



7057-OPTI – 2019-PRESENT, MERCEDES SPRINTER VS30 4X4, REAR 2.0” LIFT KIT

Version 1.0

General Notes

- For the most up to date and current instructions, please visit our website at www.vancompass.com
- Please read all instructions thoroughly before starting installing Van Compass products.
- This is a bolt on lift kit that can be installed with basic hand tools. Four, ¼” (6mm) diameter holes need to be drilled for attaching brackets to the vehicle. Two, 11/32” (9 mm) diameter holes will also need to be drilled to relocate the emergency brake cable brackets.
- Note: Many of the photos in these instructions are taken from a lift kit install on a 2019 2wd Sprinter Van. While there are differences in the chassis, the installation process is the same. 4x4 specific photos are added where needed.
- These instructions will outline the full lift kit installation along with the appropriate modifications required to clear a 315/75/16 tire on a factory steel wheel.
- With this lift kit, 315/75/16 (35”) tires can be fitted with the following conditions met:
 - Slight trimming of the rear of the rear fender.
 - Installation of Van Compass Big Tire Mudflap Bracket kit (Part Number: 4063)
 - Minimum of a 9/16” (14mm) wheel spacer be installed. This is for tire clearance between the inside of the inner fender and tire when the vehicle’s suspension is flexed out.
 - Note; this could be omitted with an additional 9/16” (14mm) offset and aftermarket wheels.
- This suspension kit can be completely removed, allowing the vehicle to be returned back to stock configuration if desired.

Parts List

3037 – 2007-PRESENT, MERCEDES SPRINTER 2500, OPTI-RATE REAR LEAF SPRINGS

- (2) 303703 OPTI-RATE REAR LEAF SPRINGS
- (4) 306502-01 OPTI-RATE SPRING, ADJUSTABLE PRELOAD SPACER (INSTALLED)
- (8) 306502-02 OPTI-RATE SPRING, ADJUSTABLE PRELOAD SLIDER PAD (INSTALLED)
- (1) HOSE-VAC-06-12 1 FOOT, 3/8” ID BRAKE LINE COVER HOSE

3001 – 1994-PRESENT, MERCEDES SPRINTER, REAR LIFT BLOCK, 2.0” LIFT KIT

- (2) 300101 REAR LIFT BLOCK, 2.0” LIFT
- (4) UB-750-2600 75MM DIAMETER X 260MM LONG, M14X1.50” THD, U-BOLT
- (8) NLM14-1.50 M14-1.50 LUG NUT

3005 – 1994-PRESENT, MERCEDES SPRINTER, REAR BUMP STOP DROP BRACKET, 2.0” LIFT KIT

- (2) 300501 REAR BUMP STOP DROP BRACKET, 2.0” LIFT
- (4) HT5-5-10 5/16-18 X 1” LONG, HEX HEAD THREAD CUTTING SCREW

3007 – 2007-PRESENT, MERCEDES SPRINTER 2500, REAR LOWER SHOCK MOUNT, 2.0” LIFT KIT

- (2) 300701 REAR LOWER SHOCK MOUNT, 2.0” LIFT
- (2) 300702-01 REAR LOWER SHOCK MOUNT, 2.0” LIFT, SPACER BUNG
- (4) HM12-1.50-70-10.9 M12-1.50 X 70MM LONG, GR10.9, YELLOW ZINC HEX HEAD BOLT
- (4) NSM12-1.50 M12-1.50 STOVER NUT
- (8) WFM12 M12 YELLOW ZINC FLAT WASHER
- (2) HM08-1.25-65-10.9 M8-1.25 X 65MM LONG, GR10.9, YELLOW ZINC HEX HEAD BOLT
- (2) NSM08-1.25 M8-1.25 STOVER NUT
- (4) WFM08 M8 YELLOW ZINC FLAT WASHER

3034 – 2019-PRESENT, MERCEDES SPRINTER VS30 4X4, REAR SWAY BAR LINK, 2.0” LIFT KIT

- (2) 303401 REAR SWAY BAR LINK, 2.0” LIFT
- (2) HM12-1.50-70-10.9 M12-1.50 X 70MM LONG, GR10.9, YELLOW ZINC HEX HEAD BOLT
- (2) NSM12-1.50 M12-1.50 STOVER NUT
- (4) WFM12 M12 YELLOW ZINC FLAT WASHER

3035 – 2019-PRESENT, MERCEDES SPRINTER VS30, REAR HEADLIGHT ADJUSTER BRACKET, 2.0” LIFT KIT

- (1) 303501 REAR HEADLIGHT ADJUSTER BRACKET

Tools Needed

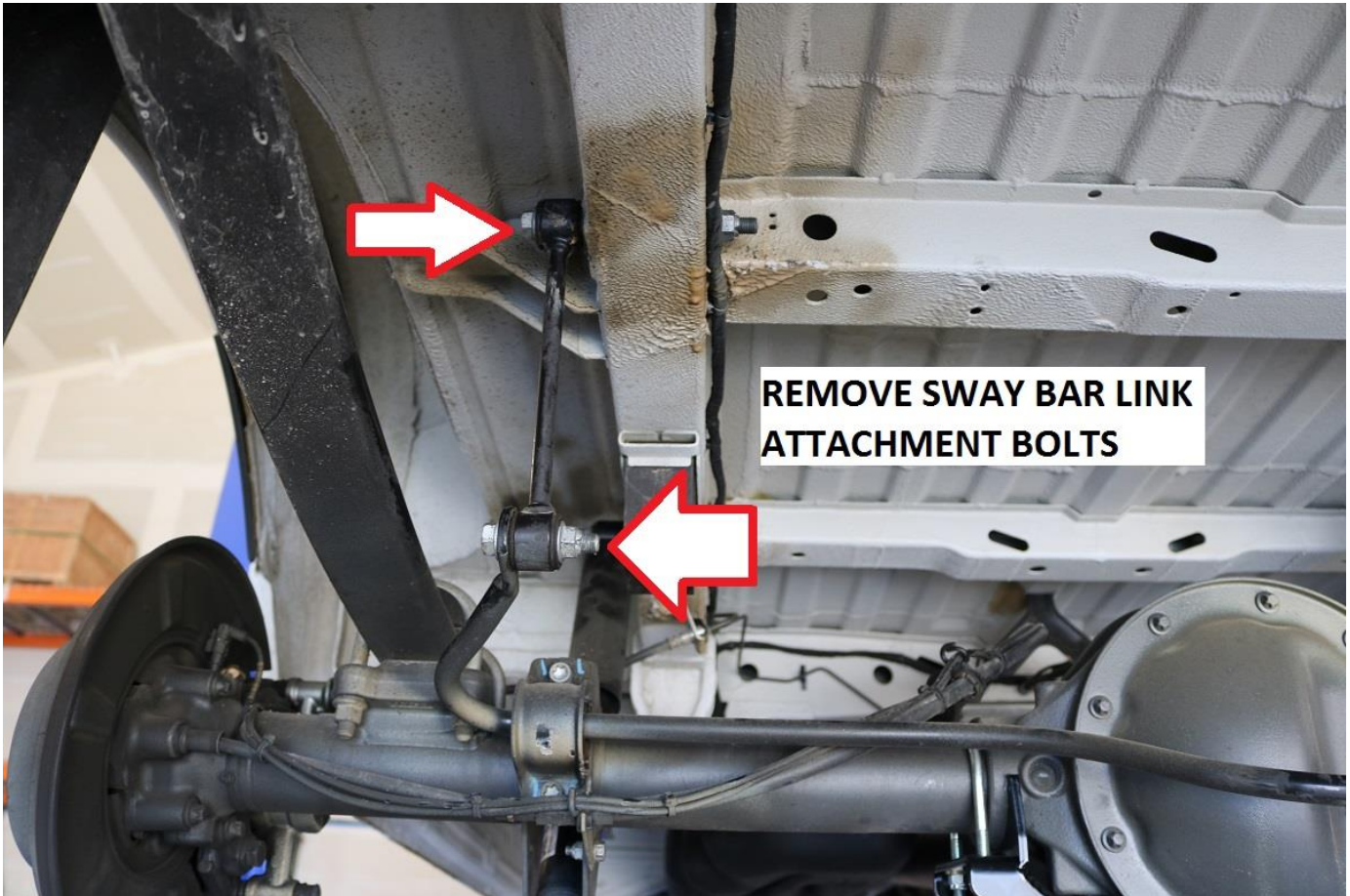
- Quality jacks and 2 jack stands.
 - Optional – Automobile lift and two screw jacks
- Simple hand tools:
 - Torque Wrench
 - Dykes or similar tool for cutting zip ties.
 - Basic wrench and socket set:
 - Metric sizes: 9mm, 10mm, 13mm, 17-19mm, 21mm
 - SAE sizes: 9/16”, 7/32” allen
 - T55 Torx socket
- Drill with quality metal cutting 11/32” (9 mm) diameter drill bit. Step drill or unibit will also be needed.
- Nut driver or drill with ¼” socket bit attachment for installation of thread cutting hardware.

Approximate Installation Time

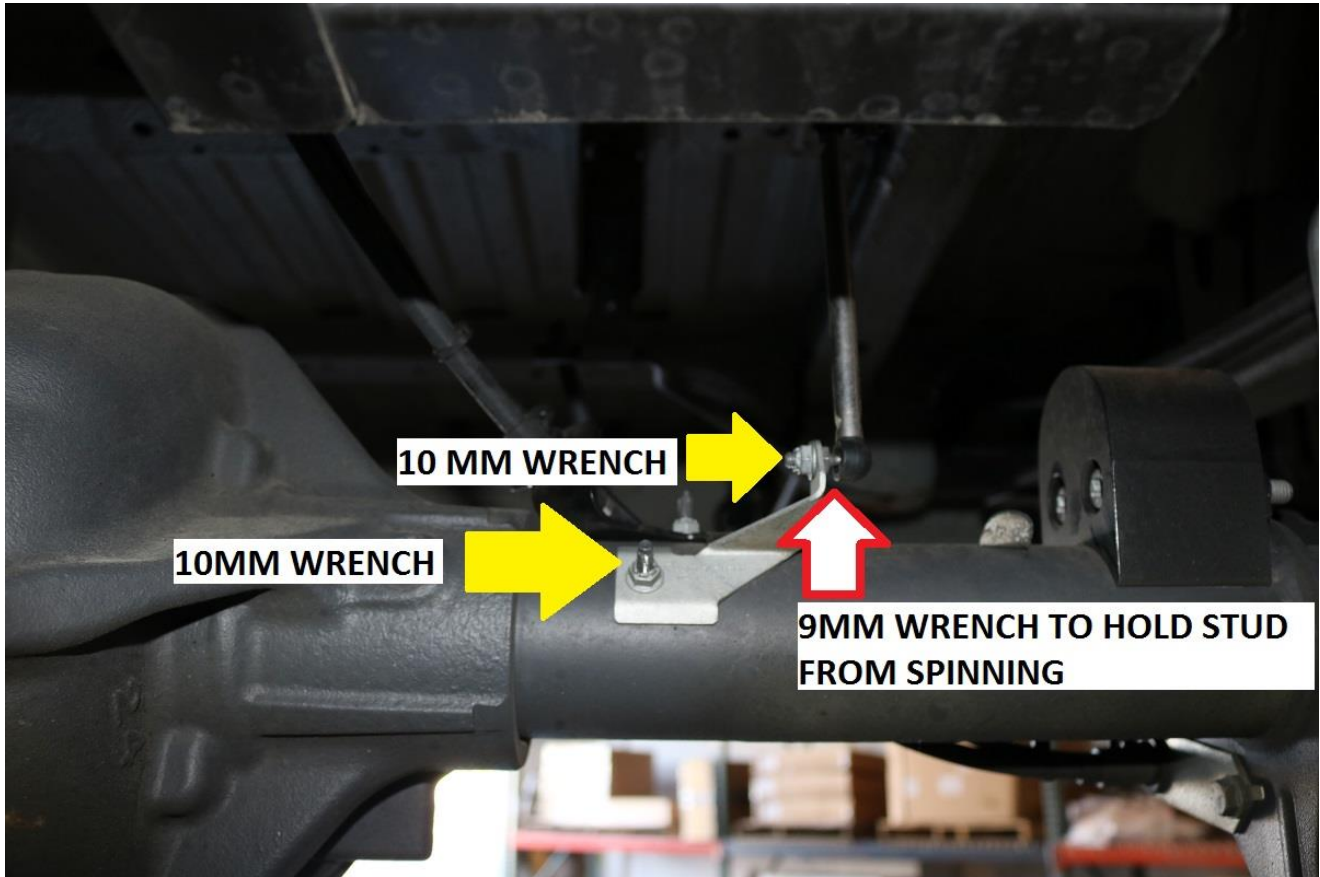
- Professional shop with automotive lift: 3-4 hours
- Driveway install with jack and jack stands: 4-5 hours

