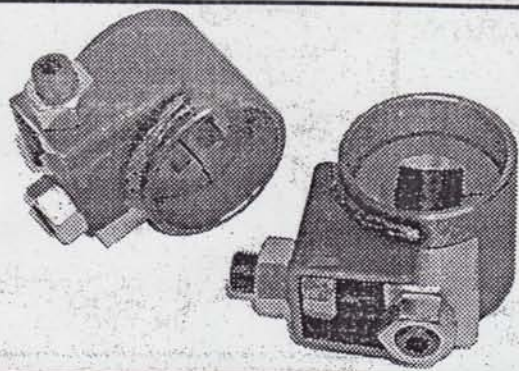
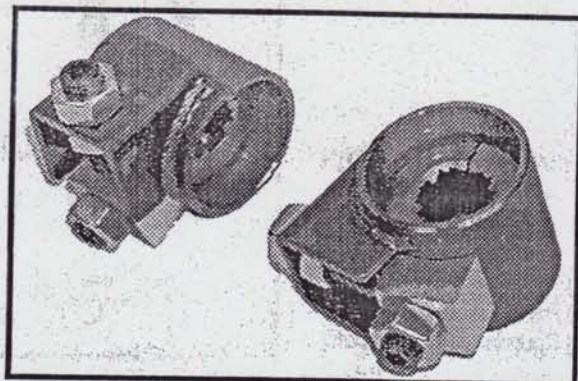


# WELD-IN FRONT BEAM ADJUSTER INSTALLATION INSTRUCTIONS



Link Pin Adjusters,  
Square Receiver

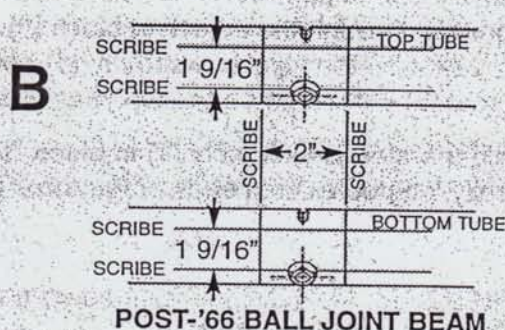
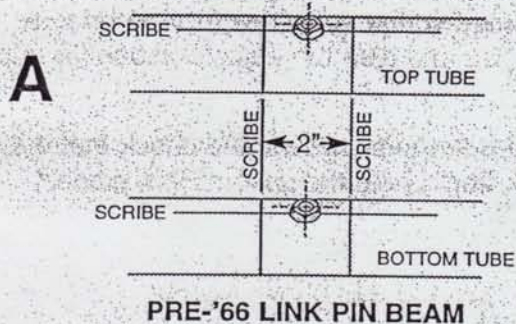
NOTE: BE SURE  
YOU HAVE THE  
RIGHT SET OF  
ADJUSTERS FOR  
YOUR APPLICATION  
BEFORE BEGINNING  
INSTALLATION!



Ball Point Adjusters,  
Articulated Receiver

These front beam adjusters, when installed in the central position, will provide you with the capability to adjust your front suspension's ground clearance either 1-1/2 inches up or 1-1/2 inches down from the original stock ride height position.

- 1) These front beam adjusters should always be installed by a qualified mechanic or technician equipped with suitable cutting and MIG/Wire-Feed welding equipment.
- 2) **SAFETY FIRST!** Place the front of the car well clear of the ground with the rear wheels blocked and the emergency brake set to prevent the car from rolling.
- 3) Consult an appropriate VW maintenance manual for the following operations: Remove the front wheels and brake assemblies. Remove the outer tie rod ends from the steering knuckles. Remove the spindle assemblies and control arms. Loosen the central torsion bar lock nuts and back out the locking set screw to remove the torsion bars. Disconnect the steering shaft and the inner tie rod ends from the steering box.
- 4) The stripped front beam assembly can now be easily removed from the car by removing the four large bolts that attach the beam to the pan frame head.
- 5) **Pre-1966 link pin cars:** Scribe a horizontal line approximately 3" long directly through the center of the central torsion bar set screw hole at the top of the torsion tubes (A).



**Post-1966 ball joint cars:** Scribe a horizontal line approximately 3" long directly through the center of the central torsion bar set screw hole at the top of the torsion tubes. Next scribe another line parallel to the first one only 1-9/16" above it (B).

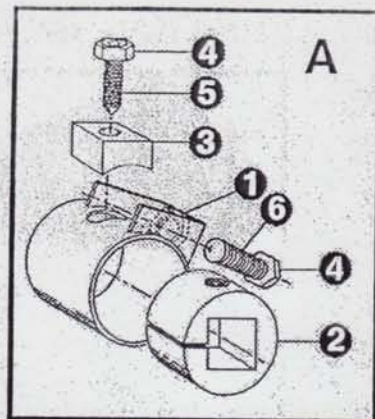
- 6) **All beams:** Scribe a vertical line directly through the center of the central torsion bar set screw hole 90° perpendicular to your first lines. Scribe two more vertical lines exactly 1" to either side of the center line. These will act as your cutting lines.
- 7) Cut and weld only one tube at a time to preserve the integrity and alignment of the beam. **NOTE: DO NOT CUT BOTH TUBES AT ONE TIME! CUT AND WELD THE BOTTOM TUBE FIRST!** Using a tubing cutter, cut the 2" wide piece between the two vertical lines at the center of each tube. Take great care to make sure the cuts are absolutely straight and 90° perpendicular to the horizontal plane of the tubes.

