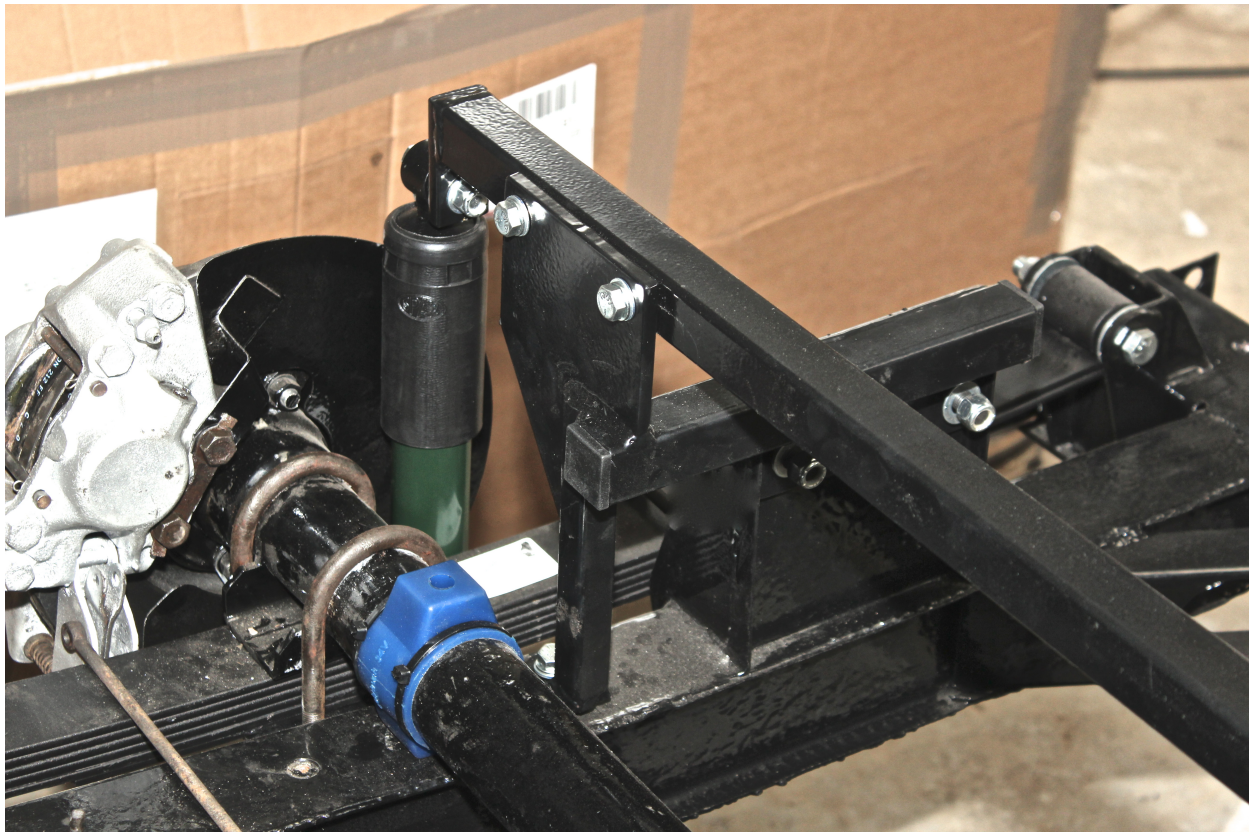


NOTES ON INSTALLING THE VERTICAL SHOCK ABSORBER CONVERSION

CAUTION: Before commencing the installation, ensure the rear road springs are in good condition and replace any worn or distorted parts. It is important that the rear springs are operating correctly otherwise this may place unnecessary stress on the new dampers. Support the chassis securely on stands. Under no circumstances should a car be worked on if it is only supported with a jack or inadequate stands.

