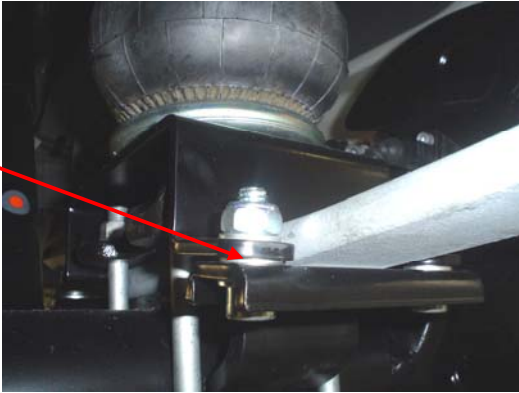


Note that some models have an exhaust location which is close to the air spring assembly on the right hand side. In this instance a heat shield must be used to protect the bag. The heat shield will mount between the upper outer bracket and the air spring as shown. Bend the heat shield so it is half way between the air spring and the closest point to the exhaust. Be sure that the heat shield will not contact any other components as the suspension compresses.



| | |
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| <p>Using the original M10 spline bolt and the supplied M10 spring washers bolt the upper inner bracket to the chassis through the same threaded hole that the bump stop spline bolt used.</p> |  |
| <p>Place the assembly over the leaf spring. Ensure the high flange is facing the rear and is inboard. This should rest against the chassis. Bolt the upper inner bracket to the upper outer bracket using the M8 x 100 bolts, flat washers and nyloc nuts.</p> |  |
| <p>Note that the caddy may have a helper spring installed. This air suspension kit will fit both the single leaf and dual leaf (1 x helper leaf) suspensions but the fitting procedure is different for each vehicle as outlined below. Photo (1) shows an example of a dual leaf (1 x helper leaf) configuration. The upper spring is the main spring while the lower spring is the helper spring. Photo (2) shows an example of the single leaf configuration.</p> | <p>(1)</p>  <p>(2)</p>  |

Single Leaf Option Instructions

| | |
|---|--|
| <p>Clamp the lower bracket to the leaf spring using the axle straps and the M10 bolts. Use a 4 x M10 flat washer on each bolt as spacers between the lower bracket and the axle strap to prevent distortion in the brackets. Ensure that the axle straps are not interfering with any vehicle components (i.e. shock absorbers)</p> <p>Note that the fittings related to the air springs are imperial. Do not mix up the imperial and metric fittings.</p> |  |
|---|--|

| | |
|------------------------------|--|
| Repeat on the opposite side. | |
|------------------------------|--|

Dual/Helper Leaf Option Instructions

Clamp the lower bracket to the leaf spring using the axle straps and the M10 bolts.

Use 4 x spacers on each bolt between the lower bracket and the axle strap to prevent distortion in the brackets.

Ensure that the axle straps are not interfering with any vehicle components (i.e. shock absorbers)

Note that the fittings related to the air springs are imperial. Do not mix up the imperial and metric fittings.



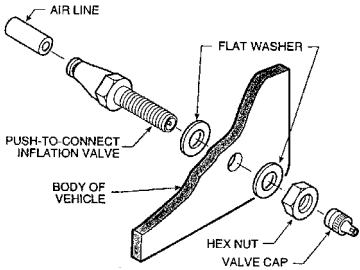
Repeat on the opposite side.

Decide which side of the vehicle to mount the inflation valve: a suggested location is at the front or rear of the rear wheel arch. It should be easily accessible but protected, and on the same side of the vehicle as you intend to mount the pressure gauge (if applicable): a suitable location for this is inside the rear of the vehicle.



Drill an 8 mm (5/16") hole and mount the inflation valve as shown in the diagram, pushing the valve through the hole from behind and attaching the nut.

Cut the air tube to length, making sure the end is cut squarely, and push the end as far as possible into the back of the inflation valve and the opposite end into the air spring fitting.



OPTION: To mount a pressure gauge inside the rear of the vehicle. Cut the air tube squarely a short distance back from the inflation valve, and insert the ends of the tubes into a Tee fitting. Cut a length of tube long enough to reach from the Tee fitting to the gauge. Feed the air tube up from below and connect the tube into the gauge and the Tee fitting.

IMPORTANT:

Do not attach air tubing to brake lines.

Protect the tube with sleeving where there are any sharp edges or sources of heat.

Examination:

After assembly, inflate air bellows and check all mounting bolts are tight. Screw all connections tight again. It must be ensured that the mounting brackets cannot move. If the plates touch the brake hose at the airspring, then these must be moved by suitable means.

Check for air leaks, using soapy water if necessary.