



Touareg / Cayenne air suspension 2" lift install

Front struts are installed this way on the front on the lower strut arms. You must loosen the control arms and use a pry bar to get the bolt in. A second person is useful to help.

Do not install the bolts from the outside in. Make sure you insert the bolt from the inside of the strut body facing outwards. Failure to do so will result in contact with the axle shaft.

NOTE : We recommend to always drive on and Offroad in "automode". Driving on "Offroad" mode can cause longterm damage to the axle joints due to the extreme angles in "OFFROAD" setting. Contact us for our subframe drop kit to correct axle geometry to utilize "OFFROAD" mode reliably.

TIPS DURING INSTALLATION

- Removing outer axle nut helps relieve tension on axle when removing struts. If you pull down too far you could pop the inner joint out.
- Loosen the subframe bolts in front (4 bolts) as far down as possible to allow the subframe to rest.

Doing this will allow to take tension off the axle and make removal and installation of the axle easier.

- We are not responsible for improper installation of this lift kit. Please have a professional install this kit. Email us if you have any questions or concerns.
Info@eurowise.com





Install supplied level sensor relocation link as shown above. It replaces the front upper control arm level sensor bracket. It will reposition the arm back so there is no binding with the new shorter arm. It will also reinforce the OEM plastic arm as they are prone to breaking due to being plastic.

To remove the OEM plastic mount use a small phillips head screw driver and push the plastic locking pin in the center of the bracket. then the plastic bracket will come off. Install the new aluminum bracket shown above with M6 bolt supplied.

This only applies to vehicles using OEM upper control arms. If you are using eurowise tubular control arms then this is not needed.





Once everything is installed this is how it will look.

This is the lower strut looking at it from the back of the car. The bolts can be installed either way on the backside only.





This is the lower strut looking at it from the front of the car back. The bolts can ONLY be installed from the inside of the strut pointing out.



On the subframe there are two aluminum tabs that will contact the lower airstrut magnetic sensor. These tabs need to be broken or cut off. they are aluminum so a saw will cut thru them easily. Or you can use a cut off wheel and cut the surface and then use a hammer to knock it off the rest of the way.



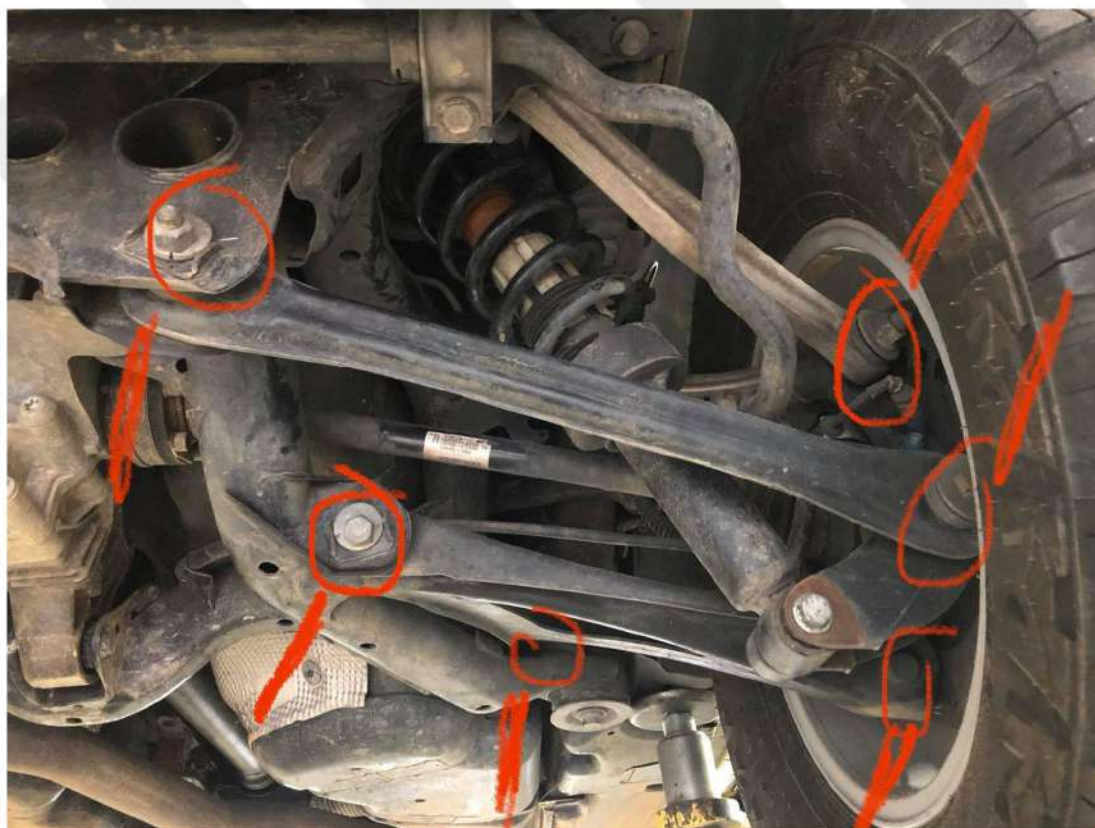


On the rear the spacers are installed between the upper strut mount cradle. The cradle holds both rear Air struts. There's 4 bolts holding the assembly in place. You drop the cradle and install the spacers and install between and install the new longer bolts provided.



IMPORTANT NOTES

One thing a lot of people miss when raising their rig are suspension pivots. So often they leave the suspension bound up because they are not understanding the range of movement in the bushings. I've seen several posts recently for example with the new Forge lift kit where people can't get the rear struts back in. You need to loosen every pivot BEFORE you reinstall. I leave these pivots loose, reinstall the strut w spacer, set the car back on the ground then tighten them before lifting the truck again to properly torque them. By doing this the bushing will move closer to the middle of its range of movement and not bind.





Touareg Suspension Torque Specs

Rear:

- Crossmember Bolts
 - M12 x 1.5 x 80
 - 90 NM + 90°



- Lower Control Arm/ Subframe

- M14 x 1.5
 - Front- 150 NM + 90°
 - Rear- 180 NM

- Tie Rod/ Subframe

- M14 x 1.5
 - 180 NM

- Tie Rod/ Spindle

- M16 x 1.5
 - 150 NM + 90°

- Upper Arm/ Front Subframe

- M12 x 1.5
 - Front- 90 NM + 90°
 - Rear- 90 NM + 90°

- Upper Arm/ Spindle

- Front- M14 x 1.5
 - 150 NM + 90°
- Rear- M16 x 1.5
 - 150 NM + 90°



Front

- Lower Control Arm/ Subframe
 - M14 x 1.5
 - 180 NM

- Air Strut/ Lower Control Arm
 - M14 x 1.5 x 102
 - 150 NM + 90°

- Upper Control Arm/ Mount
 - M10
 - 50 NM + 90°

- Upper Control Arm Ball Joint
 - M12 x 1.5
 - 95 NM

- Strut Top Hat/ Body
 - ?
 - 50 NM + 90°

- Lower Ball Joint
 - M14 x 1.5
 - 105 NM

- Tie Rod End
 - M14 x 1.5
 - 90 NM