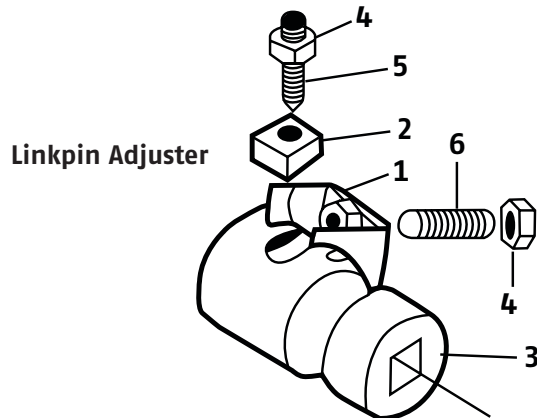




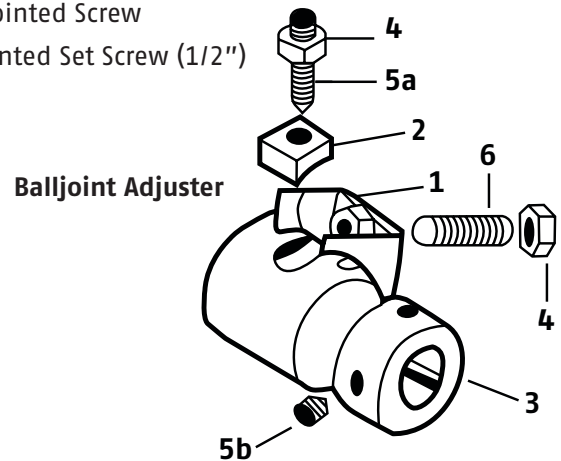
**Suggested Installation Instructions for Product Number:**  
**306-033**  
**1967-1977 Beetle Front Axle Beam Weld-In Adjuster**

**List Of Parts Linkpin Adjuster:**

- \_\_\_1 - 1. Sleeve Assembly
- \_\_\_1 - 2. Adjuster Block
- \_\_\_1 - 3. Disc
- \_\_\_1 - 4. Lock Nuts
- \_\_\_1 - 5. Pointed Set Screw
- \_\_\_1 - 6. Rounded Set Screw

**List Of Parts Balljoint Adjuster:**

- \_\_\_1 - 1. Sleeve Assembly
- \_\_\_1 - 2. Adjuster Block
- \_\_\_1 - 3. Disc
- \_\_\_1 - 4. Lock Nuts
- \_\_\_1 - 5a. Pointed Screw
- \_\_\_1 - 5b. Pointed Screw
- \_\_\_1 - 6. Pointed Set Screw (1/2")



This new Front End Adjuster when set in it's central position will give you the capability of adjusting your front suspension ground clearance either two inches up or two inches down from the stock ride height.

1. The Front End Adjuster should always be fitted by a qualified mechanic equipped with suitable cutting and arc welding equipment.
2. Place the front of the car well clear of the ground on jack stands. Remove the wheels, brake drums, control arms, spindles and torsion bars.
3. Disconnect the steering shaft and tie rods. The complete front end can now be removed from the car by undoing the four bolts holding it to the chassis.
4. On cars with linkpin front end, (pre 1966) scratch a horizontal mark 3" long directly through the center of the hole for the set screw on the top of the tube. On cars with a balljoint front end (1966 on ) carry out the same procedure then mark another line parallel to the first one, but 1-9/16" above it.

5. Mark another line vertically through the center of the set screw hole which bisects your horizontal lines at 90 degrees exactly. Mark two more vertical lines exactly 1" either side of your first vertical line. These are your cutting lines.
6. Using a tube cutter, cut the 2" wide piece out of the center of the tube. Take great care that the cuts are absolutely straight and at 90 degrees to the horizontal plane of the tube.  
**NOTE:** If you want all of your front end height adjustment in the upward or downward directions it is now possible to pre-set the adjusters prior to welding them into the tubes. If only lowering adjustment is needed you should set the adjuster block (2) and its set screw (5 & 5b) 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 it in the middle you will be able to achieve an equal amount of upward or downward movement.
7. **FOR LINKPIN FRONT END.** Having pre-set the adjuster as in the note above, position the whole unit in the tube with the disc (3) in the position shown in Fig 1. The unit must be placed so that the set screw (6) that threads into the bracket on the sleeve assembly (1) points towards the front of the car. The previously scratched 3" line should now pass through the center of the set screw (5). The adjuster block (2) and its set screw (5) should be on the top. Now proceed with section 9 of these instructions.
8. **FOR BALLJOINT FRONT END.** Pre-set the adjuster as shown in the note above and remove the 1/2" set screw (6 in Fig. 2) from the disc (3). Position the whole unit in the tube with the disc (3) in a position so that the threads for the 1/2" set screw (6) face towards the rear of the car. The second 3" line that you marked should now pass through the center of the set screw (5b) that passes through the adjusting block (2). The unit must be placed so that the set screw (5a) that threads into the bracket on the sleeve assembly (1) points towards the front of the car and also the adjuster block (2) and its set screw (5b) should be on the top.
9. 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.
10. Once everything is straight, weld the unit in place
11. If two adjusters are being installed, repeat sections 4 through 10 with the other tube.
12. **FOR LINKPIN FRONT END.** Replace the front end and then adjust the ride height to your satisfaction as shown in section 18, below.
13. **FOR BALLJOINT FRONT END.** Replace the front end on the car and insert the torsion bars.
14. Remove the set screw (5b) and the adjusting block (2).
15. Fix a control arm to the torsion bars and rotate them until the hole for the 1/2" set screw (6), previously removed from the disc is visible through the oval slot. Replace the 1/2" set screw (6) and fully tighten down.

16. Rotate the torsion bars back to their original position and refit the adjusting block (2) and its set screw (5b).
  
17. Replace the remainder of the front end on the car.
  
18. **ADJUSTING RIDE HEIGHT.** Loosen all lock nuts (4) and set screws (5 & 5b) in the adjusting blocks (2). Turn the set screw (6 in Fig. 1, 5 in Fig. 2) to the desired position and retighten the set screws (5 & 5b) and all lock nuts (4). If both tubes have been fitted with adjusters do them at the same time. The set screws (5 & 5b) should be torqued to 30 ft/lbs. and the lock nuts to 55 ft/lbs.