Sprinter source forum

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Replies 29 Views 3K. Yesterday at AM Kajtek1. Looking for OEM parts, any ideas? Replies 27 Views 3K. Yesterday at AM Leveraword. Leaking fluid inner rim rear passenger wheel and rumble strip noise. Replies 6 Views Monday at PM imsebastian. You must log in or register to post here. Top Bottom. Forums New posts. What's new New posts. Log in Register. What's new. New posts. Log in. For a better experience, please enable JavaScript in your browser before proceeding. Sprinter Talk. Events Post upcoming events hopefully related to Sprinters. Threads 53 Messages 1K. Friday at AM Kajtek1. Scanners Threads Messages 5. Threads Messages 5. WiTech Micropod? Filters Show only: Loadingâ€¦. Sticky Wheel bolts. Replies 53 Views K. Feb 17, smittylube. Aqua Puttana Feb 10, Replies 0 Views Feb 10, Aqua Puttana. Replies 16 Views 89K. Feb 7, J T Ruth. Sticky Click no start- some tips. Eric Experience Aug 28, 2 3. Replies 56 Views 63K. Feb 5, tonyinmemphis. Aqua Puttana Feb 5, 4 5 6. Replies Views K. 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Family of 3 - Can't decide between " and ". Replies 26 Views Yesterday at AM Sgtdice. Replies 53 Views 2K. Yesterday at AM JoeyB. Starter Motor issue. RonGos Sunday at AM. Replies 11 Views Monday at PM Aqua Puttana. Replies 1 Views Monday at PM Brad What did you do to your Sprinter today. Replies 5K Views K. Monday at PM doctorzaius. Replies 58 Views 7K. Monday at PM k-fin. Backup alarm toggle switch. Pharkas Mar 6, 2. Replies 20 Views 3K. Monday at PM Jonquin. Redirect Battery to Battery Connection Sprinter. Fantastic work light from harbor freight. Monday at PM Kajtek1. Redirect Sprinter - check engine. You must log in or register to post here. Top Bottom. Forums New posts. What's new New posts. Log in Register. What's new. New posts. Log in. For a better experience, please enable JavaScript in your browser before proceeding. T1N Talk. Filters Show only: Loadingâ€¦. Sticky Part It Forward - Karma. Midwestdrifter Oct 23, 4 5 6. Replies Views 21K. Replies Views 31K. Friday at PM autostaretx. Aqua Puttana Nov 9, 5 6 7. Replies Views 46K. Jan 18, sikwan. Aqua Puttana Sep 8, 2. Replies 28 Views 10K. Dec 16, Kajtek1. Sticky T21 Emissions Recall Notice. Replies Views K. Oct 10, sebtown. Aqua Puttana Jan 11, 2. Replies 21 Views 53K. Dec 30, Aqua Puttana. Sticky Fuel System, Operating Info from other sites. Aqua Puttana Dec 21, Replies 3 Views 9K. Apr 9, BonesRN. I'm happy with that! Replies 33 Views T1N Heater blower resistor, drama in the Baja. Replies 7 Views Locking Diff. T1N What's it take to do? HuckFinn Feb 8, 2. Replies 22 Views 4K. Midwestdrifter Aug 24, 2. Replies 23 Views 1K. Today at AM Midwestdrifter. Replaced windshield leaking. Skatefrench Today at AM. Replies 0 Views 9. Today at AM Skatefrench. Hard time

better. The higher the number, the lower the gearing. A NCV3 Sprinter with the low range option has a crawl ratio of The revised AWD, with no low range and the new 9-speed will have a crawl ratio of In order to fit the transfer case and required hardware, the chassis of the Sprinter had to be raised. This is accomplished by 4-inch subframe spacers in the front and 3. This is the same sort of lift that your high school classmate Chet put on his Chevy pickup. Axle blocks significantly increase axle wrap. You gain no additional clearance under the van over a 2 wheel drive model. However, the bumpers are mounted higher and you do get improved approach and departure angles. In order to get a reasonable driveshaft angle, the transfer case is clocked down. It sits very low with no protection. We think Mercedes-Benz may reduce the overall height but could gain ground clearance by revising the low-hanging transfer case in the current model. Our sources in the Sprinter division of Mercedes-Benz indicated the significant amount of warranty claims on the existing AWD system prompted a complete redesign. It sounds as though there is disagreement between Mercedes-Benz and the third party provider Oberaigner over who will pay for the replacements. Magna Steyr was tapped to aid in development. The newly redesigned system will be automatic with no user-intervention required. The noise is inherent in the design of the differential, so it will always be present. Whether or not you can live with it will be a personal choice. However the cost to obtain one is more than that. The severity of price gouging has reduced significantly since the AWD Transit became available. As stated earlier, the new, in-house Mercedes-Benz AWD will cost less than the outgoing