1. Remove both rear wheels and then remove the lever arm shock absorbers complete with their link arms. Remove the lower spring plate by undoing the 4 nuts on the U bolts on either side.
2. Remove the front retaining bolt from the bump stop hoop which goes over the axle on both sides of the chassis.
3. Slide in the left and right hand fabricated brackets behind the existing shock absorber mounting plate on the chassis. See photo 1. Fit the original shock absorber mounting bolts using the new Nyloc nuts supplied but leave the nuts loose and do not tighten at this stage.
4. Next fit new 1"x 7/16 UNF bolts and spring washers to the brackets where they overlap the bump stop hoop. The bump stop hoop should be sandwiched between the bracket and the chassis on both sides. Again, do not fully tighten.
5. Install the cross bar with the end tabs pointing downwards and fit in front of the triangulated plates on the left and right hand fabricated brackets fitted in step 3. Retain the cross bar with 4 1"x 7/16 UNF bolts and spring washers. See pictures 1 & 2.
6. Now tighten all bolts to secure both fabricated brackets to the chassis and the cross bar to the brackets.
7. Fit bottom plates to the underside of springs using the 8 new Nyloc nuts supplied. See picture 3.
8. Fit shock absorbers using 1"x 7/16 UNF bolts and spring washers ensuring the adjusters are at the bottom and face outwards. If shields are fitted to the rear brakes, remove the knurled adjuster wheel to obviate clearance issues. Note the spigot is slotted and can be adjusted using a screwdriver if the wheel has been removed. Turn the spigot fully anti-clockwise to select its "softest" setting. Check the clearance between the shock absorber and the rear springs. Depending on the tolerances on your car, it may be necessary to fit spacers to adjust the gap at the bottom mounting.
9. Refit the rear wheels and road test the car. If the rear end feels too soft, turn the spigot clockwise by the same amount on each shock absorber until you reach a ride setting that suits you.



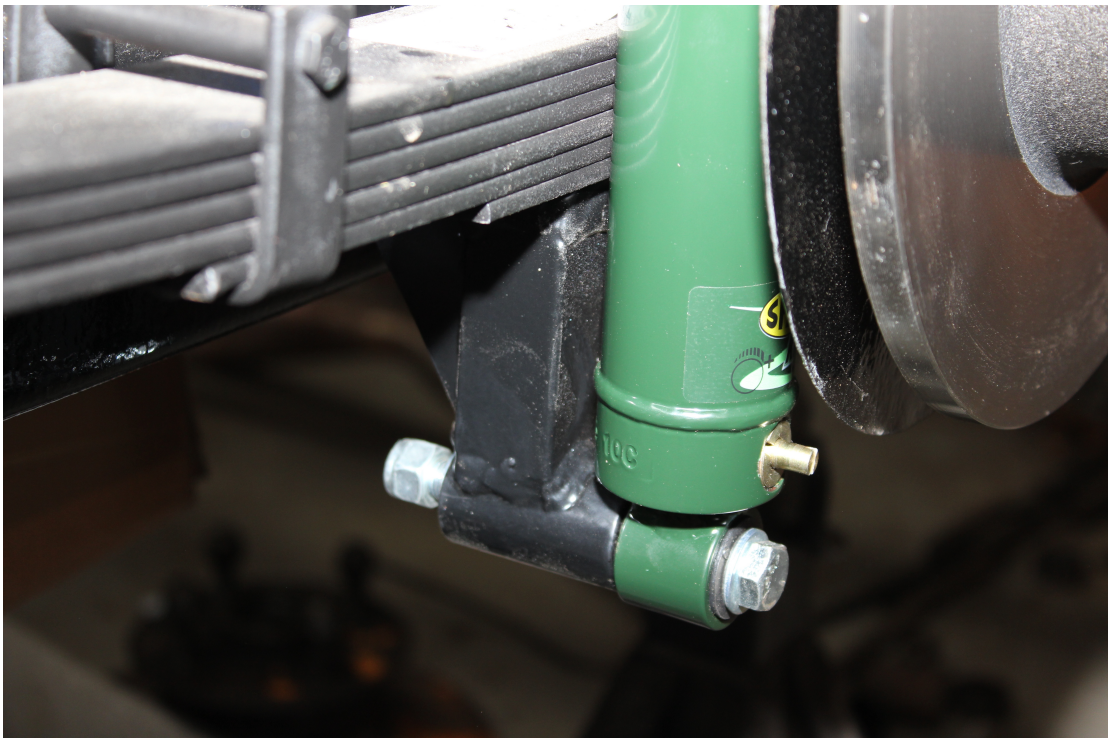
Picture 1. Note: The bump stop hoop has been omitted for clarity. Also see that the bump stop medium (blue) on this car is mounted on the axle tube rather than being moulded in the hoop itself.



Picture 2.



Picture 3. Shows bottom plate on rear spring



Picture 4. Shows adjuster spigot with the knurled adjuster wheel removed