

REAR DAMPER CONVERSION KIT

RS3 - SUITABLE FOR 1500cc RUBBER BUMPER MIDGETS

FITTING INSTRUCTIONS



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, check straps and lever type dampers.
3. With the jack still under the axle, just for support, undo the U bolts, one side at a time, and remove the damper mounting plates. Fit the new lower damper mounting brackets with the eye facing forwards and down.
4. Bolt the special machined bolts to the top holes of the lower damper mounting brackets and the dampers to the bolts.
Note: On 1500cc models, the exhaust system occasionally fouls the lower damper mount. This can normally be overcome by slackening the exhaust system joints and rotating the bend in the exhaust system to gain the required clearance. Retighten the joints.
5. Extend the dampers so that the top off-set eye locates on the new bolt fitted where the original check strap bolt went.
6. Measure the normal operating length of the damper. Now close the damper to its shortest length and calculate the difference between these two measurements. It should be at least 10mm greater than the distance between the axle bump stop and the body. This allows some compression of the bump stop. If it is less than this move the special machined bolts to the lower holes on the mounting brackets and check again.
7. When you are happy with the above measurements, pass the new bolts through both the body and the dampers. Locate the small angled bracket on the end of the top damper mounting bolt with the 2 holes against the bodywork above the damper. Remove the carpet inside the car. From underneath, drill through the 2 holes and bolt the bracket to the car using the small flat plate as a load spreading plate on the inside of the car. Tighten all damper bolts.
8. 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!!