system, per a recent press release. This is likely due to the use of more insulation on the newer vans. Alternatively, wait for the newly revised Sprinter AWD. This article was prepared based on Mercedes-Benz press releases and technical articles found online. We believe the new AWD will likely address the issues in the older system. The revised system will feature permanently-engaged AWD, making the finicky engagement problems of the old system a thing of the past. Being an in-house system designed by Mercedes-Benz and Magna, it should be better integrated into the vehicle, reducing noise and vibration inherent in the current system. This will help the Sprinter in low traction situations and engine braking while decending on snowy roads will be more controlled. Fuel economy and range will improve as the modern design is more efficient. Finally, we would hope the reliability will be considerably better. Thanks for reading. No matter what you drive, be prepared and always carry recovery gear when venturing off the beaten path. Article by ADF Sprinters. Sprinter-Source Forums for all-things Sprinter Van. The standard 4ets system doesnt send power to the front wheels till the back spin to 20mph. The only way to overcome this is to apply the handbrake to transfer power to the front wheels. Mercedes told me not to use it on wet grass as it would spin!!! Again had to have a centre difflock fitted before it would tow a tailor on wet grass. The noise on a dry surface was horrendous as it would not disengage the difflock because it was wound up tight. I would by another with the difflock option as they are such a great looking vehicle and perform on the road well. Good to know Bill! The transfer case has planetary gears, so it seems like they would have to replace the transfer case completely. A company by the name of Offhighway Van has a prototype system but I believe the front motor is electric. There is so much room for improvement on the Mercedes system that I have to believe some smart engineer will come up with a system like the setups available for the Ford Transit. Planetary gear-sets are not complicated, they consist of a sun-gear, multiple planet-gears traveling around the sun-gear and a ring gear. Lock two sets of the three together and you have locked the diff. Driving the same speed with the same weight the because of different emissions stuff gets I dont see a difference in fuel mileage, noise level or anything in those sprinters. The 2 wd i bought as a crew van and it still is the i bought as an empty delivery van 2 seats metal wall no windows, that is now a full blown camper van for the family. And i have a few miles on it and i tried the 4wd in some snow and some mild off road and i am not unhappy with it. And also i got about 3 g off msrp and the promotion from mercedes was 5 y k miles bumper to bumper warranty and i got that on the 2wd and the 4wd the same â€¦. Video on it to come. The reason I wrote the article was to highlight some reasons why choosing 4wd on a Sprinter should be done with intention as there are some pitfalls. For some, the downsides may be worth it; not in my case though. Maybe a slight whine but no loud noises and no binding when you turn. I was lucky with mine and found it on a lot. Yes I agree the price can get out of hand but my cargo van with hardly any options stickers at and I got it for I have pulled many many vehicles out of the ditch. Tires make a big difference with any vehicle. Body lift? The entire suspension is lowered down just like any i. This lift allows you to clear 33in tires stock. Bigger tires are the only way to get more ground clearance on any vehicle including solid axles. Portal axles are the only exeption. Not sure where this comes from but i guess i have never owned a 2wd sprinter. Thanks Chris for your insight. I definitely agree that 4 wheel drive adds capability. The point of the article was to somewhat distinguish what you get when you order, say, a Toyota 4Runner, versus the system

