

SWING SPRING CONVERSION KIT

Spitfire MK1, 2 & 3

Part Number: **305894SSCK**

CONTENTS:

- x1 SPRING
- x1 PIVOT BOX
- x1 CLAMPING PLATE - LOWER
- x1 PIVOT TUBE
- x1 RUBBER PAD
- x4 MOUNTING STUDS
- x1 ANTI-ROLL BAR FRONT
- x2 ANTI-ROLL BAR BUSHES
- x2 ANTI-ROLL BAR CLAMPS
- x2 ANTI-ROLL BAR CUPS



Assembling the Spring

1. Remove the rear spring and all the differential studs from the car (as per workshop manual).
2. Remove the metal securing band from the spring which is only used to strap the loose top leaf to the spring in transit.

QUALITY PARTS AND ACCESSORIES



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3. Fit the metal plate between the bottom two leaves in the centre of the spring.
4. Fit the rubber pad into the box section.
5. Slide the tube between the plate and the spring leaf with the hump.
6. Fit the box section to the spring using the bolt, you may need to compress the spring assembly to get the holes to align before inserting the bolt.

Fitting the Spring

1. Blank off the two centre stud holes in the differential case with the 3/8" plugs (locate them if possible)
2. Move the spring assembly into place, ensuring that the locating stud on the bottom leaf of the spring engages correctly into the central hole in the differential casing.
3. Refit the four spring mounting studs, making sure they screw all the way down through the box section and plate – into the differential casing.
4. Tighten nuts and torque as per workshop manual.

Front Anti-Roll Bar

The anti-roll bar and fittings supplied with the kit are a straight swap for the original. A swing spring reduces roll stiffness. This is compensated for using a larger diameter anti roll bar in the kit. The chassis mounting holes will need to be modified to accommodate the larger U bolts supplied in the kit.

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