T2 Bay Window Bolt-On Air Ride Kits (Front + Rear)

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No More Cutting Corners Bolt-On Air Suspension for T2B

For many years now, there hasn't been a Bolt-On solution for Air Suspension for the Bay Window platform. To complete an Air Installation, owners have had to weld on Brackets to the rear axles, eliminating any chance of restoring their Bus back to standard. Using original fixings from the Volkswagen Chassis, we now offer a completely reversable Air Suspension Kit utilising independant Rear Air Bags, which fix into the Rear Shock Mounts. With added strengtheners (and a lot of fettling!) the Kit drives great, and provides effective lift and drop. Check out everything you need to know in the guide below:

Up Down

The Front

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The Beam

Built around versatile design including direct mount with no body / chassis modification for Narrowed and Stock width models, flexibility for Air Ride and Static applications as standard, ambidextrous fixings for LHD and RHD models as well as both a factory and 1" beam raise built into every end plate.

Combining this with an increase in castor over factory axle design to achieve improved road holding, particularly at speed whilst also reducing lane wander. Fixed via dual adjusters on both upper and lower CDS single piece beam tube's and linked to the spindles via our own design raised/ tucked steering pin mount.

Each steering pin is relocated tighter to the beam, both counteracting the effect of increased castor in reference the drag link rod whilst most importantly resolving ackermann angle issues on our 2" and 4" narrowed models.

This increases both lock-to-lock travel whilst reducing steering weight at slower speeds.

Consideration has been given to each van / bus running it's own unique ride height and wheel choice therefore each beam is furnished with a low profile adjustable steering stop to set limit points in order to prevent fouling.

Further to these features we offer CNC'd Torsion Leaves / Through Rods depending on your application, plus solid core Track Rods pre-narrowed and ready to install as well as brake servo mounts. See options and links below.

Beam Specifications:

– CDS Mech Grade Tubing – 8mm Lasercut End-plates – Unique Grease Cavity System – Genuine Delrin POM Bushings – 4x Grease Nipples Fitted – Custom Steering Damper Mount Fitted – RHD or LHD – Supplied in Raw Finish or Powdercoated – Designed, Manufactured and Assembled in the UK – Tucked / Raised Steering Pin – Pre-reamed Trailing arms and Steering Pin for direct installation – Dual Tier Mounts for Stock and 1´´ Beam Raise

Nose-Down

15’s Sat On Stock Tubs

T2 Splitscreen / Bay Window Through Rods

Limebug Gen-II Ultra Strength Through Rods are the perfect solution to setting up Front Air Ride or Coilover applications. Each Through Rod is manufactured from solid EN8 Stock, machined to work perfectly alongside our narrowed beam range. All Limebug through rod’s feature a deep ‘V’ taper to ensure a perfect mechanical link between the trailing arm and axle. Gen-II though rods now incorporate our unique class leading multi-lock system as standard.

MOA 430HD Heavy Duty Goldtops Ultimate Air Ride Front Shock

The MOA430HD Goldtop Ultimate Aircooled VW air shocks, specifically engineered for T2 Bay Window applications, the only air strut with accurate lifting heights, compliant ride with damping tuned specifically for the demanding lightweight rear engined configuration. Featuring Limebug’s unique twin cavity body comprising of a damping module and lift module. Kevlar lined spherical bearings mounted upper and lower equipped with anti rattle technology. Manufactured with several key details, foremost the inner diameter of the rose joint is correct 12mm stem and length size for perfect OEM fit. Running upper and lower dust seals for all climate running with retaining top hats. Ultra strong chromoly construction with robot welded body. Oil valving / damping tuned to specific vehicle mass. Add to this the tapered rubber sleeve, harnessing a unique rollover lower section designed to allow constant flexibility at all heights with no increase in maximum diameter., Retained with a ratcheted body, ultra strong grooved collar and rated to over 700lbs of lifting force. The body also is tuned in dimension to allow upper tower clearance, lower relocator clearance and mid body trailing arm clearance, especially on King and Link pin configurations, this also increases the steering limits. Surface area was always the goal, the narrow bore piston retains residual strength taken from the proven stem coil-over giving the shock lateral stiffness way beyond the required need for a shock making this technically an air strut. This piston twinned with the 80mm (Approx) bag body increases surface area of lifting to almost 10x mass to the equivalent product at driving pressures, meaning true accurate heights, less deviation across width of vehicle and ultra accurate control through smooth supported piston movement. The goldtop, manufactured in 6082 aluminum, visually can be seen the narrow headstock giving ultimate clearance to narrowed front axles, maximum clearance to trailing arm, chassis legs and steering components. The square stem deliberately long to give freedom to float forward and backward without

intrusion to supporting components and also giving height to allow the air tap to remain ultra accessible and run either visual or hidden depending on user preference. Aluminum headstock provides the tapered air port in industry standard NPT fixing (included) to 1/4´´ ptc rotating air tap. Internally 8 degree hollowed out cup to the seal ring barb giving options for armoured and 3/8´´ installations. This pocket increases drop by a further 1.25´´ giving unparalleled lift vs drop.

T2 1968-79 Bay Window Bolt on Ball Joint Lower Shock Relocators

Titan Engineering ultimate relocators allow you to move the shock backwards, down and outward on all Bay Window Models. Resolving the sharp shock angle which commonly causes ride quality issues and particularly with air ride applications on all Bay buses/ vans. Also an essential for Air Struts to reduce air pressure required to lift the vehicle by up to three times allowing for more efficient travel and with smoother ride due to lower operating pressures.

T2 Bay Window / Split Screen RHD / LHD up to 4´´ Narrowed Track / Tie Rods

High grade CDS turned seamless tubing is the foundation to building up our track rods, twinned with optional OE quality track rod ends and a hard wearing durable powder coat, this is the only sensible way to narrow your VW Bay / Split. We also produce these track rods in a stock width, meaning when the track rod end wears out you are not stuck with having to throw away the long rod as factory ends are crimped into place. These feature, German Quality Track Rod Ends, and UK manufactured Track Rods. All Rods are made to our Width guides, and suited to LHD or RHD Appropriately.

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The Rear

The Rear Kit utilises

Driveshaft Meets Frame