Installation

- 1) Begin by safely supporting the vehicle so that the rear suspension can hang free. This can be done with an automobile lift or a quality jack and a pair of jack stands.
- 2) With the rear suspension hanging free, remove the rear wheels / tires.
- 3) Remove the rear sway bar end links.
 - a. Begin by using an 18mm socket and wrench to remove both sway bar link attachment bolts.
 - b. Retain the upper hardware as it will be reused with the new, longer sway bar links included with the kit. A new longer bolt / nut is included with the kit.



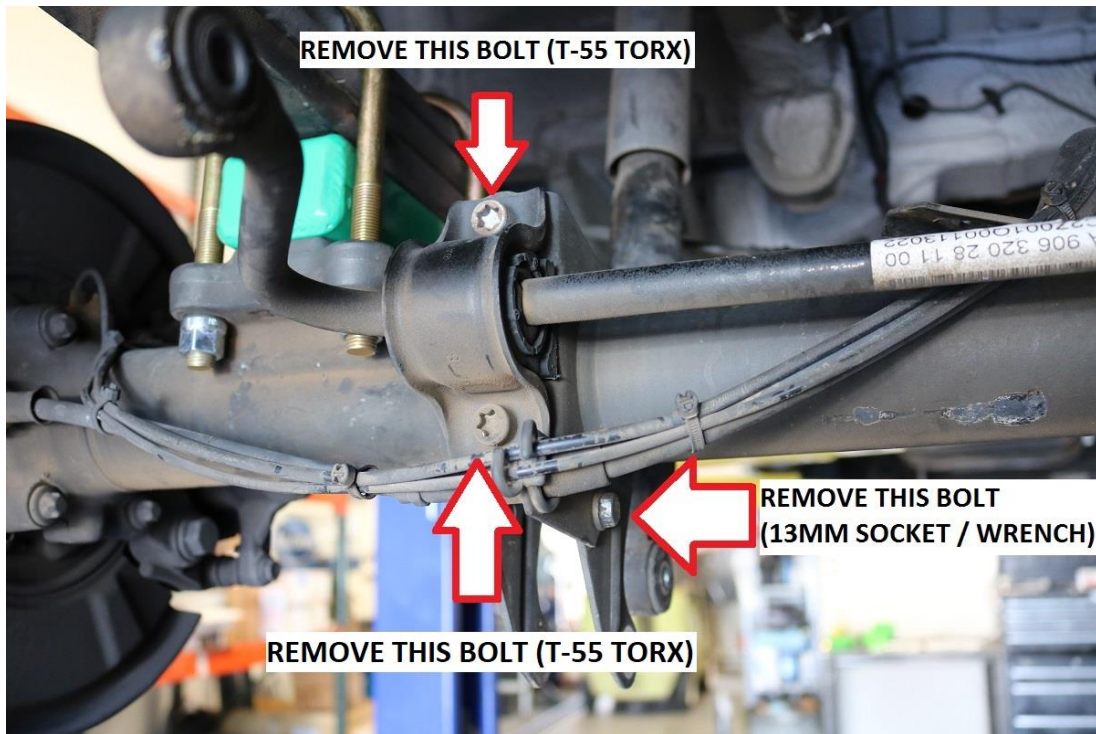
- 4) If equipped, disconnect the headlight adjuster rear bracket. Retain the hardware for future use.
 - a. Remove the small L-bracket on the axle tube by first detaching the lever joint from the L-bracket. Use a 9 & 10mm wrench for removal.
 - b. Completely remove the small L-bracket on the axle tube by removing the nut securing it to the axles. Use a 10mm socket / wrench for removal.



- 5) Support the axle and disconnect the lower shock bolt. Use an 18mm socket and wrench for removal. Once the shock is removed, allow the axle to hang freely again. Note that the springs will limit the downward travel with the shocks removed.



- 6) Remove the emergency brake cable brackets at the axle. Use a 13mm socket / wrench for removal. Retain this hardware as it will be reused. See image below



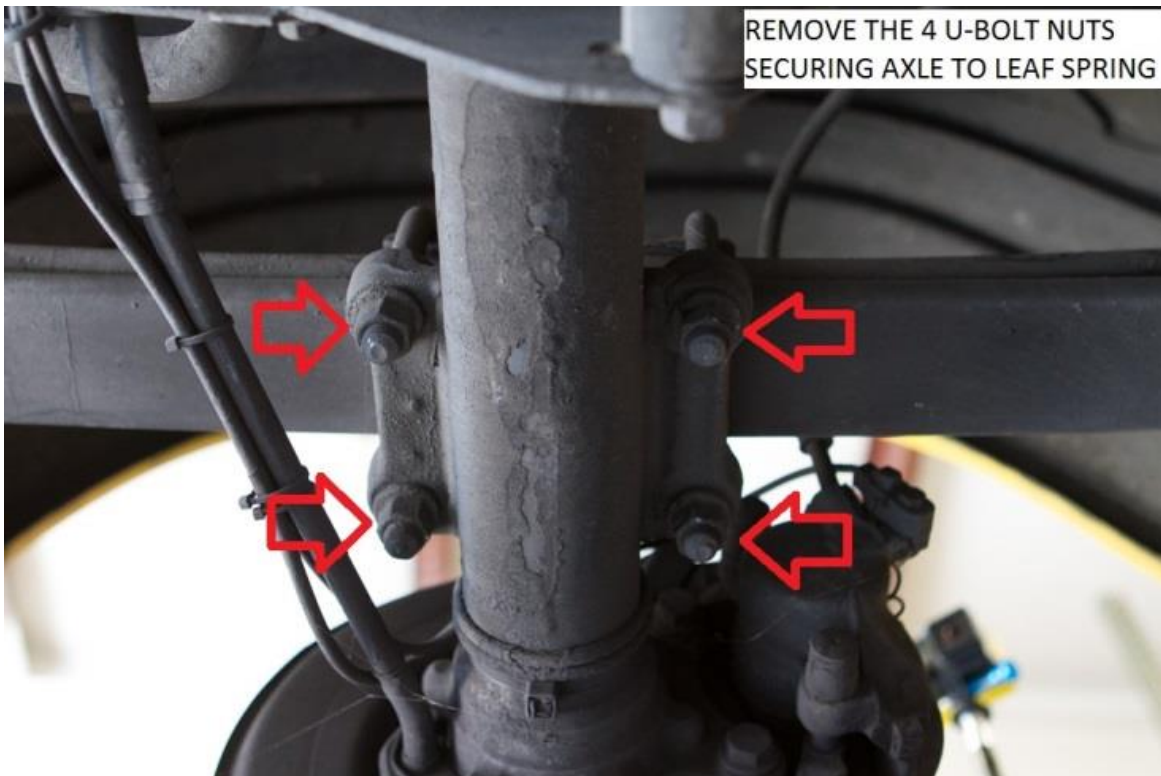
- 7) Reference the above image and remove the 4 Torx bolts securing the rear sway bar to the axle. Use a T55 Torx socket to remove the bolts and remove the rear sway bar from the vehicle.
- 8) Remove the bump stops. Some Windex or similar glass cleaner to lubricate the rubber bump stops helps make removal easier.
- a. Note – Bump stop designs vary by year and wheelbase options. However, they all attach to the chassis in the same manner. A pry bar can be useful in bump stop removal. See images below.



