

FITTING INSTRUCTIONS

Jaguar MKII RR coil conversion kit

Partnumber: 045.346

Removal :

Raise the car on a lift so that work can be carried out underneath the car. Remove the securing nut at each end of the panhard rod and withdraw the rubber buffers and washers. Loosen the lock nut and screw along to the end of the threaded adjusting piece. Screw the adjusting piece into the pan hard rod tube by means of the flats provided until the panhard rod can be disengaged from its mounting brackets.

Refitting :

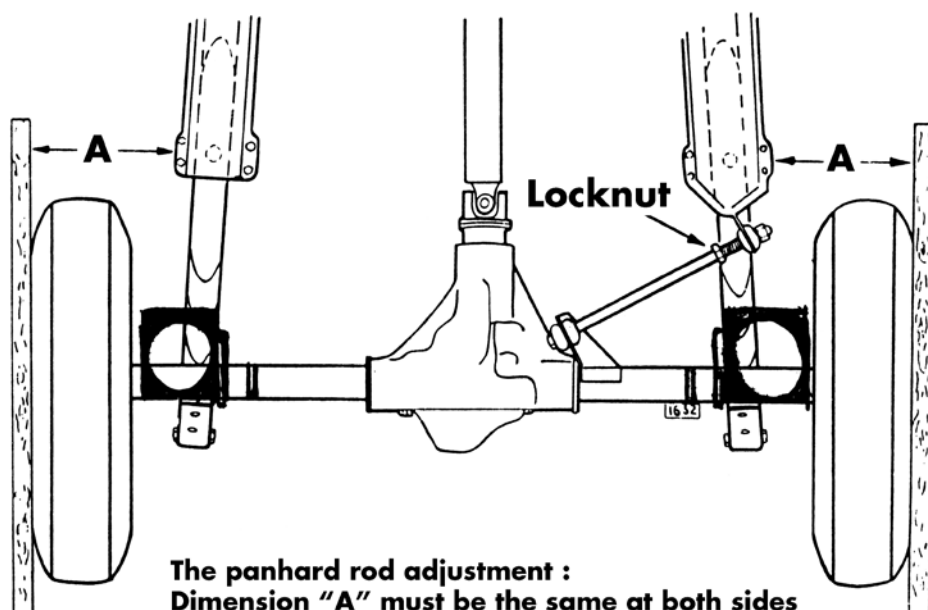
Screw the adjusting piece into the panhard rod tube. Fit one rubber buffer with a distance piece and inner and outer washers at each end of the panhard rod. Offer up the panhard rod to its mounting brackets and screw out the adjusting piece until the rod is retained in its brackets. Ensure that the full weight of the car is on the wheels. Fit the inner washer, rubber buffer and outer washer to the bracket at the rear axle end; fit the nut but do not fully tighten. Fit the inner washer, rubber buffer and outer washer at the body bracket end; hold the adjusting piece securely with a spanner on the flats provided and tighten the securing nut.

Adjustment :

Place a straight edge across one rear tyre and check the distance to the flange of the chassis side member at the point at which the rear spring centre clamping plate is bolted; repeat for the other side. The point of the chassis side member flange at which the dimension should be taken is between the two bolts which secure the rear spring centre clamping plate. The dimension at each side must be the same, see drawing here below. If they are not, adjust the length of the panhard rod until the two dimensions are equal by rotating the panhard rod tube with a pair of grips. Fully tighten the securing nut at the rear axle bracket end and re-check the adjustment. Finally, tighten the nut locking the adjusting piece to the pan hard rod tube.

Note :

The rear tyres must be of the same type and set at the same pressure when carrying out this check.



