

Austin Healey BN2 - BJ7 SUR210CS - Rear Tramp Bar Kit - Fitting Instructions



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.

Fitting Instructions

1. Put chocks under the front wheels before jacking up the rear of the car until wheels are clear of the ground and use axle stands of the correct weight rating to support the car prior to removing the jack.
2. Use the jack under the differential housing to just support the weight of the axle.
3. With the axle supported remove one of the original spring plates-do one side at a time.
4. With the spring plate removed, install the new spring plate supplied in the SUR210CS kit and finger tighten the nuts on the U-bolts.
5. Remove the original shackle plate assembly from the front of the leaf spring.
6. Remove the small tab on the outside of the outer plate on the rear outrigger.
7. Take the shackle plate assembly supplied with the SUR210CS kit and mount the plates either side of the spring and outrigger spring plate with the long straight edge of the new shackle plates closest to the outrigger, install the top thru-bolt into the shackle plate on the outrigger with the flat washers under the head of the bolt and under the nut, tighten until finger tight.
8. Take the tramp bar assembly from the kit and offer it up to the car, the rose joint end goes on the spring plate and the end with the rubber bush goes on the shackle plate.
9. Install the lower thru-bolt for the shackle plates and tramp bar and tighten finger tight.
10. Put the rose joint end in between the 2 brackets on the underside of the spring plate and install the thru-bolt and washers to hold the rose joint end, the flat washers go between the bolt head and bracket and the nut and bracket, **the rose joint end is adjustable so the length can be adjusted until the bolt passes through easily.**
11. Repeat the above for the opposite side of the car.
12. With both sides installed tighten all the fasteners equally, on the spring plate tighten the nuts gradually in a diagonal sequence and make sure there is an equal amount of thread visible through each U-bolt nut, once all the fasteners have been fully tightened you can then measure the distance between both ends of the tramp bar to make sure they are equal, use the adjuster nut on the rose joint end to shorten or lengthen the distance between the tramp bar ends **(turning the adjuster to right will lengthen the tramp bar and turning the adjuster to the left will shorten the tramp bar)**, once all is square then whilst holding the adjuster part of the rose joint with one wrench use another wrench to tighten the lock nut in the correct direction.
13. Once all the fasteners are tight and the axle is square lower the car back onto the floor.
14. Road test and recheck the tightness of the fasteners.