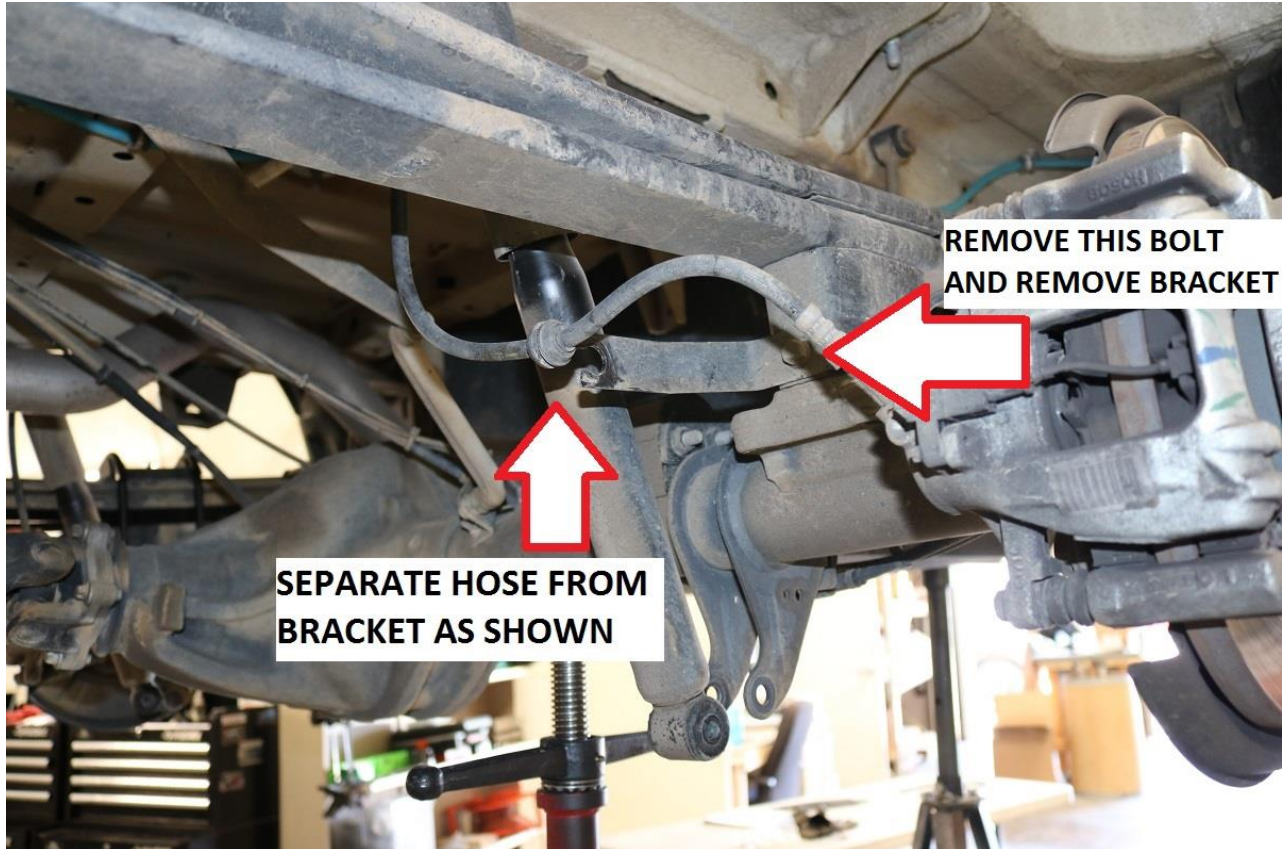


30307 Opti-Rate Leaf Pack Installation

- 9) Install the rear leaf packs one side at a time.
 - a. Remove the U-bolt nuts. Use a 19mm socket / wrench for removal. Remove the U-bolts. See image below.



10) Remove the brake hose from the factory lift block. And remove the brake hose bracket from the lift block. Use a 13mm socket / wrench for removal. See image below.



- 11) Lower the rear axle until the factory rear block can be removed.
- Remove the block and raise the axle back up to the point of near contact with the spring again.
 - Take care when lowering the axle to not pull or stretch any brake, e-brake or ABS cables.



12) Remove the forward leaf spring bolt using an 18mm socket / wrench.

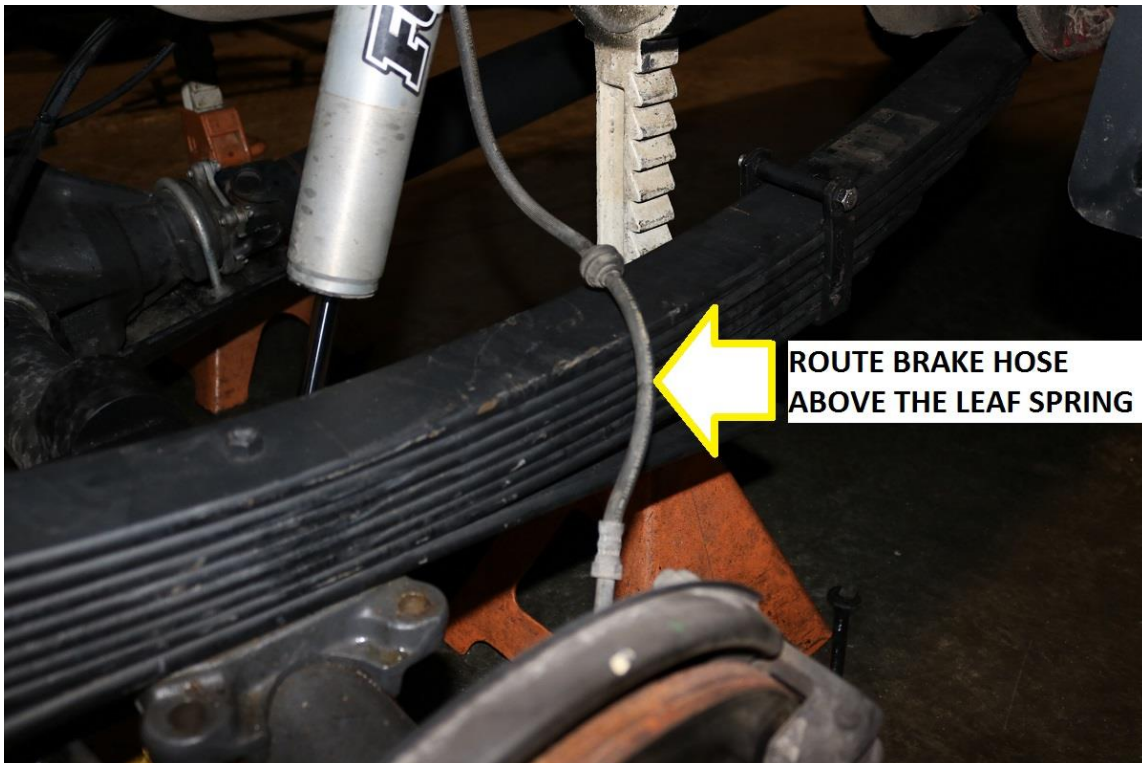
- 13) Remove the lower shackle bolt and lower the leaf spring onto the axle. Remove the axle and shackle assembly from the vehicle. Note it is often easier to have a helper aide in spring removal. Place the factory spring next to the Opti-rate spring.
- 14) Take note of the double military wrap on one side of the new Opti-rate leaf spring, this is the front of the spring and is to be installed towards the front of the vehicle.
- a. Remove the bolt securing the shackle to the rea of the leaf spring.



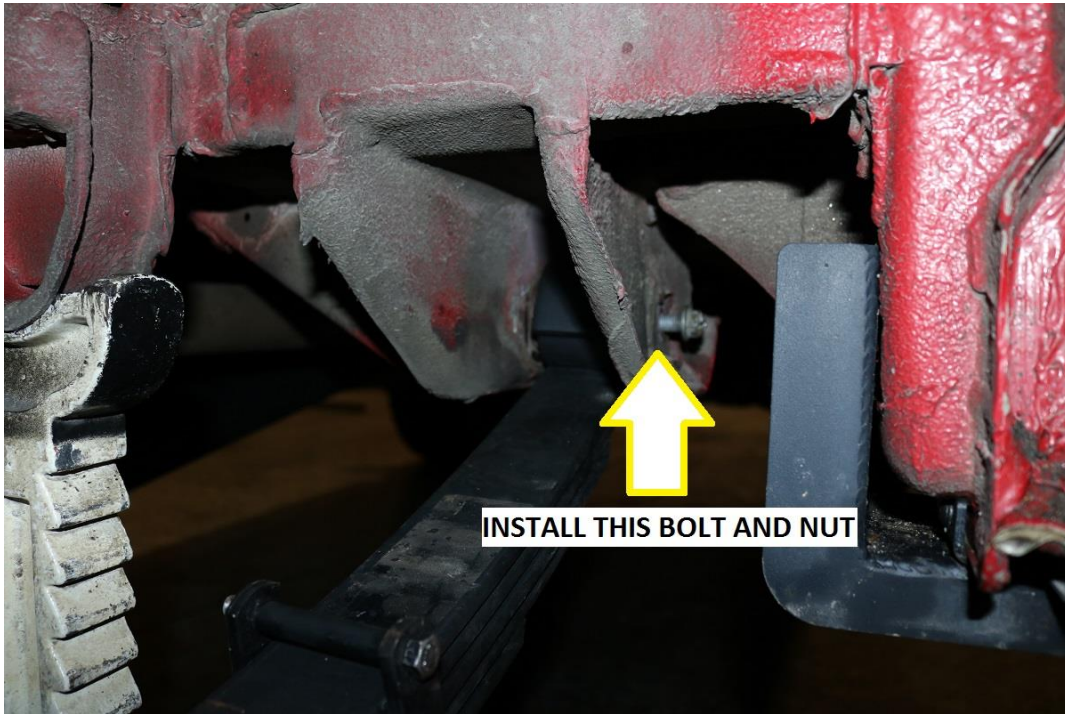
- 15) Bolt the shackle onto the rear of the new Opti-rate springs. Bolt the shackle on so it is perpendicular to the arch of the main spring.
- a. Torque the shackle bolt to 100 ft-lbs.



- 16) Install the leaf springs into the vehicle. We have found it easiest to install the springs upside down and then rotating them up into position once under the vehicle.
- a. Be sure to route the brake hose over the spring.



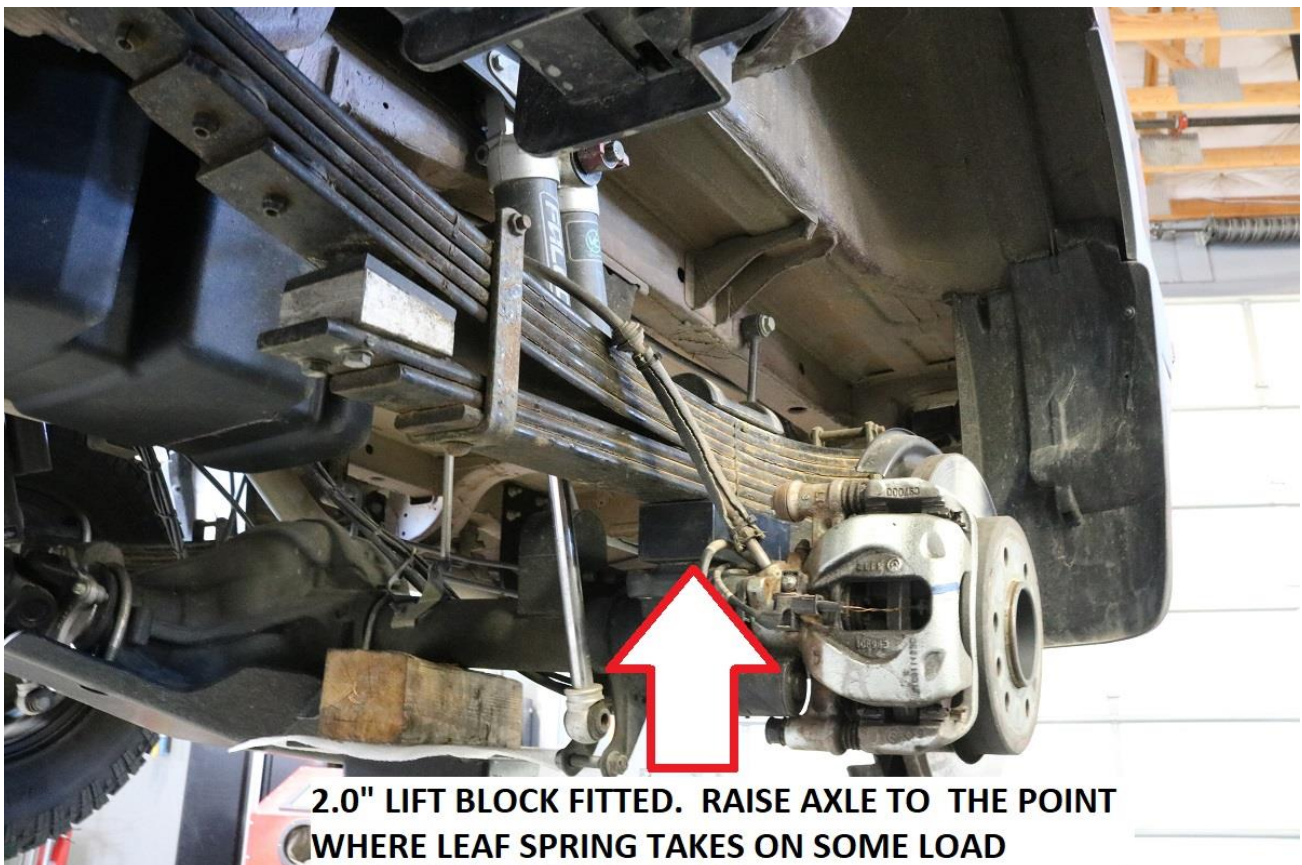
- 17) Once the springs are rotated into position. Install the forward spring bolt in the spring hanger, install the nut but do not fully tighten at this time.