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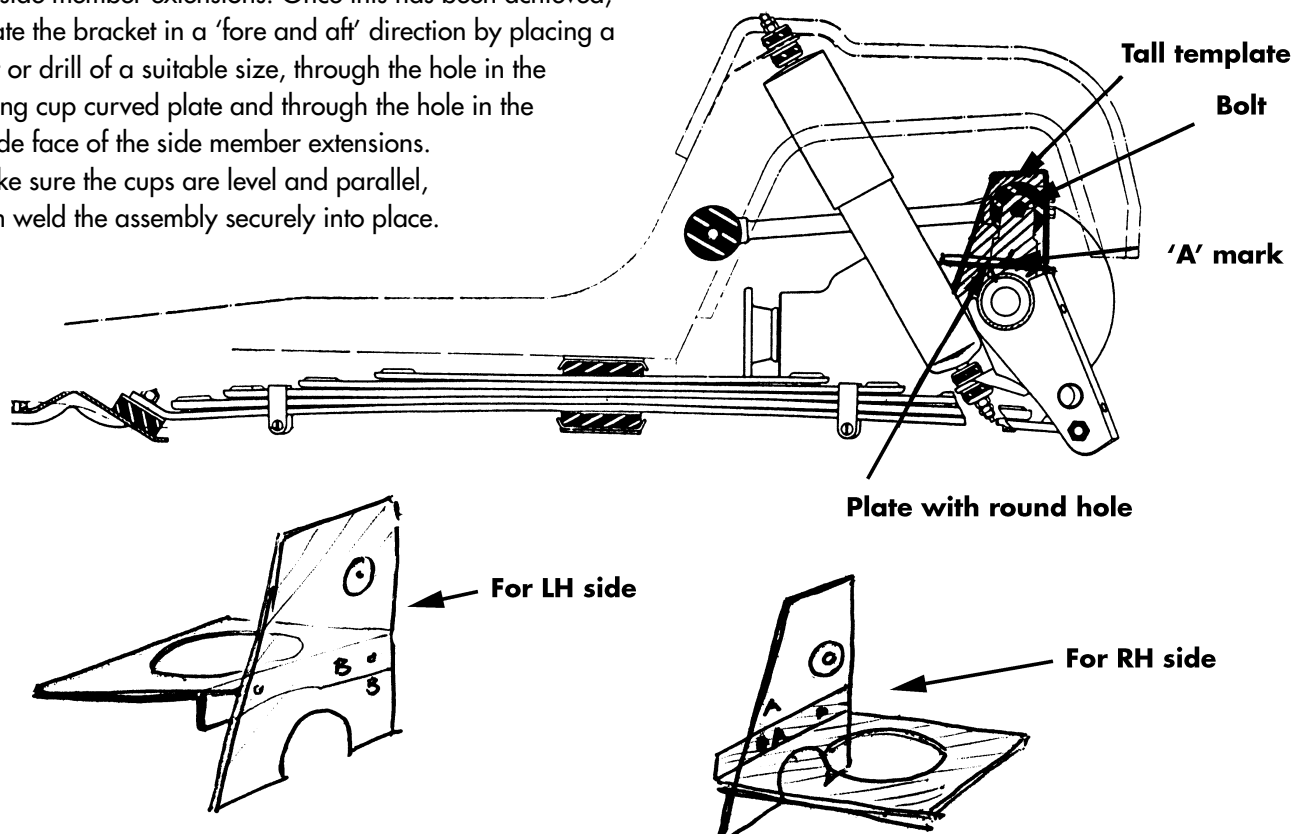
Welding :

There are several components in your kit that require welding, either to the body of the vehicle, or to the rear axle. These brackets have to cope with braking, accelerating and turning forces, as well as the static weight of the vehicle, so it must be stressed that all welding must be carried out in a competent manner. Make use of professional welding services if you are in any doubt. To locate the centre support bracket, mark a point at the centre of the rear cross member, located just behind the rear seat pan assembly. Mark a point at the centre of the new bracket. Offer the bracket into position, keeping the two marks in alignment, it should locate snugly into the angled step at the front of the rear cross member assembly. Weld the bracket into place using continuous welding around its outer edge. Place spring cup assemblies onto the axle, above the lower arm anchor brackets and locate the templates provided over the cup, keeping them in the correct position by bolting through the top arm mounting points.

Note that the templates are marked 'left' or 'right' and are not interchangeable. Weld the assemblies into place wherever they touch the axle tube. Cut off the original panhard rod bracket, making sure the axle tube is left smooth. Using a 12mm diameter drill. Drill out the existing upper arm mounting brackets on the axle and at one end only, the original top arm bushes. Bolt the new angled arm support brackets to the existing upper arm brackets using the new angled arms as 'spacers'. Weld around the base of the bracket. Drill a mounting hole in the right hand bracket to re-attach the brake pipe three way union.

To mount the spring cup assemblies to the body, clean away any undersel around the side member extensions and rear axle cover panel and try the bracket in place, making sure the flat on the cup is facing out, to give extra clearance for the hand brake mechanism. You will probably find that the flanges on the wheel arch and side member joints will need cutting off and butt welding, or heating and beating flat to allow the top edge of the curved plate to seat against the rear axle cover panel on the inside face of the side member extensions. Once this has been achieved, locate the bracket in a 'fore and aft' direction by placing a bolt or drill of a suitable size, through the hole in the spring cup curved plate and through the hole in the inside face of the side member extensions.

Make sure the cups are level and parallel, then weld the assembly securely into place.



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