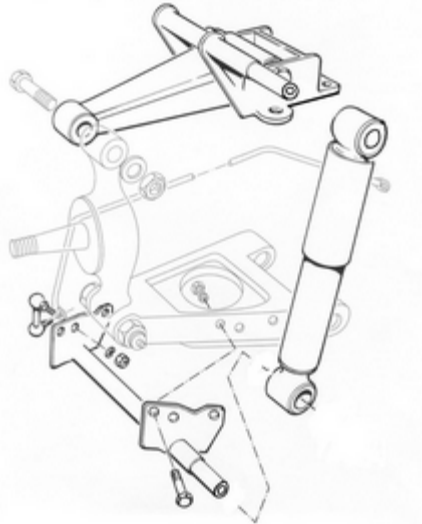


## FRONT SUSPENSION FITTING INSTRUCTIONS

Please read all the instructions before starting any work.



**ONCE FITTED YOUR NEW SUSPENSION SET UP SHOULD LOOK LIKE THE ONE ABOVE, WITH THE SHOCK ABSORBERS MOUNTED TOWARDS THE REAR OF THE SUSPENSION.**

1. Follow the workshop manual instructions for removing the old lever arm shock absorber, ensuring that the car and suspension are supported correctly. Take special care with the coil springs which can be dangerous if mishandled.
2. The new suspension arms have four mounting bolt holes for extra support. To fit, bolt the new top mounting bracket to the three existing bolt holes then drill through the fourth and use the supplied nut and bolt for this hole.

**Note:** On some models the brake pipe is mounted under the suspension arm instead of through the inner wing. If this is the case with your car you will need to move the pipe. To do this drill through the inner wing close to the suspension arm but not in a position that will foul the new shock absorber.

3. Re fit the top trunnion to the new top swinging arm (do not tighten the grub screw in the new top arm yet). Fit new top trunnion bushes if yours are worn.
4. Before tightening the king pin top bolt you should support the suspension arm with a jack to the point that the car's weight is supported on the suspension. This brings the suspension into a working position to tighten the bolt and prevents excessive load on the suspension rubbers making them last longer. Once the top trunnion bolt is tight then tighten the grub screw (note – use copper grease on this and all fixings).

*continued*

5. Bolt the lower shock absorber mounting bracket into place. This fits underneath and inside the original wishbone pan, and bolts onto both sides of the wishbone using the holes drilled for the anti-roll bar mounting plates. The anti-roll bar, if fitted, still mounts in the normal fashion. New bolts are supplied for this.

*Note:* When fitting in conjunction with reproduction wishbone pans, you may need to push the new lower bracket into place as the new pans are slightly narrower.

6. Place the shock absorber onto the two location points and turn the steering to full lock. This is to check that the brake pipe does not foul on the shock absorber. We have found some irregularities in the angle at which the banjo fixing is positioned on the brake caliper. If this is the case, slacken the banjo bolt on the caliper, reposition the banjo until the brake pipe does not foul the shock absorber then tighten the banjo nut. You will then need to bleed the brakes.
7. If you do not have this problem or have made the necessary alterations, you can now bolt on the shock absorber using the large washers and M12 bolts.

*Note:* The shock absorber mountings are shouldered to the correct length to prevent over tightening. Please do not attempt to alter this.

8. Having done all of this, ensure that all the nuts are tight and locking devices are in place.

### **Wheel alignment**

9. Having changed the top arm, the tracking will have altered so it must be reset but not to the original setting. The tracking must now be set to approximately 1/16" (1-2mm) toe in. It is vital that there is no toe out as this will cause the car to wander around.
10. Having done all this make your final checks and you should be ready to try it.
11. If the steering feels a little too sharp when testing the car, adjust the tracking to give a bit more toe in.

Take a little time to get used to it as it will be a new sensation.

**HAVE FUN!**



FRONTLINE DEVELOPMENTS  
9 STATION YARD, STEVENTON, ABINGDON-ON-THAMES, OX13 6RX  
PHONE 01235 832632 ♦ FAX 01235 833122  
EMAIL [info@frontlinedevelopments.com](mailto:info@frontlinedevelopments.com)  
WEBSITE <http://www.frontlinedevelopments.com>  
Frontline Developments is a trading name of Frontline Spridget Ltd  
REGISTERED NO 3043576

