

Rear Shock Absorber Conversion Bracket Kit

TR4A-6

Part Number: RR1402

These brackets mount to the inner wing and require minimal bodywork modification to be carried out. Ideal for road applications. Brackets take a little longer to install but do strengthen and stiffen the rear of the bodyshell and will cope with a greater variety of wheel and tyre variables. This kit may have to be used when an abnormal combination of wheels/ tyres are fitted. Kit contains fittings and instructions.

CONTENTS:

4	RR1402	WING MOUNTED BRACKETS
8	GHF222	NYLOC NUTS 5/16" FULL
8	GHF315	WASHER LARGE
8	BH605111	BOLT 5/16" 1 3/8"

ALSO REQUIRED

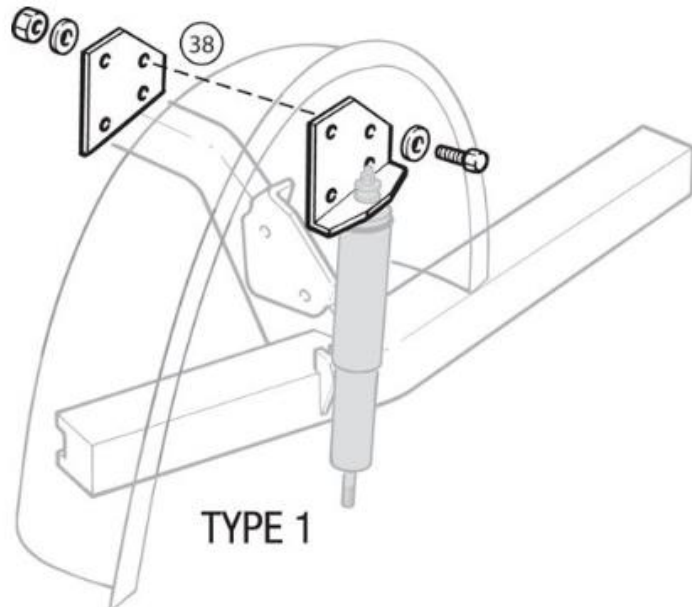
RR1401SPAX

OR

RR1401GAZ

OR

RR1401KONI



QUALITY PARTS AND ACCESSORIES



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INSTRUCTIONS

Before the car is jacked up and work commences – the relative height of the mounting bracket to your individual car must be ascertained, as per note overleaf. The bracket position must be adjusted to suit the different spring ride heights found on the TR4A-6 range.

NOTE: If the rear springs fitted at the present time are of the desired height then measure the clearance at point 'A' overleaf, before commencing the following work. If you are fitting shorter/longer rear springs, this measurement must be carried or allowed for in the positioning of the upper bracket.

This is required as the position of the mounting bracket is adjusted to ensure that the shocker absorbers are installed in the 'middle' range of their working length.

1. With the car in its normal working height measure point 'A' (with the cars weight on the tyres) Jack up the car and support it on stands, then remove the wheels. Remove the lever arm dampers and the links. Please contact Rimmer Bros as we may offer on the old core dampers.
2. Loosely assemble the shockers in position on the lower trailing arm. Repeat for the top into the outer plate.
3. Tension the trailing arm into approximately the correct height (using a jack), to ensure that the top bracket is installed into the correct position, (as per illustration 'A') and parallel to working arch of the Trailing arm.
4. Now centre punch the holes and drill into the inner wing panel using 11/32" drill. Be careful to remove the boot liner panel first and take care not to drill the fuel tank as well. Fit the bolts through from the outside.
5. Install the backing plates with the nuts/washers on the inside and tighten up. Now repeat for the other side ensuring the bracket is installed at the same height.
6. When installing the dampers do not over tighten the bushes, once compressed to 'cup washer size' that is far enough. Fit the locking nuts and tighten up.
7. Road test the dampers. Adjust damping rate accordingly.

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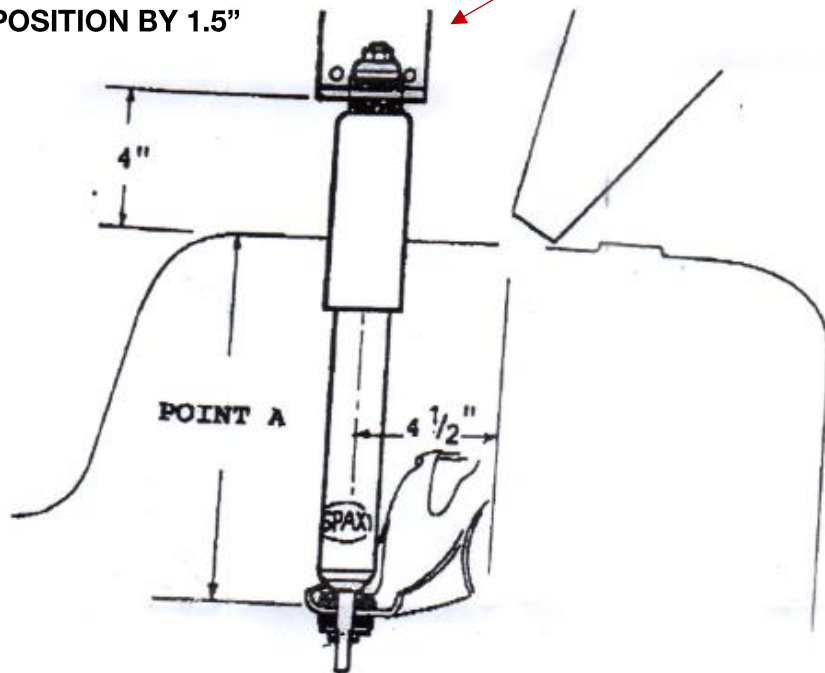
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RIDE HEIGHT – WITH CARS WEIGHT ON THE TYRES

- LOW = 8.5" RAISE PLATE BY 1"
- STANDARD = 9.5" STANDARD POSITION
- RAISED = 10.75" LOWER POSITION BY 1.5"

Mounting Bracket



ASSEMBLE THE DAMPER INTO THE TRAILING ARM – USE THE LOCK NUTS TO SECURE.

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