© Copyright 2001  
So. Cal. Imports, Inc.  
6851 N. Paramount Blvd.  
Long Beach, CA 90805



Walk-In Hotline: 562-633-9731  
Mail-Order Hotline: 562-633-4979





**A**

### LINK PIN ADJUSTER

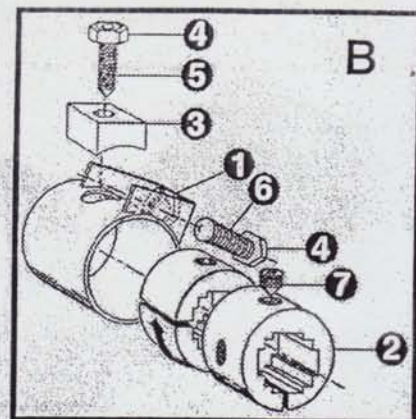
- 1) Sleeve Assembly
- 2) Receiver
- 3) Adjuster Block
- 4) Lock Nut
- 5) Pointed Hex Set Screw
- 6) Rounded Hex Set Screw

PLEASE REFER TO THESE ILLUSTRATIONS FOR INSTRUCTIONAL CLARITY.

**B**

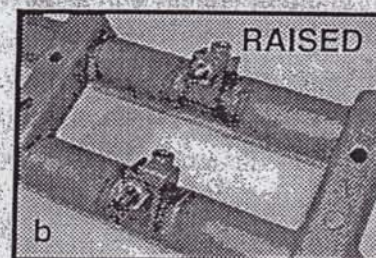
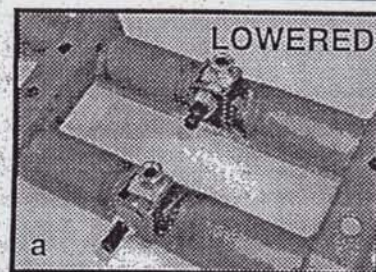
### BALL JOINT ADJUSTER

- 1) Sleeve Assembly
- 2) Receiver
- 3) Adjuster Block
- 4) Lock Nut
- 5) Pointed Hex Set Screw
- 6) Rounded Hex Set Screw
- 7) 1/2" Hex Set Screw



**B**

**NOTE:** If you want all of your front end adjustment in the upward or downward direction, it is possible to pre-set the adjusters prior to welding them into the torsion tubes. If only lowering adjustment is needed, you should set the adjuster block (3) and its set screws (5) as far back from the bracket on the sleeve assembly (1) as possible. If only raising is needed you should set these parts as close to the bracket as possible. By setting the adjusters in the middle, you will be able to achieve an equal amount of upward or downward adjustment. For further lowering or raising the entire adjuster assembly can be MIG welded in rotated low (a) for lowering or rotated high (b) for raising.



- 8) **LINK PIN BEAM:** Having pre-set the adjuster as in the note above, position the whole assembly within the tube with the receiver (2) in the position shown in Fig. A. The assembly must be placed so that the set screw (6) that threads into the bracket on the sleeve assembly (1) points toward the front of the car. The scribed 3" line should now pass through the center of the set screw (5) should be on the top (See illustration in step 5). Now proceed with step 10.
- 9) **BALL JOINT BEAM:** Pre-set the adjuster as in the note above and remove the 1/2" set screw (7 in Fig. B) from the receiver (2). Position the whole assembly within the tube with the receiver (2) so that the threads for the 1/2" set screw (7) faces toward the rear of the car. The second 3" scribe should now pass through the set screw (5) that passes through the adjusting block (3). The assembly must be placed so the set screw (6) that threads into the bracket on the sleeve assembly (1) points toward the front of the car and also the adjuster block (3) and its set screw (5) should be on the top (See illustration in step 6).
- 10) Tack weld the sleeve assembly (1) in place. To test that it is straight, insert the torsion bars and check that they are centrally located at both ends of the tube. Once everything is straight, finish weld the assembly in place.
- 11) If two adjusters are to be installed, repeat steps 5 through 10 on the second torsion tube.
- 12) **LINK PIN BEAM:** Reinstall the front beam and all its components and adjust the ride height to your preference as outlined in step 15.
- 13) **BALL JOINT BEAM:** Reinstall the beam and insert the torsion bars. Remove the set screw (5) and the adjuster block (3).
- 14) Fix a control arm to the torsion bars and rotate them until the hole for the 1/2" set screw (7), previously removed from the receiver, is visible through the oval slot. Reinstall the 1/2" set screw (7) and fully tighten down. Rotate the torsion bars back to their original position and refit the adjuster block (3) and its set screw (5). reassemble the remainder of the front end suspension.
- 15) **ADJUSTING RIDE HEIGHT:** Loosen all lock nuts (4) except for set screw (5) in the adjuster blocks (3). Turn the set screw (6) to the desired position and retighten lock nuts (4). If both tubes have been fitted, adjust the both at the same time. The set screws (5) should be torqued to 30 lbs./ft. and the lock nuts to 55 lbs./ft. **NOTE:** Do all ride height adjustments with the weight of the car supported on a jack or jack stands. Never adjust with the weight of the car on the adjusters. This can cause the adjusters to fail!