18) Jack the axle up or down accordingly to be able to install the lower shackle bolt. Once aligned, install the bolt and nut but do not fully tighten at this time.

19) With leaf spring installed into the vehicle, lower that axle back down again low enough to install the included 2.0" tall lift block.

- a. Install the lift block and raise the axle back up, aligning the center pin in the leaf spring with the center pin on the lift block.
- b. Jack the axle up to the point where the leaf spring takes on some load.

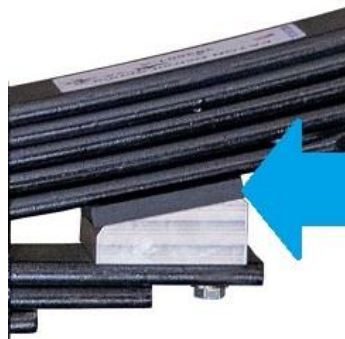


- 20) Install the new U-bolts and nuts included with the kit. Snug up all the nuts but do not fully tighten at this time. Use a 19mm socket / wrench to tighten.
- 21) If an approximate weight is known for the vehicle, now is the time to configure the adjustable preload spacer (APS). The following chart is to be used as a guide but ultimately it is up to the installer / end user to configure the springs to their preference for both ride height and ride quality.

MERCEDES SPRINTER 2500 OPTI-RATE SPRING CONFIGURATION	
WEIGHT OF VEHICLE	OPTI-RATE CONFIGURATION
7,499 LBS & UNDER	NO APS INSTALLED
7,500 LBS - 8,700 LBS	APS BLOCK + 1 SLIDER PAD INSTALLED
8,701 LBS & UP	APS BLOCK + 2 SLIDER PADS INSTALLED



**NO APS INSTALLED:
7,499 LBS & UNDER**

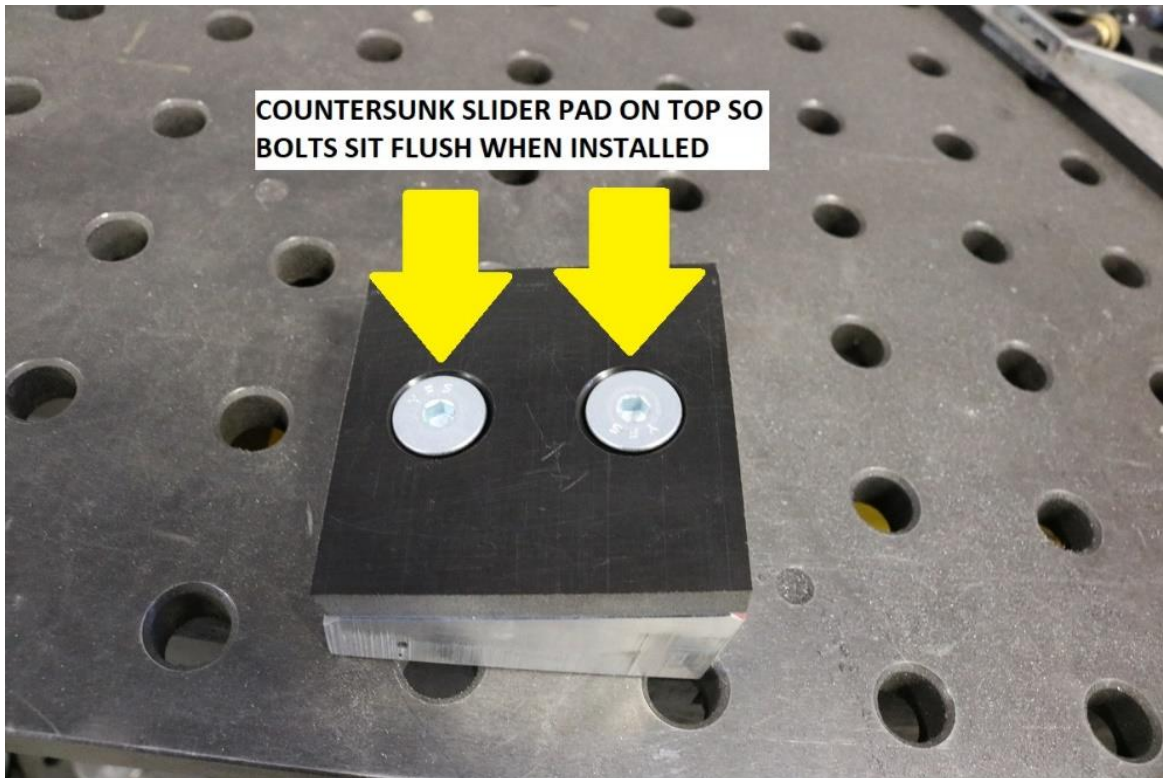


**APS INSTALLED WITH
SINGLE SLIDER PAD:
7,500 - 8,700 LBS**

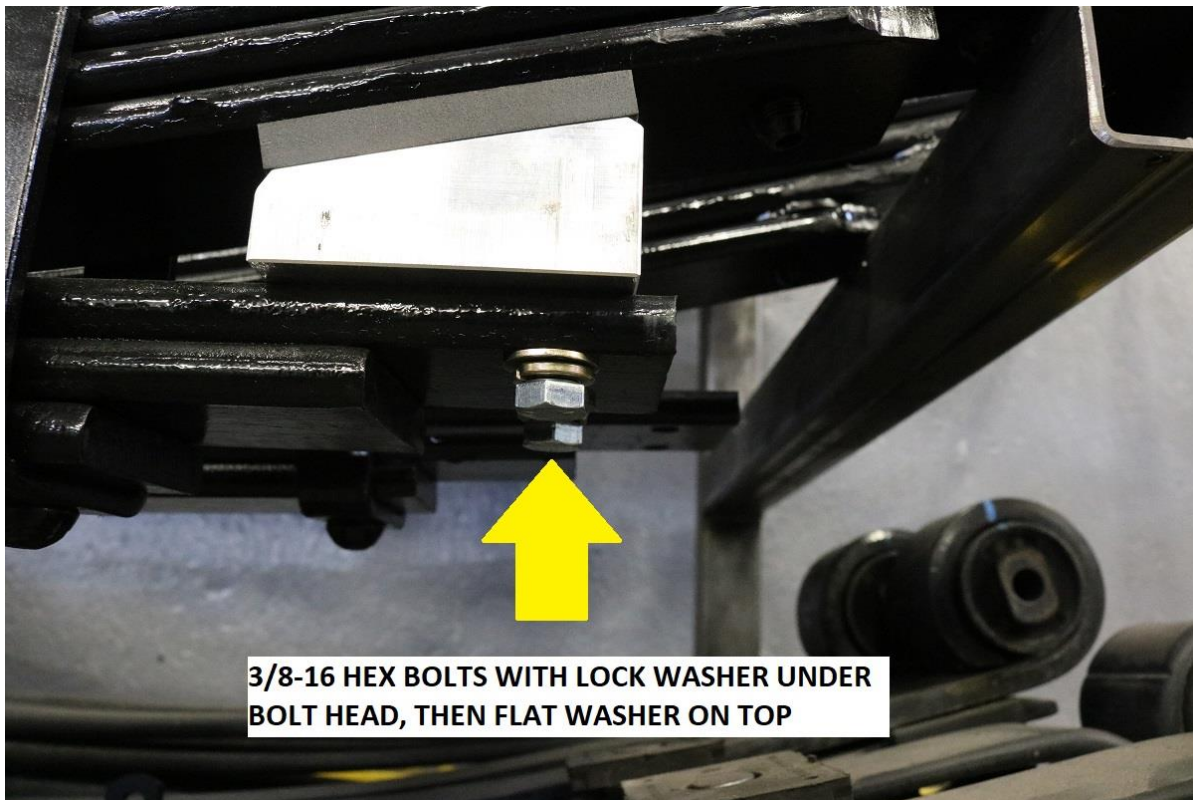


**APS INSTALLED WITH
2X SLIDER PAD:
8,701 LBS & UP**

- 22) Note; **ALWAYS** install the slider pad with the countersunk holes on top as shown below.
- a. Torque countersunk bolts to 15 ft-lbs (20 N.m) with a 7/32" allen wrench.



- b. Torque the APS to the leaf spring with a 9/16" socket to 20 ft-lbs (27 N.m) Be sure to use a washer and lock washer under the bolt head as shown.



- 23) Repeat leaf spring / lift block installation on the opposite side of the vehicle.

3005 Rear Bump Stop Drop Bracket Installation

- 24) Installation of the bump stop drop brackets can be done on both sides of the vehicle simultaneously.
- 25) Position the rear bump stop drop bracket in place as shown and mark the two mounting holes with a sharpie or transfer punch.



26) Since there is groove where the mounting holes land, a step drill will need to be used for drilling. Center punch the hole locations and drill with a step drill bit to a diameter of $\frac{1}{4}$ " (7mm).



27) With both holes drilled, position the bump stop drop bracket in place and secure it to the chassis using the 5/16-18 x 1" long thread cutting screws included with the kit. Use a nut driver or drill with a ¼" bit adapter and a ½" socket to install the screw. Try to keep the drill / driver as straight as possible when cutting the threads.



28) Use drill / driver to snug bolts into place. Do not fully tighten using drill / driver. Torque bolts to 13 ft-lbs (17 N.m).

29) With drop brackets installed and hardware torqued to spec, thoroughly coat the rubber bump stops with Windex or a similar glass cleaner.



30) Install bump stop into the drop bracket. Install one edge at a time. Bend the bump stop in the middle to get the second side started. Installation can be tricky as the bump stops fit very tightly both in the factory location and in the drop brackets.



