FITTING INSTRUCTIONS
TR4/6 uprated kit

Partnumber: 042.639

These instructions cover 3 different applications of the same basic design.
The method of adjusting the bearings is the same throughout, where as the method of removal and installation on the chassis varies between the models.

These instructions are therefore broken down into specific section for removal and refitting plus common instructions for adjustment.

REMOVAL :
TR2-4 LOWER INNER
Following the instructions in the original workshop manual, remove the lower spring pan, spring and two lower wishbones per side.
Remove four steel sleeves from the chassis fulcrum pin. It may be necessary to grind this piece off, should it be seized onto the fulcrum pin.

Clean all faces ready for reassembling.

TR4A-6 LOWER INNER
Following the instructions in the original workshop manual, remove the lower spring pan, spring and two lower wishbones per side, including brackets screwed to chassis. Ensure the chassis has been modified with extra strengthening brackets, to ensure the chassis mounts for the lower front suspension cannot become detached, left unattended this is highly likely.
Ensure that the U brackets from lower wishbone to chassis are straight and have two mounting bolts.
If hot replace with part number 041.336.

NOTE 2: If negative camber of more than 1° is to be set, modified brackets with 1 1/2" long mounting screws will be required.

Clean all faces for reassembling.

TR2-6 UPPER INNER
Following the instruction in the original workshop manual, remove the upper fulcrums, complete with two wishbones per side.

TR2-4 owners may wish to take this opportunity to weld two nuts under the spring turret to enable the upper fulcrumn to be removed without taking off the road spring in the future.

COMMON BEARING ASSEMBLY PROCEDURE
Strip and clean all wishbones and fulcrum pins paying particular attention to the inner bore of the wishbone and its thrust faces.

Press the nylon sleeve into the wishbone and trial fit the stainless steel sleeve into the nylon bearing. If it won't go in, don't force it! The bearings have been made slightly oversize on the external diameter so that they will not be too loose 'when pressed into worn wishbone arms. This means that when they are compressed into the wishbone, the nylon will contract and make the inner diameter smaller, with the possible result that the inner diameter will need reaming for a perfect fit of the stainless steel sleeve.

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Using a reamer suitable for reaming nylon, ream out the nylon bearing untill, with the steel sleeve assemblied into the nylon bearing, with the steel sleeve clamped in the vice, the wishbone will fall under its own weight.

Now place the nylon thrust. Washers either side of the wishbone and using a flat piece of stout metal either side as a protector, clamp this assembly once more in the vice to establish if the end float is acceptable.

If end float is not present the wishbone will no longer fall under its own weight, too much end float will enable the wishbones to slide backwards and forwards under normal operating conditions. 0.125mm (0.005") 0.203mm (0.008") is acceptable.

This can be adjusted by either removing metal from the wishbones to increase the end float or removing metal from the stainless steel sleeve to decrease the end float. Ensure the thrust washers and sleeves stay with the wishbones they are adjusted with.

When correct, assemble the sleeves and thrust washers with metaflux titanium compound on all moving surfaces, ensuring the rubber dust sleeves are in place.

REASSEMBLE: TR2-4 LOWER INNER
Reassemble each wishbone to the chassis and trunnion simultaneously, ensuring that the metal abutment faces of the chassis and triangular support plate are smooth, clean and lubricated.

Before fitting springs and shock absorbers, ensure full and free movement of the suspension arms can be achieved with all wishbone attachments tightened in accordance with the original workshop manual. If all is well, continue reassembly as standard, if not, strip, investigate and rectify.

TR4A-6 LOWER INNER
Bolt the attachment U bolts to the wishbone and insert into the chassis/trunnions as per the workshop manual. Follow the TR2-4 lower inner instructions concerning full and free movement before final assembly.
It may be necessary, when finally assembled to re-adjust the camber, castor and tracking of the front wheels.
TR2-6 UPPER INNER
The fulcrum and wishbones can be assembled at the bench, ensuring that the inner thrust face of the fulcrum is in good shape, as is the outer thrust washer. The inner face can be dressed up with a file, and the outer washer replaced.
Install this assembly onto the chassis and follow the TR2-4 lower inner instructions concerning full and free movement before final assembly.

NOTE 3: Adjustment of camber castor and toe requires expensive equipment which your local garage may have.

NOTE 4: Should the suspension develop an annoying creak at low speed, this is generally due to bearings/thrust washers too tight or lack of lubrication. In such situations, lubrication can be applied via a spray can. We recommend PTFE spray. Lift the rubber dust excluder rings protecting the nylon side washers of the inner lower and upper suspension bushes. Using the tube pushed into the spray can nozzle apply PTFE lubricant liberally. The spray can be used on rubber bushes too, this usual for no immediate improvement to be apparent but the squeaks should diminish as the PTFE finds its way into the bearings. All lubricant will eventually wash away with use, therefore periodic application will keep your suspension quiet

NOTE 5: To alleviate the possibility of the nylon bearings drying out, you may wish to introduce grease nipples to facilitate greasing without dismantling. To achieve this, drill and tap 1/4 incl UNF, each wishbone perpendicular to the inner bush and fit a 90°grease nipple. Care should be taken to ensure the grease nipples do not touch any other suspension/chassis parts over all the wishbone's travel.