



LIFT-KIT All Eurovans

Lift and Level Kit – 95-03 Eurovan Winnebago & 93-03 CL, GLS & MV

Eurovan Winnebago campers (EVC) tend to lean to the left, and all Eurovans are way too low up front. The leaning and the lowness up front are due to two different problems. EVCs tilt to the left due to the fact that all the camper cabinetry, water, and LP gas storage is on that side, so the vehicle leans to that side. The reason the front ends up so low is due to the front suspension design of all Eurovans, which employs torsion bars instead of coil springs. All vehicles fitted with torsion bars experience some “sagging” in the first several months/thousands of suspension cycles. This is normal and predictable. It is our opinion that VW simply erred in the case of the Eurovan. There should have been a factory bulletin put out by VW notifying all dealers of the need to re-set the front suspension height to the correct setting after about a year or so of use and to check front-end alignment.

The combination of the leaning problem and/or the front suspension torsion bar sagging problem makes for a vehicle that just ends up too low. GoWesty has a solution for all Eurovans. For the EVC, the kit provides an extra pad for the left rear suspension coil spring to address the lean problem. On 1995-2000 Eurovan Campers, the rear suspension is about 1” lower in the rear than the 2001-2003 models. So the kit for these, earlier campers contains three pads, two for the left side and one for the right in order to achieve the same rear suspension ride height as the later model Eurovans. The rear end of non-Winnebago Eurovans does not need side-to-side adjustment or correction, but two rear spring pads (one for each side) are included to give you the option of additional lift. To correct the problem at the front end of any Eurovan requires no parts, just torsion bar adjustments. Once done, the net effect of this kit will result in a vehicle that will sit level from side to side, and about one inch lower up front than at the rear. Keep in mind; it is not possible for an EVC to sit level from side to side all the time. The amount of lean depends on the fluid levels in the gray water tank, the fresh water tank, and the LP tank. We recommend this kit be installed with all of these tanks at ½ capacity.

The GoWesty lift & level kit also includes a set of Bilstein shock absorbers and 16” alloy wheels. Lifting any vehicle means that the center of gravity also goes up, which tends to make the vehicle less stable laterally. Whether your Eurovan was fitted with 16” wheels originally or not, the wheels and tires need to be replaced with the ones provided, and the original shocks replaced with the Bilstein shocks. The combination of these superior shock absorbers and the alloy wheels (that stick out further on either side of the vehicle), and superior tires counteracts the negative effects of raising the center of gravity. GoWesty STRONGLY recommends against lifting any vehicle without compensating for the increased center of gravity and corresponding decreased stability. We provide this kit as a whole only.

Please proceed to page two for installation instructions



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Installation Instructions:

Note: It is recommended that a professional repair facility with the proper tools and a 4-wheel alignment rack with front and rear slip plates install this kit.

- 1) Make sure LP gas, gray and fresh water tanks are at $\frac{1}{2}$ capacity (if applicable).
- 2) Remove rear shocks and add extra spring pad(s) as needed. Pads should be added between the upper spring pad and body:
 - 1995-2000 EVC models: Two pads on the left and one pad on the right.
 - 2001-2003 EVC models: One pad on the left.
 - All Non-Winnebagoes: One pad on each side if a lift is desired.
- 3) Install rear shocks.
- 4) Replace front shocks.
- 5) Lower vehicle onto a 4-wheel alignment machine with slip plates at all four wheels.
- 6) Adjust front torsion bars such that vehicle sits level side to side at front and rear axles. All measurements should be taken just in front of the rear wheels and just aft of the front wheels, along the body's pinch welded seam (see photos).
- 7) Adjust BOTH torsion bars equally such that the pinch weld seam aft of the front wheels is $\frac{3}{4}$ -1" LOWER than the pinch weld seam just in front of the rear wheels.
- 8) Align front end per factory specifications, no rear alignment is necessary.



Rear



Front