used in the Sprinter. As for the body lift, you are right. The rear lift comes from leaf spring lift blocks. The front lift comes from a subframe spacer. Resale value is excellent. Until Ford releases the 4 wheel drive Transit in , there is no other factory option other than Sprinter. Thanks for the article Ken. I have a Crew tall roof, 2wd. Also- thanks for all of your blogging and youtube videos! All very informative and inspiring as I work on my slow-paced build-out. In any event, thank you for the feedback and kind words! Enjoy that van of yours. I bought a Transit that was in an accident on the right side. Only need the front wheel assembly which would cost a fraction of what he is trying to charge. I have hear great things about Quigley and how they work with their customers when their is a problem or accident. I would highly recommend Quigley and no one should ever buy from Quadvan. Thanks for sharing. We will see how much longer they can stay in business with practices such as that. Another thing about Quigleyâ€in your packet of materials you get a complete list of all the parts, including part numbers, that were used in the conversion. Only a handful of them are Quigley specific. It is an AWD system. One reason why we went with transit quadvan over sprinter. First off, thanks for the article. Second, you missed a few key points:. Regeneration occurs when the onboard computer senses soot build-up in the DPF, and begins pumping extra fuel into the engine in order to raise the exhaust temperatures to F to burn up extra exhaust soot and volatile compounds. Mercedes does not warranty repair this if they can assign the blame to you for improper use of the sprinter. The Sprinter? Honestly the MB was never on my radar. But the quality problems of the Promaster and the Transit led me to believe I will get better service from the Sprinter. The latter is common to ANY gasoline direct-injected engine, not just the Ford. When you choose one of these vans you really do have to pick the lesser of the evils. I personally would rather my van needed external exhaust sensors replaced than it needing the heads pulled or transmission overhauled. Where in the MB Sprinter manual say not to idle them? I have a Sprinter with an adjustable idle so I can set it higher than the standard idle speed. The manual mentions that if you idle or stop and go a lot that you should then drive it on the highway for 35 mins. I believe that was all it said about idling. Hi, Ourkaravan, What do you think about upcoming Transit? Its engine is still direct injection, right? Would you buy one over Sprinter? Unfortunately for us, not with AWD though. That would be the dream-team setup for me. And yes, I understand the new Transit engines will have dual injection. That eliminates one of my biggest concerns with the pre Transits. OH, when I googled it a van came up for some reason. That does look like a beast. Be sure to let us know if you get one! So how about with our transit we simply raise and add some beefy snow tires for over here in Hood River, OR. Already stuck once in the sand and has us worried with no weight in the back. Tough call! It is a tough call. I have a very nicely built 2WD van for the same price or less! I would not spend the money unless you know you need it. Big Bill. Could you please tell us a bit more about the oberigner center diff Lock. Any opinions? Having some drive to the front wheels is helpful in snow, and the fact that the center diff is not lockable means the traction control continues to operate even when in 4WD, which is a good thing. You might be better served by the Transit AWD. However in difficult situations the open differentials will send power to the wheels with the least traction. I now have a 2WD Diesel, and took it into the snow this past weekend the first time. I ski a lot. I hate regular cable chains where you have to virtually crawl under the car, so I got myself a set of Spikes Spider hub chains. Putting them on take less than a minute, and I guarantee you can keep your hands clean. There are other manufacturers like Koenig. Friend of mine with a 2WD has those, and is very happy. Those moments where you drive to town, but there really is no snow, so you have to take the chains off for 3 miles of driving on asphalt. Or when one of the chain elements broke because I had not adjusted it right, and the chain was rattling which possibly damaged it. I had to change my weekend plans and missed out on a day of snow. It was very stable, and the only time when I noticed the difference to 4WD was going up hills when I felt the back slowly pushing to the side, and on curves when I took it with 35 mph and had to slow down. Other than that, I felt really comfortable. There was never any moment where I felt that the 2WD would suddenly swing around. I am getting about 20 mpg on the 6 cylinder Diesel on the freeway, and the drive is real smooth. But the price is the major factor. I did not want to give up on some of the really cool Premium Plus features that the offers, such as adaptive cruise control. It is almost like autonomous driving which is so valuable on congest California freeways and even stop and go. Or the really cool degree camera. Would I would like to have a great 4WD? Would I be willing to give up the nice features in order to afford it. No, I really cannot afford that. So, I will keep dreaming of a future when the Sprinters come with an upgraded 4WD technology, and I will be able to afford it. We will get real Three Peak Winter tires for the season, and it will be even better. Thanks Michael for your experience with the van. Like you, my past vehicles have all been 4WDs. But so far the 2WD has not held me back one bit. Great article! Hopefully it wakes some people up to the fact that not all 4 x 4 and AWD systems are created equal. Also would be

