

Adjustable Trunnions

Thank you for buying this CapeSport product, which has been designed to enhance the enjoyment of your Austin Healey.

PLEASE READ THESE INSTRUCTIONS BEFORE YOU COMMENCE THE INSTALLATION OF THIS PRODUCT.

IN THE INTERESTS OF HEALTH AND SAFETY IF YOU HAVE ANY RESERVATIONS CONCERNING THE EQUIPMENT OR EXPERTISE REQUIRED TO INSTALL THIS PRODUCT PLEASE CONSULT A QUALIFIED CLASSIC CAR SPECIALIST.



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This car set contains two machined shafts with a pair of tapered brass bushes, the shafts each have a D washer and nyloc nuts.

SAFETY

You will need to disassemble front suspension parts that will be under tension, safety precautions should be taken and as stated above some specialist equipment and knowledge will be required, reference to a factory workshop manual is highly recommended.

Workshop manuals and Factory Parts books showing exploded views of these assemblies and components can be purchased from A.H. Spares – please enquire.

INSTALLATION

Removing the upper trunnion pin will allow the swivel axle assembly with trunnion to be disconnected from the shock absorber.

Remove trunnion bushes (usually rubber) and thoroughly clean out the cap.

One shock absorber arm is attached to the shock absorber unit by a pinchbolt arrangement – remove this arm.

Install the two halves of the new brass bushes into each trunnion cap with a small amount of copper-slip grease.

Reposition the swivel axle back to its original position up against the shock absorber arm still fixed to the shock absorber.

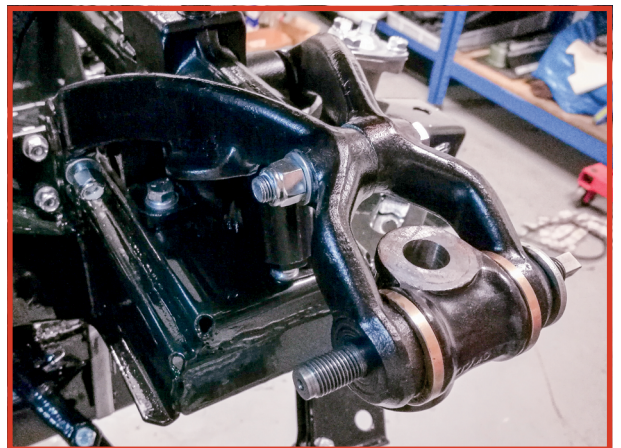
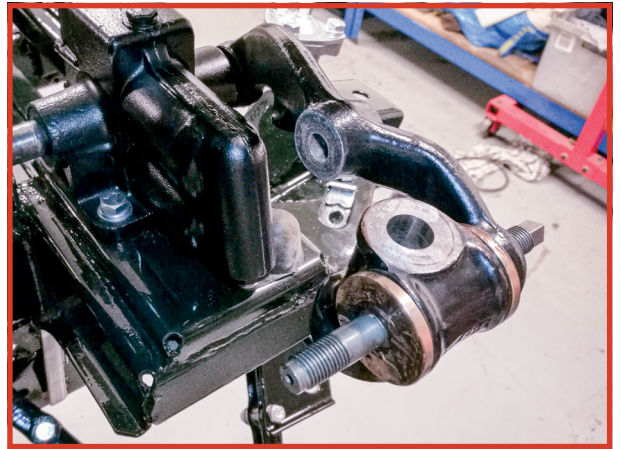
Push the machined pin through the bushes and the arm using a small amount of copper-slip grease, you will note that the pin is different sizes at each end – check before inserting.

The other shock absorber arm can now be re-installed over the end of the machined pin and back onto the shock absorber body.

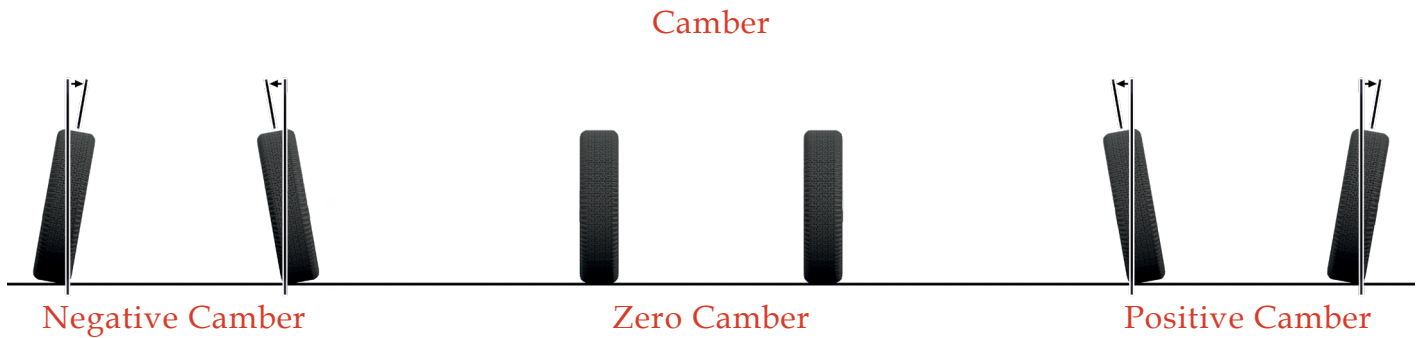
One end of each pin is square for ease of adjustment, you will see that by turning the pin the top of the swivel axle moves in and out resulting in changes to camber angle.

With the car back on the ground and by adjusting and measuring this camber angle you will soon find the optimum settings for you (refer 'Benefits').

When you are happy with the settings ensure that all locking nuts are securely tightened with the D washer positioned as required.



BENEFITS



Camber is measured in degrees and by the terms 'positive' and 'negative', negative meaning that the bottom of the road wheel is further out from the vehicle than the top – positive camber is the direct opposite.

The camber angle of your Healey is pre-set by the chassis design and is not adjustable.

Due to the age of our cars you can imagine that few have escaped accidents and the inaccuracy of repairs have resulted in camber settings that in a lot of cases are not correct.

Even worse we often see cars with positive camber on one side and negative on the other and it is therefore not surprising that these cars don't steer in a straight line and the brakes pull to one side!

Getting the standard settings right will ensure your car brakes in a straight line, you may even experience self centering steering for the first time.

For those looking to explore performance benefits, some negative camber will improve the cornering response of your car because of the following basic principle;

When cornering in your Healey the weight of the car is forced to the outside tyres, the grip that these tyres can obtain is directly related to their angle to the road surface, especially important at the front that are steering!

If the front wheels can be adjusted to incorporate some negative camber angle this will allow the tyres to be more upright under cornering loads, the tyres will grip better which will improve cornering.

Other products from the CapeSport range will add to the benefits described above, especially our uprated anti-roll bar and link kit – please enquire.