

SSS101 FRONT DAMPER CONVERSION KIT

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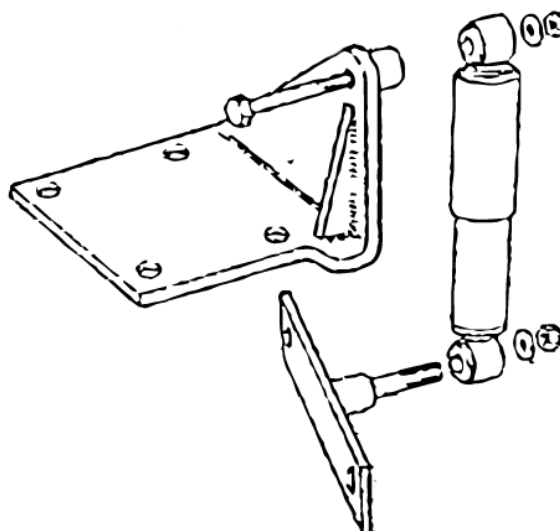
GENERAL INFORMATION

This conversion kit retains the standard lever arm damper to act as an upper wishbone (The damper valve must be removed).

The dampers are then installed on the rear of the suspension with the upper mounting plate fitted below the lever arm unit.

The new brake pipe fits between the standard mounting point and the caliper using the "P"-Clip to the subframe to ensure correct positioning.

The dampers as supplied are correct for a fast road car using standard rate springs, when being used with stronger springs for road use then the damping adjustment must be used.



INSTRUCTIONS

With the car supported on stands and the front wheels removed, ensure that the rear wheels are also chocked to stop any movement whilst you will be working on the car. Check the components list overleaf to ensure all parts are supplied.

The upper mounting plate is to be fitted below the lever arm damper unit, which has had the valve unit removed. The lower pickup plate is fitted to the rear of the lower wishbone arms.

UPPER MOUNTING PLATE

Support the king pin below the lower trunnion with a jack to allow the easy removal of the four bolts retaining the lever arm damper in position, loosen the valve nut at the lower front of the lever arm unit.

Remove the four bolts retaining the lever arm unit and swing the unit upwards, this then allows the removal of the valve retainer bolt. Remove the valve and spring assembly and refit the retainer. A small amount of oil will be lost but do not try to drain the unit completely.

Fit the upper mount plate so the new mount point is towards the rear of the car, using the new spring washers and bolts to re attach to the sub frame, as per illustration, fitting the rear bolts first.

The front lever arm unit has two pairs of mounting holes outer and inner they are not symmetrical.

LOWER PICKUP PLATE

This is fitted to the rear face of the rear lower wishbone using the spring pan retainer bolts, so when fitting, the spring pan must also be supported. The new damper mounting pin will be parallel with the upper mount when installed correctly.

BRAKE PIPE

Remove the standard flexible brake pipe and replace with the new one supplied, with the banjo fitment onto the caliper and with a half twist when completed. This will give the right curve to the installation for easy retention to the sub- frame using the 'P' clip supplied. Once both sides have been installed fully bleed the brake system.

DAMPER INSTALLATION

With the brackets installed on the car the damper can now be fitted using the no' Divot bolt through bracket rearwards, damper plain washer and nyloc nut. The lower fitment uses the plain washer and nyloc nut also.

Ensure all nuts and bolts are fully tightened and adequate clearance to all components especially the brake pipe, now try out your new damper converted MGB and feel the lighter steering and improved ride. Use the car for 10/20 miles then check out your installation and ensure all components are installed correctly.

