

REAR DAMPER CONVERSION KIT

RS1 - SUITABLE FOR QUARTER ELLIPTIC SPRIDGETS

FITTING INSTRUCTIONS

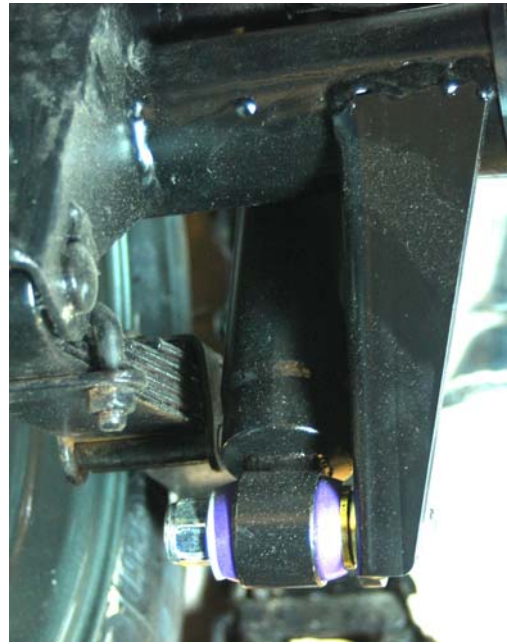
Note: This conversion requires new brackets welding to the axle for the lower damper mounts. If you are in anyway unsure about undertaking the welding yourself, please have it done by an experienced welder.

To install:

1. Jack the car under the axle and support the body with axle stands. *Note:* Always place chocks under the front wheels and ensure that the car is safely supported on the axle stands.
2. Remove the wheels.
3. Remove the lever type dampers and the check straps. These are no longer required as the new dampers will also become the check straps.
4. Cut off the existing axle-mounted damper location brackets which are welded to the axle. Carefully remove all traces of weld and clean up the area ready for welding the new brackets.
5. Extend the new dampers and locate the top off-set eye through the two upright plates where the original check strap bolts went. The damper should be off set towards the middle of the car. Pass the new bolts through both the body and the dampers but do not fully tighten at this stage.
6. Bolt the special machined bolts to the bottom damper eyelets and locate on the new damper mounting plates
7. Now support the axle and raise it up so that the distance between the top of the bump stop on the axle and the bump stop plate on the body above the axle is 90mm.
8. With the axle supported at this height, extend the damper to its full extent and offer the new damper mounting plates to the axle, locating the damper in the most upright position possible. When you are satisfied that the bracket is in the correct place (see pictures overleaf) make a couple of small welds to secure the bracket to the axle.



SIDE VIEW



REAR VIEW

9. Now remove the damper and lower bolt from the bracket before completing the welding.
10. When the new brackets have been fully welded in place and have cooled down, you should paint the brackets with good quality black paint like Hammerite Smooth or similar metal paint.
11. Now refit the damper and machined bolt to the new axle bracket then tighten the nuts securely.
12. Tighten the top damper mounts securely.
13. Check that all mountings are secure and safe then refit the wheels and test.

Note: The dampers are adjustable. We recommend starting at two notches and working up to suit your car and driving style. It is worth spending a little time to get it right.

HAVE FUN!!



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