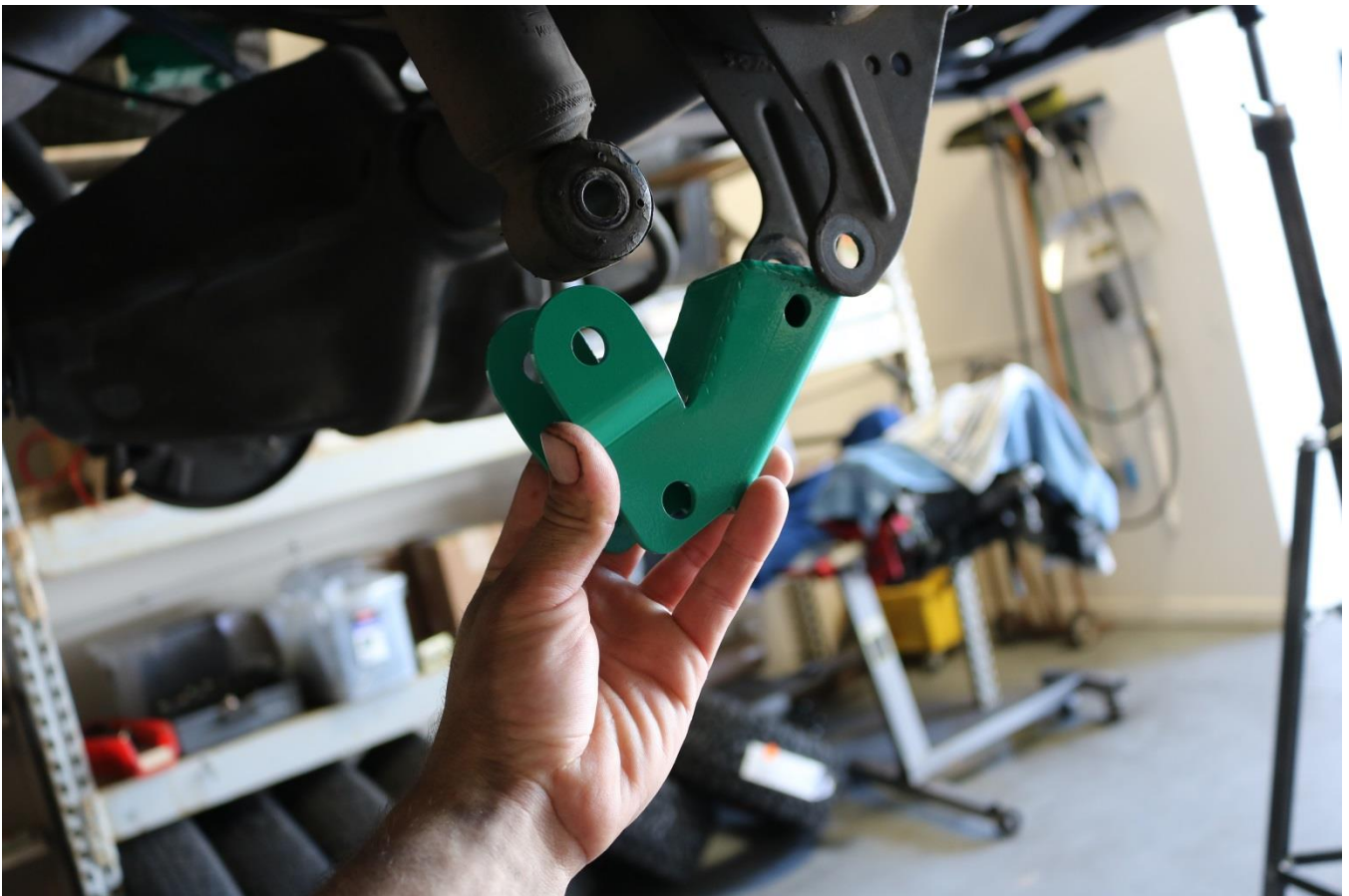
31) Once the second side is started, a screw driver, some wiggling and some additional lubricant will be needed to get the bump stop fully seated in the bracket.



3007 Rear Lower Shock Mount Installation

32) Installation of the rear lower shock mounts can be done on both sides of the vehicle simultaneously.

33) Fit the rear lower shock mount as shown below.



34) Install M8-1.25 x 65mm long bolt provided as shown above to locate bracket in place. Use a washer under the bolt head.

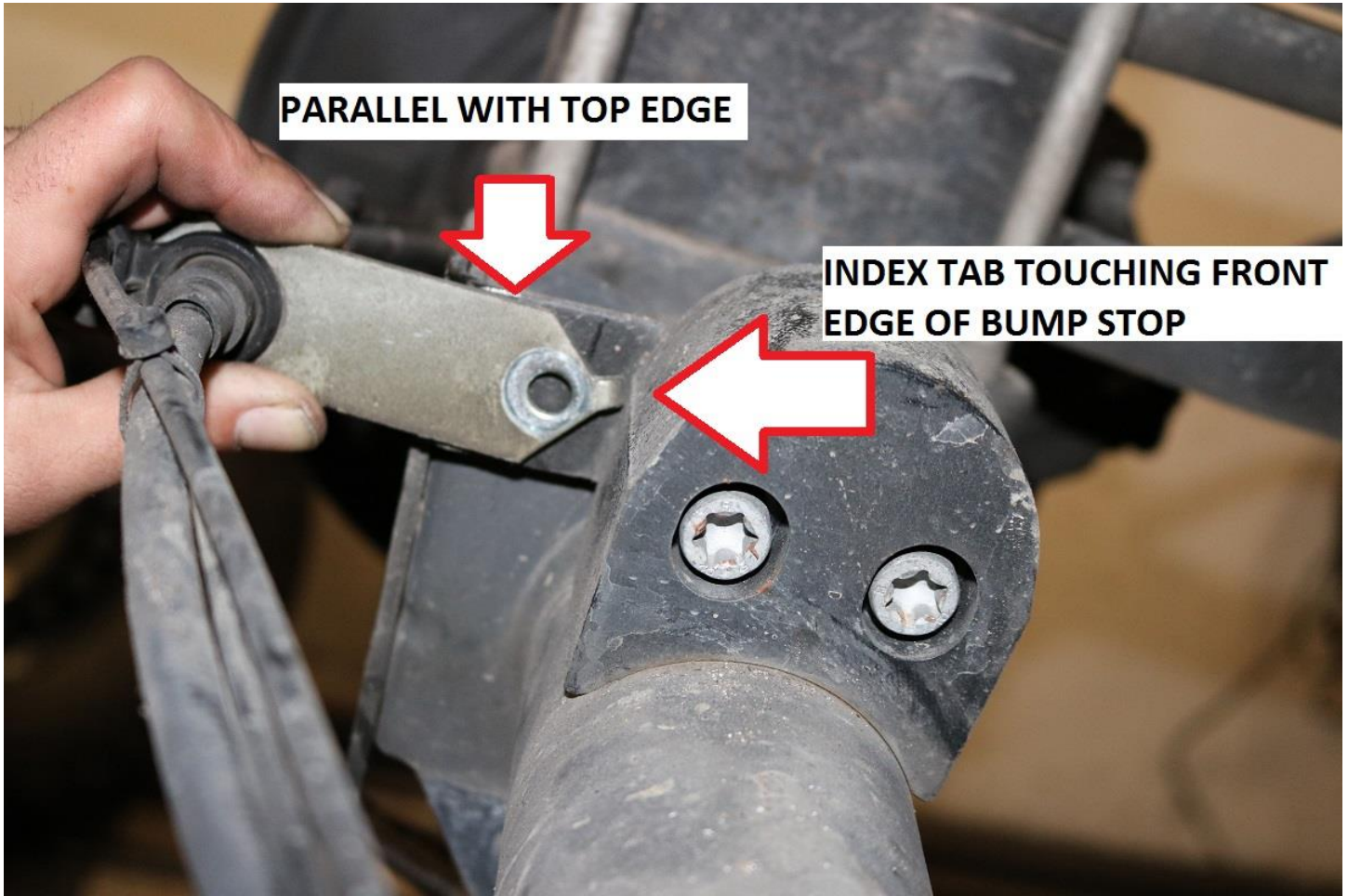
- a. Install the 300702-01 spacer bung as shown with the M12-1.50 x 70mm long bolt to finalize the bracket's location. Again use a washer under the bolt head.
- b. Install the corresponding Stover nuts on the bolts along with washers.
- c. Fit the shock into place and snug all hardware. Use a 19mm socket / wrench for the M12 bolts. Use a 13mm socket / wrench for the M8 bolts.



- 35) Torque hardware in the following order.
- d. M12-1.50 torque to 52 ft-lbs. (70 N.m)
 - e. M8-1.25 torque to 15 ft-lbs (20 N.m)

3006 Rear Sway Bar Link Installation

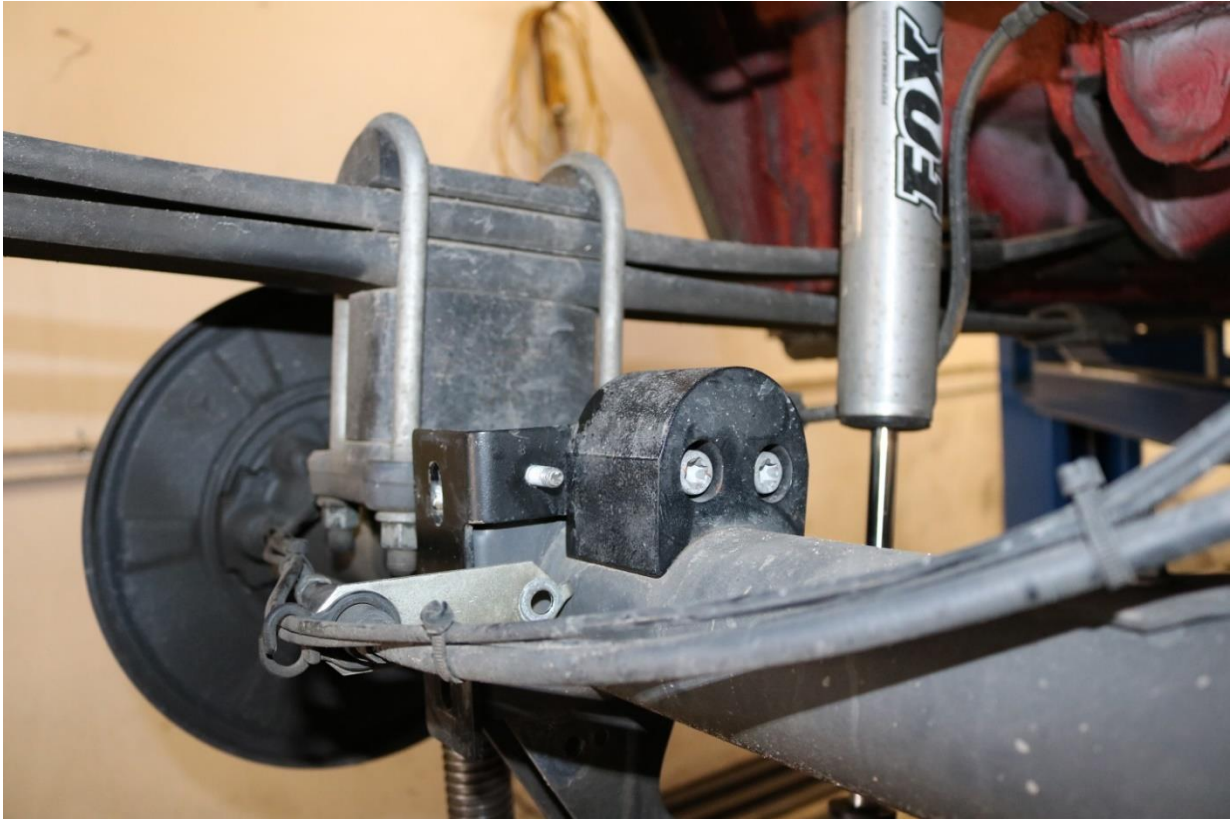
- 36) The E-brake / ABS cable bracket needs to be relocated above the sway bar as shown below. Note that the small indexing tab on the E-brake / ABS cable bracket will flatten out when the attachment bolts are torqued to spec.
- 37) Position the E-brake / ABS cable bracket as shown below. Mark and drill the mounting hole using an 11/32" (9mm) drill bit.



