

Fitting Van Slam Coil-Overs

With 5 Forty's new Van Slam coil-over kit getting rave reviews, we thought it would be a good time to have a look at 'How To' fit some

Tom Varkala Alan Hayward

You will need:

TOOLS

30mm hub nut socket
18mm and 21mm sockets
18mm, 21mm and 22mm spanners
T27 Torx bit and 90degree driver
Hammer, chisel, punch, breaker bar and torque wrench
Trolley jack and axel stands (although a lift makes it considerably easier)
Coil spring compressors and some Copperslip

Cost:

Van Slam Coil-overs £750
Labour around £300

Where from?

Company Name VW-T
Address 34 Henfield Business Park
Shoreham Road
Henfield
West Sussex
BN5 9SL
Phone number 01273 911518
Website www.vw-t.co.uk

Difficulty rating



MEDIUM



Coil-overs have long been seen as a way of improving your van's handling, as well as improving the look. The compromise for those seeking serious 'lows' has always been how the ride can be detrimentally affected. People have been telling us that the new Van Slam coil-over kit might just be the best compromise between looks and ride comfort, at a reasonable price. With help from Wheelwright and VW-T in West Sussex we set about fitting a set.





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STEP ONE

Support vehicle on axel stands or better still a two-post ramp and remove wheels.

STEP TWO

Release bonnet and remove scuttle seal, air box and 4 x T27 Torx.

STEP THREE

Remove metal cover plates to expose the top mount nuts. Loosen these off by 5-6 turns.

STEP FOUR

Undo 30mm driveshaft retaining nut (hub-nut) 2 x 18mm hub to strut bolts, 18mm drop link bolt, and M14 ball joint bolts. Unclip ABS sensor plug.

STEP FIVE

Use punch or drift to knock driveshaft back through hub and pull hub assembly off lower trailing arm.

STEP SIX

Use a chisel to open up the hub where the strut is clamped (have second person to hold it so it doesn't fall). Then lower hub assembly off strut leg and support on something suitable so brake hose is not under strain.

STEP SEVEN

Use spring compressors to compress spring and undo 21mm nut at top of strut. Remove top mount rubber, plate, bearing and spring and undo compressors evenly.

STEP EIGHT

Cut off the lower two bumps of the bump-stop and place on to coil-over strut piston.

STEP NINE

Set up desired height on locking collars. We normally leave 8mm of thread at the bottom, to allow for any minor adjustments in height, then tighten collars securely. Coat threads of adjusting collar with copper slip or similar to protect from corrosion.

STEP TEN

Install spring (correct way up) dust boot, bearing plate and top mount rubber on to coil-over and tighten 22mm nyloc nut down to secure whole assembly. Don't forget to pop dust boot over plastic cover the bottom. Check the top mount rubbers and bearings carefully for wear, and replace with an updated T6 version if necessary.



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4a



4b



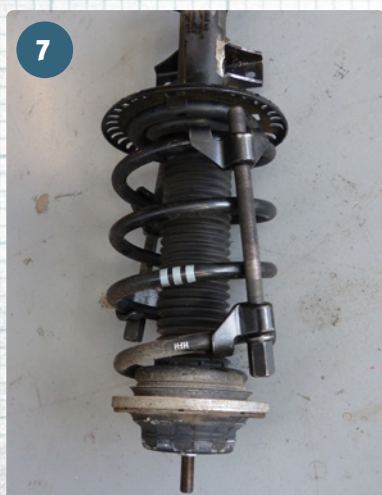
4c



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STEP ELEVEN

Re-install new coil-over strut in to hub assembly tighten 18mm bolts.

STEP TWELVE

Re-install driveshaft through hub tighten to 200nm.

STEP THIRTEEN

Re-install ball joint bolts and drop link nut and ABS sensor and refit wheels.



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STEP FOURTEEN

Moving now to the rear: Remove rear lower shock mounting bolt (21mm) and upper 18mm bolt and remove shocks.

STEP FIFTEEN

Push down on rear trailing arm to allow springs to drop out. Discard spring and top rubber, but, if in good condition re-use lower spring rubber, if worn replace.

STEP SIXTEEN

Set rear adjusters to desired level and lube threads. Pull off and trim down rear bump-stop by 10mm. Re-install rubber washer adjuster assembly and spring (correct way up and so spring sits in indent in a-arm).

STEP SEVENTEEN

Replace wheels and lower back down while making sure the adjusters and springs remain in place.

STEP EIGHTEEN

Replace shock bolts and tighten while van is on floor to allow bushes to preloaded correctly.

STEP NINETEEN

Back at the front: Tighten top mount bolts and replace covers, airbox, scuttle seal, torque wheels and test-drive.

STEP TWENTY

Check ride height and adjust if necessary. Once happy with height check all adjuster lock-rings are tight.

STEP TWENTY-ONE

Drive for a week or so to allow any settling to occur then have wheel alignment professionally checked and adjusted.



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16a



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