nice for people to realize that asking a van to perform well in adverse conditions or off-road places is probably not going to happen and may easily lead to trouble or even disaster. The troublesome Ford speed tranny is the subject of a class-action lawsuit. To those foolish enough to purchase it, I say good luck. I hope notâ€¦heading that direction. Transit and an extended warranty here we come. Not that I plan to do a ton of off-road driving, but where I live it is useful every now and then. The factory is building it this month and I should have it by the end of the year. I appreciate the blog and I plan on using some of the same elements in my build. Some good shocks help the rocking motion quite a bit. Enjoy your build and good luck! Hey I have a sprinter crew with the 4 cylinder Diesel and have done all of my own conversion. I will also note that I have watched most of your videos and I like what you have done and have copied more then one of your ideas. Thanks Paul. I want to get the transit with the 2. Quick addition to my previous snow experience. We decided to invest in a set of dedicated snow tires Bridgestone Blizzaks. I had also weighted down the back with lbs. Result: On snow packed surface, no chains were necessary. Technically, I would have to put them on, but I just kept driving since there was no chain control. I had no problems. The only problems I had was uphill in slushy snow and on the icy parking lot. The traction control did its job and slowly moved us forward. The other part was making a turn where I had a brief moment of slipping, but gained traction quickly thereafter. My summary: 10k is an awful amount of money, but it is an expensive vehicle already. Part of me thinks that I should have made the investment of 4WD, just to have the option. I feel some remorse as well, but I remorse Mercedes not making a better 4wd system. The noise, vibration, lack of a locking center diff and the torque split are all deal-killers for me. Thanks Hiki for the comment. But in looking through the comments I see it was mentioned before. Even though my other 4WDs have had locking center and rear diffs, I could live without those. The Sprinter is only 4WD up until the point it gets stuck, then all it can do is transfer power to the wheels with the least traction and try and overcome that with the brakes. Oh, and the astronomical price tag. Sorry, rant over. Enjoyed your comment! Great article and some really good comments. I own a 4X4. I live in Calgary, Alberta, Canada where we get real winter. I primarily use the van for outdoor pursuits and backcountry access, whereby I am frequently on old logging roads, in unplowed situations. As such, I need any advantage a quasi-4X4, or otherwise can provide. In my opinion, this is a vehicle that is a cargo and people hauler, not a crazy mud-bogging off roading machine. Its a lighter duty luxury cargo hauler. What we are talking about it simply our preferences and making a choice based on the best available info at the time, and frankly dealership reputation, and overall likability. Thank you again Our Kara Van! I really appreciate your carefully crafted and well thought out videos. Well done!! Thank you, I appreciate the thoughtful comment. I also appreciate having some positive feedback on the system. Having some pull from the front tires does help stability in the snow. The issues described above are revealed as traction disappears and the torque split and the three open diffs center, front and rear are unable to move power where needed to free a stuck vehicle. The goal is to never be in that situation, right? You live in a beautiful place. Thanks again and enjoy your van! So when MB released the Sprinter with factory 4wd I knew that would be the van for me. I was initially shocked at how poorly it performed in the snow, but soon realized that the stock tires, though rated 4 season, are absolute junk. The best part is that we engage 4wd at first snow of the year and take it out