38) We have found it easiest to take the bump stop bracket to a work table or drill press to drill the hole.



39) Install the OEM bolt from behind as shown below.



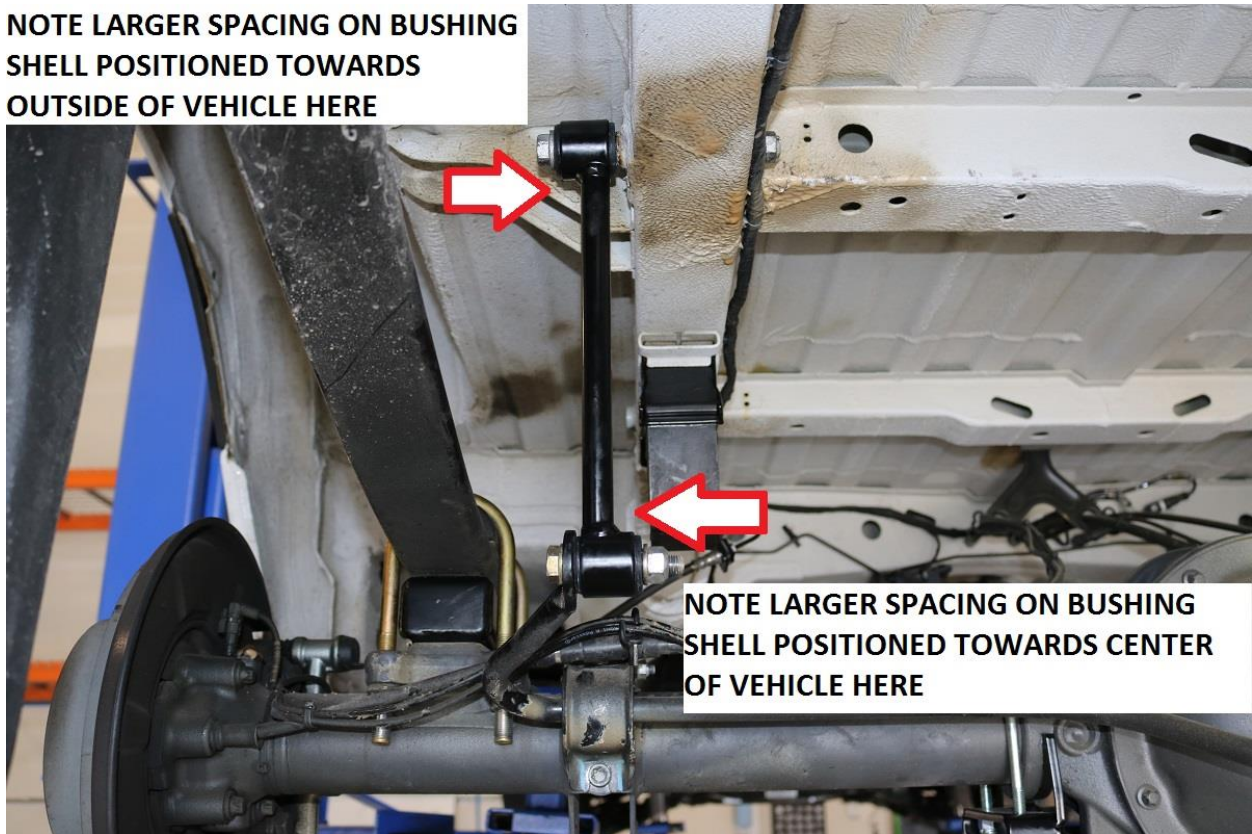
40) Re-install the rear sway bar onto the axle. Use the four T55 Torx bolts removed in step 6. Torque to 52 ft-lbs (70 N.m).

41) Secure the E-brake / ABS cable bracket to the axle using the OEM hardware. Tighten the bolt using a 13mm socket / wrench. Torque to 21 ft-lbs (29 N.m)



- 42) Install the 303401 rear sway bar links using the OEM upper sway bar link bolt / nut removed in step 3.
- Take note of sway bar link installation. The bushings are set offset so they will properly align when installed in the vehicle.
 - Install the new included M12-1.50 x 70mm long bolt to attach the sway bar link to the sway bar. Use one of the included washers under the bolt head and under the stover nut.

NOTE LARGER SPACING ON BUSHING SHELL POSITIONED TOWARDS OUTSIDE OF VEHICLE HERE

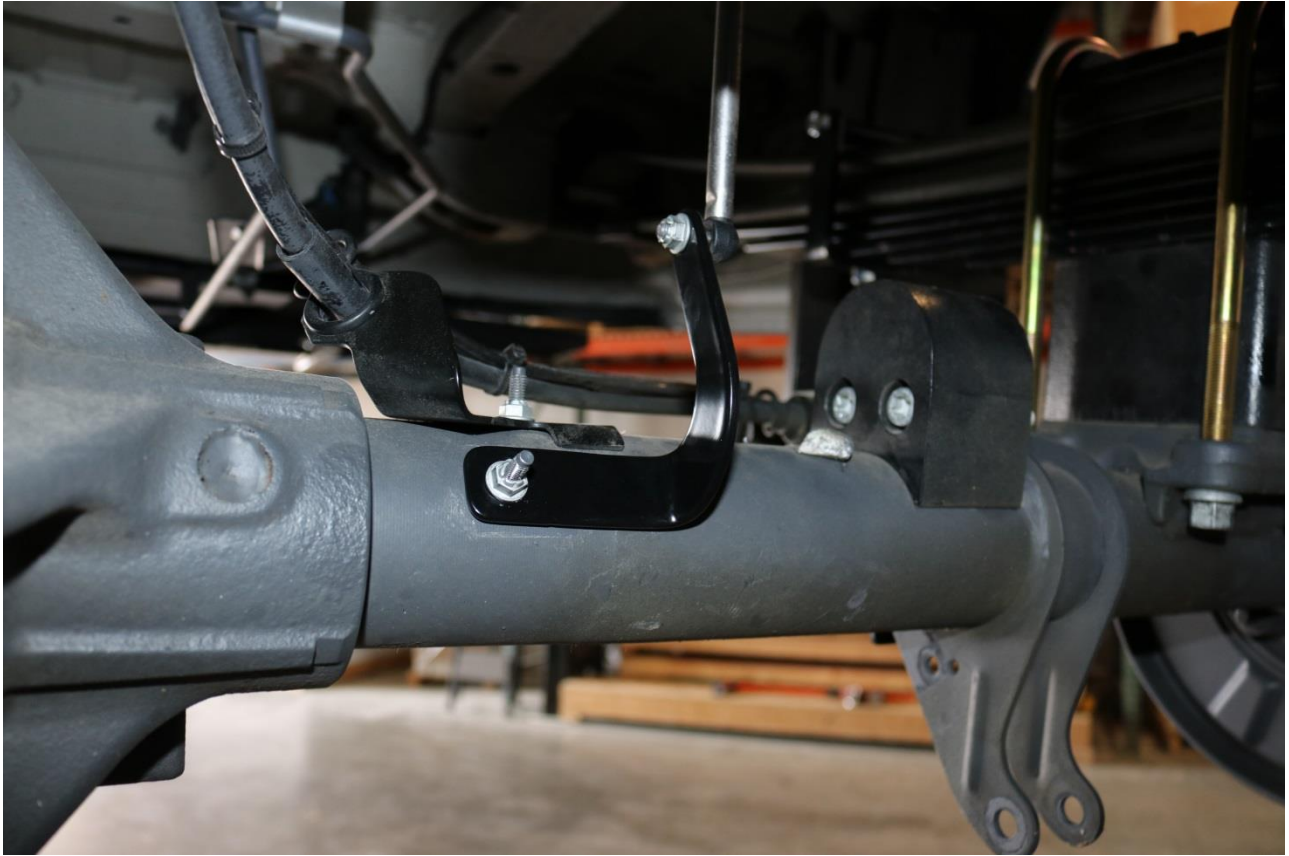


NOTE LARGER SPACING ON BUSHING SHELL POSITIONED TOWARDS CENTER OF VEHICLE HERE

- 43) Torque the M12-1.50 bolts to 78 ft-lbs (105 N.m)

3035 Rear headlight adjuster bracket

- 44) Install the new headlight adjuster bracket as pictured below. Reuse the factory nut to secure the bracket to the stud on the axle tube. Use a 10mm socket / wrench and snug the bracket down. Reuse the factory nut to attach the lever arm to the extension bracket.

