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Drop Arm Kit Fitting Instructions

The Drop Arm should point slightly to the Drivers side when the front wheels and steering wheel are pointing straight ahead.

Drop Arm

The first thing to set is the Drop Arm position.

There is a slot in the back of older Drop Arms, this lines up with a hole in the bottom of the power steering box, you can put a drill bit through this slot and locate it in to the hole to set the Drop Arm position.

Newer drop arms do not have this slot.

If there is no slot in the Drop Arm you can align the centre of the Track Rod End with the inside of the chassis leg.

(see pictures)

This is how the Drop Arm should look when the front wheels and steering wheel are pointing straight ahead / driven in a straight line.

Steering Wheel

Once the Drop Arm position is set you may find your steering wheel is on an angle, if this is the case the steering wheel needs to be removed and turned on its splines until it also points straight ahead.

Drag link

Next thing is to fit the Drag Link Bar and Track Rod Ends.

A rough measurement of the Drag Link bar length before fitting is centre of track rod end to centre of track rod end 92.5cm.

Rotating the bar clockwise or anticlockwise will fine tune the steering wheel position so that it is pointing straight ahead when driven in a straight line.

If you take any test drives make sure everything is safely secure. Once you are happy with the steering wheel position you can fully tighten the locking nuts.

Steering Damper Mount

Fit the Steering Damper Mount last once you are happy that everything is set in the correct position. Separate fitting instructions are supplied with it.

Safety

The **Torque Setting** of the Drop Arm securing nut is **176 NM**, it is **VERY IMPORTANT** that the tightness of this nut is rechecked after use. Once you are satisfied the Drop Arm has fully worked up the tapered spline of the steering box and the nut remains tight you can then knock over the edges of the lock washer.

Steering Drop Arm Alignment

Drop arm should point to the drivers side when the front wheels and steering wheel are straight ahead.

Centre of track rod end is in align with the inside of the chassis, this is how it should look when the wheels are pointing straight ahead.

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There is a slot in the older drop arms and a hole in the steering box you can put a drill bit in to align the drop arm, newer drop arms dont have the slot.

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