in the spring. Because of this, IMHO, shift on the fly is not necessary, this took me awhile to accept. Comparing to traditional 4wd is like apples and oranges. Thanks for the videos of your build, I have tackled a number of projects on my van with confidence because of them! Cheers from Southwest Colorado! Mike, thanks for the comment and I am happy to hear the van is working well for you. I agree with leaving it in 4wd for the winter, as you will avoid that situation where find yourself stuck and unable to engage it. A friend of mine found himself in that situation his first winter with his van and has been using your method ever since. The NVH noises are more pronounced on some vans than others. I almost purchased the AWD Sprinter. I much prefer a system like that found in the Crafter and would have bought it in a heartbeat if it were available here in the U. Great article. The van stopped as I hit the deeper snow and shortly thereafter, the right rear wheel began to spin. I figured that the drive train logic would brake the spinning wheel, move power to the other wheels and soon discovered that was not the case. The van was stuck, and due to the open differentials front, intermediate, and rear, all the torque continued to be sent to the spinning wheel. Next time, I would probably cinch down the handbrake to stop the rear wheels before getting out to install the chains. But, I got out and installed the front and rear chains I carry and drove right out of the snowâ€¦but I am convinced that I could have done the same thing in my 2wd Sprinter. Afterwards, I studied the Mercedes system more thoroughly and discovered that it was nothing like the 4wd systems I am used to in my Jeeps. If anybody makes an aftermarket locking intermediate or rear differential option, I will buy it and install it to improve the

performance of the vehicle. That changes when you put the van in slick conditions, when the tire with the least traction is where the power goes. Take care! Especially, since the great 2. There are other good ones too 2. Never get stuck again. Hi Pat, thanks for the message. I plan to do the shocks at a minimum, and I have had my eye on that kit as well. Thanks for visiting and for the comment. And be sure to shoot me a photo when you get the lift. Hi Ken, awesome article, thank you. I drive a 2wd Transit. That plus a van compass 2. A locked rear adds a good amount of capability. Ive climbed some hills in my 4Runner with the rear differential locked, made it to the top and realized later I never had it in 4WD. Would you think the 4-cyl would work just as well for a built out WB? Our build weight will be about lbs, and payload about when all tanks are full, fridge is full, two adults and a lb-ish dog and professional camera gear for us both. Appreciate your feedback on this! Hi Brenda, the 4 cylinder is great. I would have no concerns with a Much appreciate your detailed review and analysis. I offer a completely different conclusion. And my shopping experience was not the same as yours on the purchase. This discount was not due to poor sales or excess, unsold vans sitting on the lot, my dealer sold Sprinter vans in June so they are flying out the door as fast as they can get them. Hi Craig, I appreciate you sharing your experiences with others. I noted in the article that since the introduction of the Transit AWD, Mercedes has been more willing to deal on the Sprinters. The non-locking, torque split transfer case is one place we will have to disagree. That was after I drove up just fine in 2WD. Again, I appreciate you commenting so others can consider what has been written. Hope to see you back regardless of our differing opinions! Thanks Ken for your reply. If it were me as soon as I got in the van and was planning to drive on snowy or muddy roads, flat or hills, I would engage the 4 WD not wait for a hill or until the back tires are spinning or stuck. Hi Craig, in the case of the family stuck in the snow, it was already in 4wd when I started helping. However the entire time we were rocking it to free the van, never once did a front tire spin. I will say not all the vans have the extreme vibrations and droning, but many do. Take care and I hope you enjoy the heck out of that van Craig. That was a very interesting read, Sprinter would be my preferred choice as the aftermarket parts selection seems superior to that available for Ford or VW. That leaves the Sprinter or the VW Crafter. No one can tell me if the Euro version of the Sprinter has these problems. I found mention that Euro versions have might have 1,2 or 3 locking differentials. I