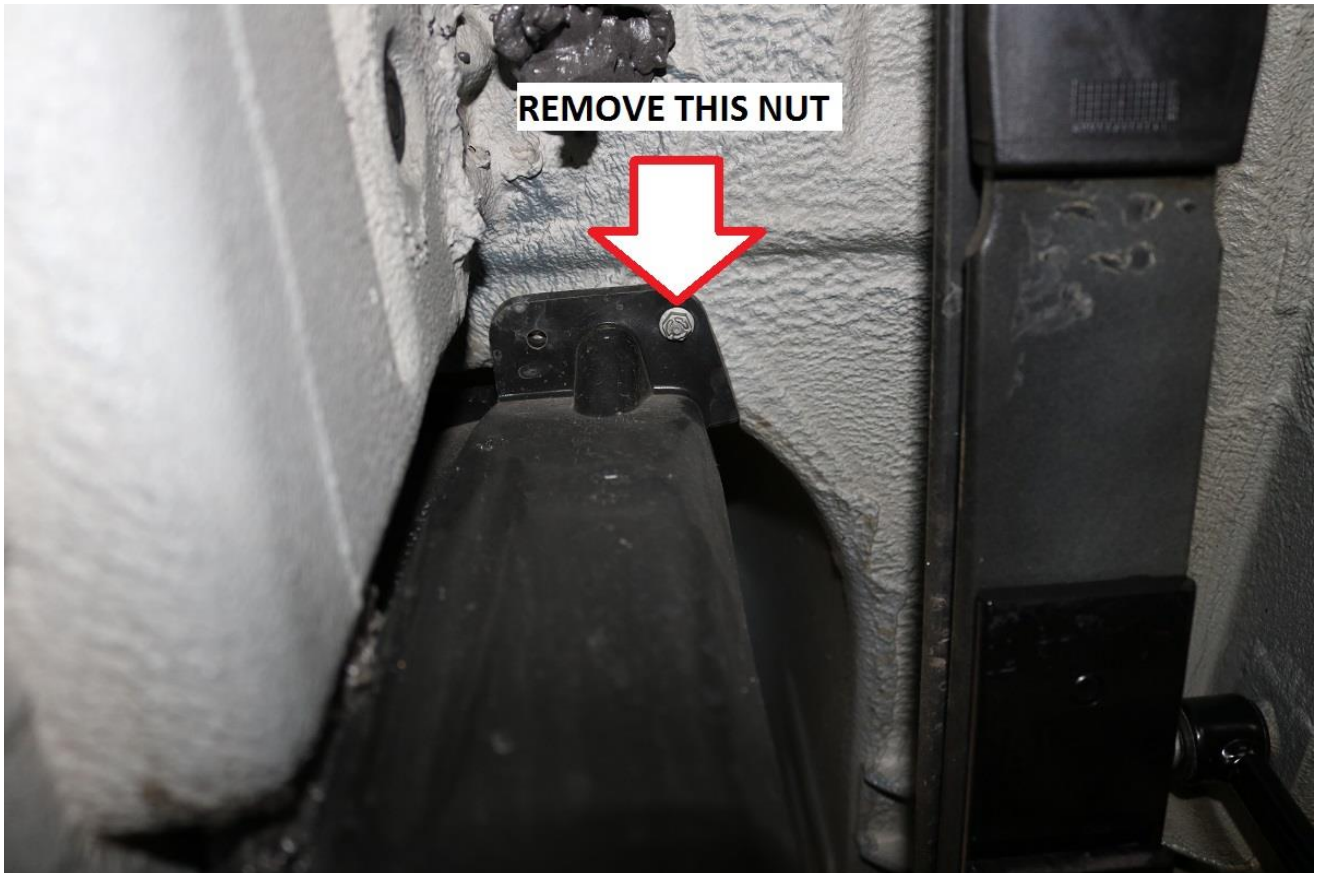


Fender Clearancing for 315/75/16 (35") tires

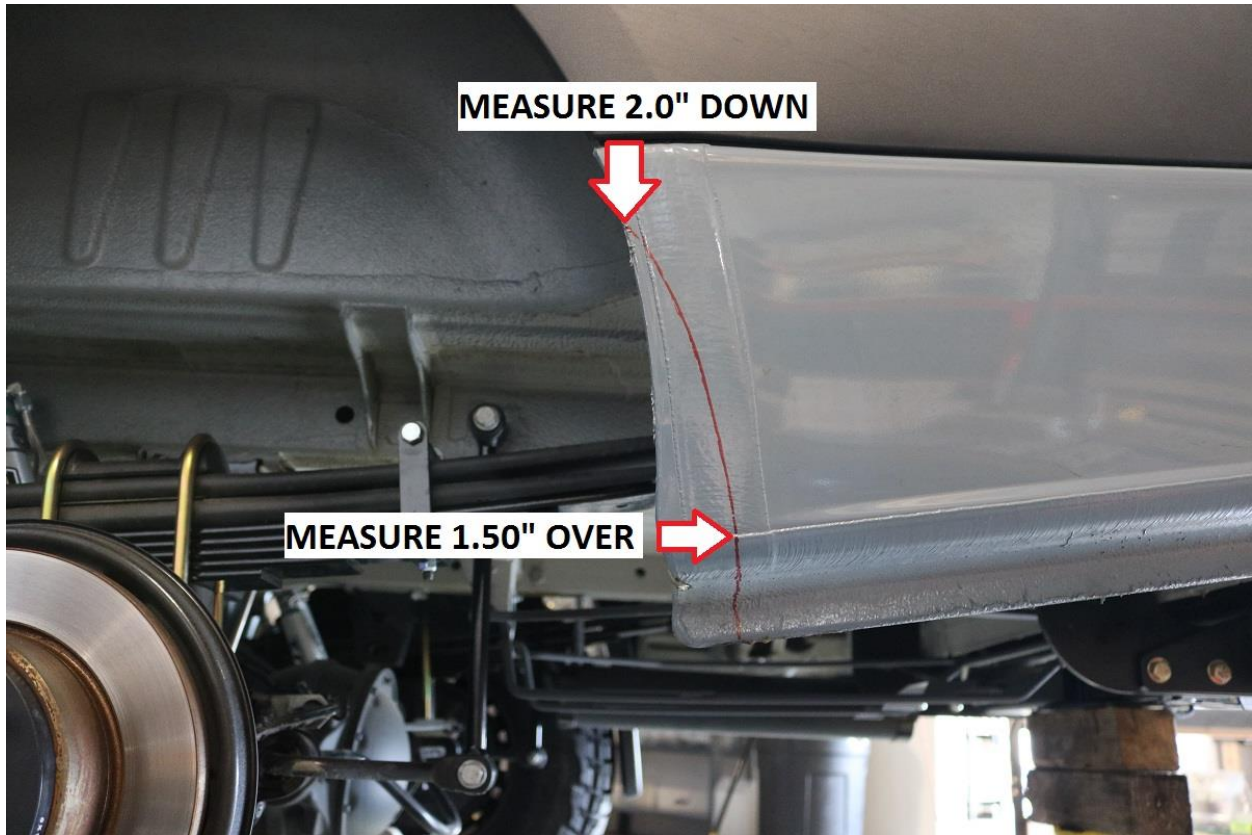
- 45) Note; fitting of 315/75/16 or equivalent 35" tall tires requires the purchase and installation of 4063 Van Compass Big Tire Mudflap Bracket Kit.
- 46) The photos and instructions outlined below documents trimming for fitment of 35" tires, less trimming could be done for smaller tires.
- 47) Remove the rear mudflap by removing the two T-25 torx screws securing the mudflap to the rear fender.



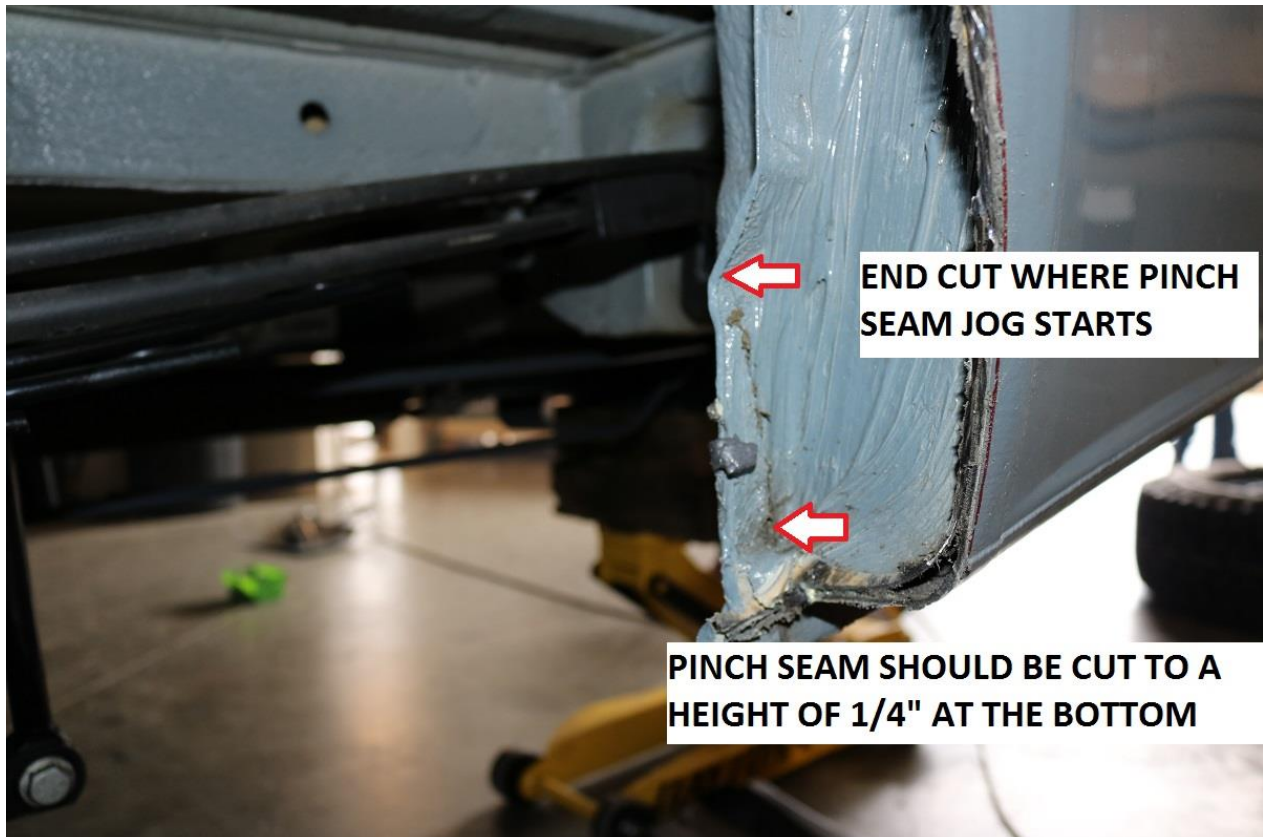
48) Move to the back inner side of the mudflap and locate the 10mm nut securing the mudflap to the vehicle. Remove this nut and remove the mudflap.



49) With the mudflap removed, measure 1.5" back on the rear of the rear fender. Measure 2.0" down from the bottom of the plastic body molding. Mark a gentle arc using the image below as a guide to mark a cutline.



50) Using the line marked above as a guide, cut the fender using a 4-1/2" angle grinder with cut off wheel.
c. Once the outer portion of the fender is removed, cut the inner pinch seam as shown below.



51) Sand smooth any rough cut edges and paint any exposed areas of metal to prevent corrosion. Below is an example of the finished cut fender prior to painting.