understand your concerns with the VW engine, however the 4Motion system is good. Seems plausible. Not really. The company Iglhaut does amazing conversions but they are insanely expensive. I think we will see more conversion options in the US in the future. So happy to come across this article and all the comments. Really appreciate the time you spent explaining the pluses and minuses. Do you think you would buy new or would you look for a used model? I know how important having a good owner is to maintaining these vehicles. All the best! Hi Robato, the van is my first-ever new vehicle. I bought new for several reasonsâ€"Sprinters retain their value very well, especially now that everyone wants one due to the pandemic. I also had trouble finding one that was in sort of condition I was looking for. If you tend to keep your vehicles a long time, I think buying new makes a lot of sense. I plan to keep mine for a very long time, and maintain it as such. Check out sprinter-source. They use the excellent 7-speed transmissionâ€"the V6 Sprinters of the same year used the archaic 5-speed auto. All the new VS30 diesel Sprinters have the 7-speed. Be on the lookout because in the 2. Basicly this article has nothing to say except that you got paid by Ford or Quigley etc to make this article. Third obviously you may get the Iglhaut for better performance. Fourth the Quigley test Transit vs Sprinter is a joke and faulty, how can anyone compare any two cars in offroad when one has road tyres like Sprinter and second has All Terrain Tyres? Is the Quigley system so bad that they must cheat on? As a campervan with very high roof and easy rollover possibility this system was designed to be a compromise which many people dont understand at all. I have to be negative on this article as it is not constructive at all plus using the cheat movie from Quigley already shows in which direction it goes â€" Paid Directive Advertisment. I correspond with Sprinter owners on a daily basis, have lots of friends with these vans, and all their experiences exactly corroborate with what is written here and backed by similar discussions on online forums such as sprinter-source. I have a Sprinter and love it. We can all benefit from modernization and a redesign of a system that has known issues. Then we had him back down and try in 2WD, and surprisingly he made it with far less effort, and the van did not stop at all on the hill. Then the ABS system attempts to brake the spinning wheel s. Then the power flows to the next wheel with the least traction, due to the open diffs. So the system is continually braking different wheels as the power shifts around to the next wheel with the least traction. Inexcusable that the van would perform better in 2WD than 4WD. Sprinter does the opposite. I look forward to Mercedes coming up with a better system. Skip to content. Updated February 5, AWD Ford Transit. Does this Sprinter transfer case look like an after-thought to you? Jim 16 Apr Reply. Ken, can you elaborate on the noise? Big Bill 3

Jul Reply. Thanks Mark. Harry 17 Jul Reply. Bill 30 Sep Reply. Hey Bill Which center difflock did you use? Peter Zila 3 Aug Reply. Mark 23 Apr Reply. If I need AWDâ€¦. I might as well use my Subaru Outbackâ€¦. I imagine that the 4WD Mercedes gets worse fuel economy as wellâ€¦. ChrisG 27 Apr Reply. Portal axles are the only exeption Noise? Bob Murnane 17 May Reply. Everell Thayer 1 Jul Reply. Sven 28 Jan Reply. Bryan Meyer 2 Jul Reply. Mark 11 Aug Reply. Hi OurKaravan, First off, thanks for the article. Thanks for the comment. K

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evin D 21 Nov Reply. David W 22 Aug Reply. Dave S 27 Aug Reply. What about the Iveco Daily? Is it based on the Crafter? Dave S 31 Aug Reply. Jayson 6 Sep Reply. Guy 21 Oct Reply. Greg Dufour 22 Oct Reply. Michael Bechauf 2 Dec Reply. Paul 22 Nov Reply. Jared 7 Dec Reply. Michael Bechauf 16 Dec Reply. Hiki 28 Jan Reply. Shawn Rennick 29 Jan Reply. Mike Shredsalot 19 Feb Reply. Thanks for the kind words and hope to see you back on ourkaravan. Phil 7 Mar Reply. James MacLeod 19 Feb Reply. Fantastic article. Greatly appreciated. Donny Wurster 14 Apr Reply. Thank you Donny for taking the time to write. Glad you got out! Bruno 11 Jul Reply. Brenda 12 Jul Reply. Craig G 15 Jul Reply. Rob 6 Nov Reply. Judd Partridge 11 Nov Reply. Robato Kun 22 Nov Reply. Bennie 15 Dec Reply. Thank you a thorough and unbiased review of both systems. Chris 7 Jan Reply. Leave a Reply Cancel reply Comment. Enter your name or username to comment. Enter your email address to comment. Enter your website URL optional.