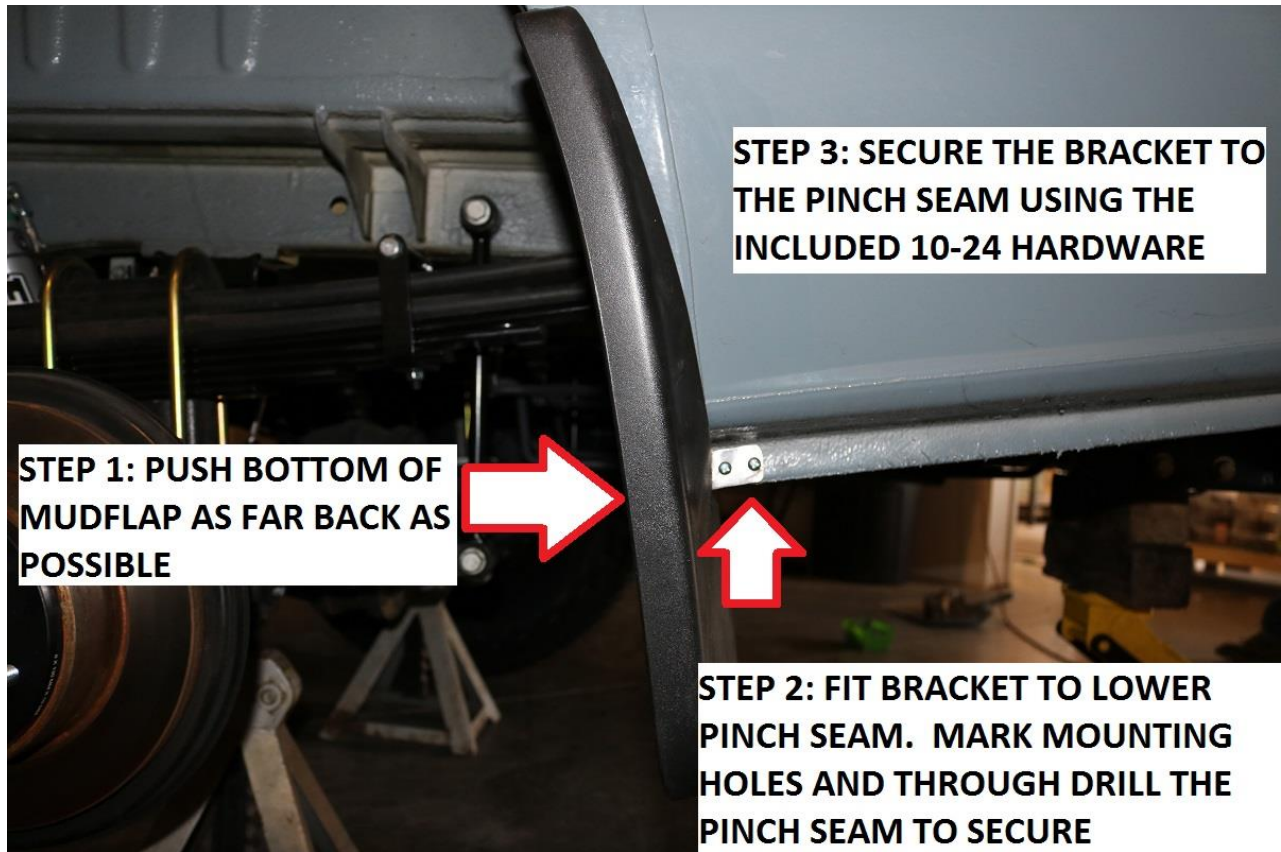


52) Trim the rear mudflap as shown in the image below. A pair of tin snips or quality scissors works well for trimming the mudflap.

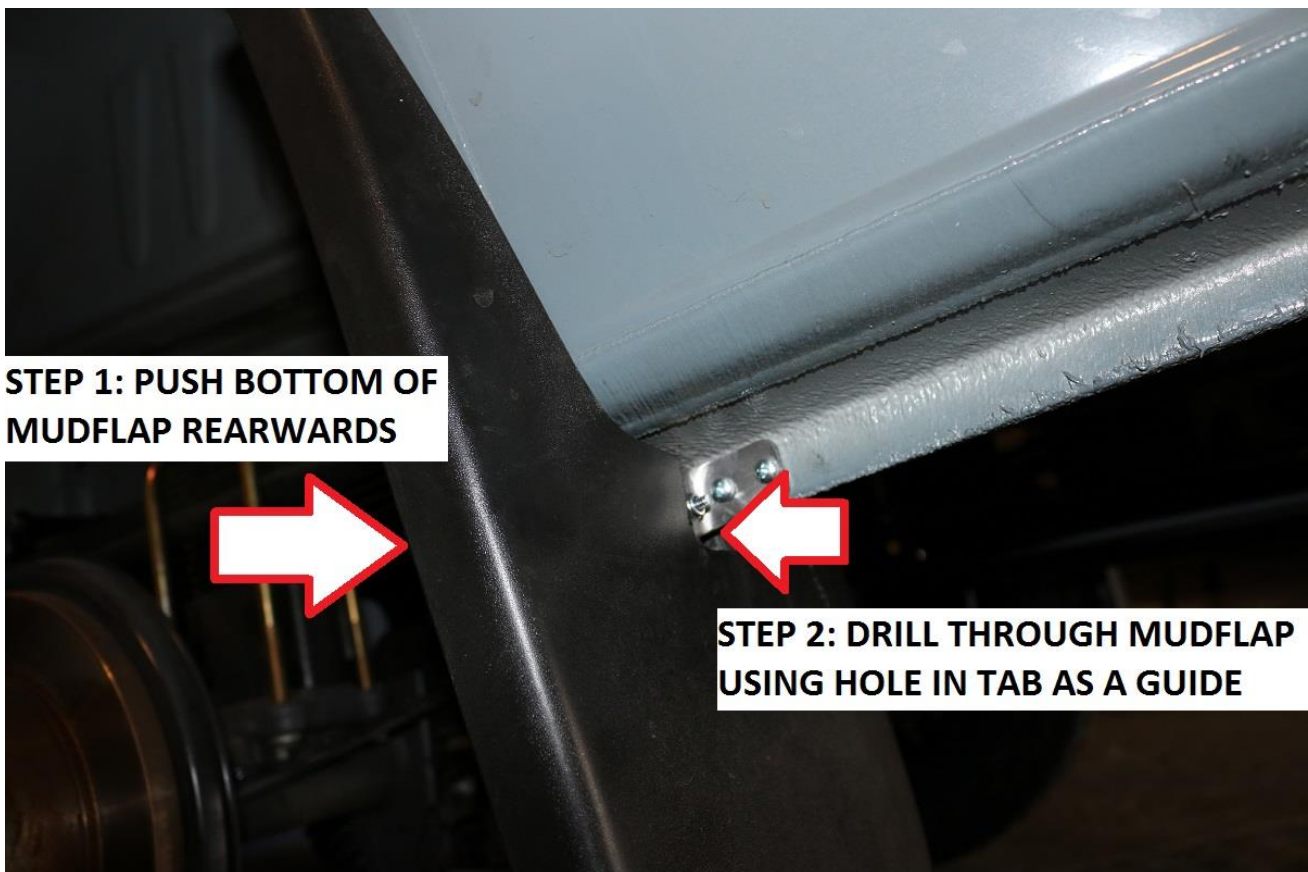




- 53) Clean up any rough cut edges of plastic with a file or sander. Bolt the mudflap back on the vehicle using the 10mm nut removed in step 43.
- 54) Once bolted onto the vehicle, push the bottom of the mudflap back as far as it will go.
- d. Fit the new mudflap bracket to the pinch seam as shown in the image below. Fit it so the front tab of the bracket touches the mudflap.
 - e. Follow the steps outlined in the image below to fit the rear mudflap bracket to the vehicle.



- 55) With the bracket bolted in place, drill through the hole in the bracket which is contacting the mudflap. Use a 3/16" (5mm) drill bit.
- f. Use image below for reference.
 - g. Once hole is drilled, secure mudflap to bracket using the included 10-24 hardware.



56) Now the bottom of the mudflap is secure. Use one of the self tapping screws to secure the top outer corner to the inner lip of the rear fender.

h. See images below for reference.



SELF TAPPING SCREW INSTALLED.
MUDFLAP RELOCATION COMPLETE



57) Re-install wheels / tires and lower van to ground. OEM torque spec for wheel studs is as follows:

- a. 2500 SRW: 177-187 ft-lbs (240-250 N.m)
- b. 3500 DRW: 140-150 ft-lbs (190-200 N.m)

58) Torque the lower shackle bolt and front leaf spring bolt to 100 ft-lbs (135 N.m)

59) Torque the U-bolt nuts to 125 ft-lbs (169 N.m)

60) Once on the ground and sitting at ride height, adjust APS as needed for optimum ride height & ride quality.

61) Double check all torque specs after 100 miles of driving.

Installation is Complete

RELEASE OF LIABILITY

I, the customer, do hereby release and forever discharge Van Compass LLC, their agents, employees, successors and assigns, and their respective heirs, personal representatives, affiliates, successors and assigns, and any and all persons, firms or corporations liable or who might be claimed to be liable, whether or not herein named, from any and all claims, demands, damages, actions, causes of action or suits of any kind or nature whatsoever, whether known or unknown, fixed or contingent, which I now have or may hereafter have or claim to have, as a result of or in any way relating to the following: Parts sold & installed by Van Compass LLC or parts sold & installed by end-user; any parts sold online, any parts sold online or installed by a re-seller, any parts installed by an installation shop.

It is understood and agreed that this payment is made and received in full and complete settlement and satisfaction of the aforesaid actions, causes of action, claims and demands; that this Release contains the entire agreement between the parties; and that the terms of this Agreement are contractual and not merely a recital. Furthermore, this Release shall be binding upon the undersigned, and his respective heirs, executors, administrators, personal representatives, successors and assigns. This Release shall be subject to and governed by the laws of the State of Idaho.

PRODUCT SAFETY WARNING:

Van Compass LLC strongly recommends the installation of products be done by a certified mechanic. If this does not occur, be certain the person(s) installing the product read, understand and follow all instructions and warnings pertaining to the application before installation. Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Van Compass LLC product purchased. Mixing component brands is not recommended.

Installation of suspension lift kits or any other lifting kits or devices will raise the center of gravity. For this reason, Van Compass LLC urges that extreme caution be used when encountering driving conditions which may cause vehicle imbalance. Furthermore, the driver's field of vision and judgment will not be as good due to the height of the vehicle. Due to the installation of larger tires, the speedometer will read slower than the actual speed being traveled and more distance will be required to stop the vehicle. It is the owner's responsibility to caution and warn any potential driver of the vehicle about these driving and handling conditions. Van Compass LLC will not be held liable or responsible for damages or personal injuries resulting from the use of lifting devices and or related products. The tires and rims should be changed to sufficiently increase the vehicle's total overall width and stability to help accommodate lifting devices.

Van Compass LLC aftermarket suspension products and accessories modify a vehicle for uses which exceed conditions anticipated by the vehicle manufacturer. The uses include the high performance demands required during off-road. These conditions vary in the degree of extremity and cannot be controlled by the vehicle or product manufacturer. If the components within the suspension system or accessories become worn due to frequent and/or extreme use, the safety and reliability of the vehicle is at risk. The maintenance of aftermarket equipment to ensure the vehicle occupants safety is entirely your responsibility. Do not purchase Van Compass LLC products unless you are willing to accept this responsibility. Do not install any Van Compass LLC suspension products or accessories unless you feel competent at installing the product without causing present or future injury to yourself or other vehicle occupants; seek an authorized installation center.

Most states have some type of law limiting vehicle height. The amount of lift allowed, and how the lift can be achieved, varies greatly. Several states offer exemptions for farm and commercial registered vehicles. It is the vehicle owner's responsibility to check state and local laws to ensure that their vehicle will be in compliance. Van Compass LLC reserves the right to make changes in design, materials and specifications as deemed necessary without prior notice and without assuming obligation to modify any product previously manufactured. Obligation or liabilities will not be assumed with respect to similar products previously advertised.

This Release of Liability and Product Safety Warning has been read and fully understood by the undersigned and has been explained to me.