

REAR SHOCKER CONVERSION KIT

Triumph Vitesse & GT6

Part Number: **RG1305**



CONTENTS

TT3618L	1	BRACKET ASSEMBLY LH
TT361R	1	BRACKET ASSEMBLY RH
TT361A	2	SPACER TUBE 1.5" LONG
TT361B	2	SPACER TUBE 1 3/16" LONG
TT361C	2	SPACER TUBE 2" LONG
BH607221	4	BOLT 2.75" X 7/16 UNF
GHF224	6	NYLOC NUT 7/16" UNF
GHF303	4	WASHER PLAIN

These brackets are designed for use with the following shockers:

SPAX	KONI	STANDARD
TT3311	TT3312	GSA275
TT3611	TT3612	

The lowered shockers are shorter in working length, so alleviating the bottoming problem some cars can experience.

QUALITY PARTS AND ACCESSORIES



Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England

UK Tel: +44 (0)1522 568000 | USA Tel: 1 855 746 2767 | Fax: +44 (0)1522 567600 | E-mail: sales@rimmerbros.com

www.rimmerbros.com

Instructions:

1. Check the content with the above list and fully read through these instructions before commencing work.
2. Jack up the car and install axle stands, to enable safe working under the car. Remove the wheels, standard shockers, and link components.
3. The new bracket is fitted over the existing chassis extension (which holds the standard telescopic dampers to the non Rotoflex cars)
4. When installing the new bracket, the body must be lifted slightly, or the wheel arch lip must be bent up to allow the bracket to pass below.
5. Once fitted, the bracket edge may be very close to the inner wheel arch lip, so it may still require slight mods to complete installation, depending on how straight and in-line your body and chassis are.
6. The original inner body mounting bolt is located inside the boot compartment (Vitesse) or under the front of the rear floor on the GT6 models.
7. Remove this mounting bolt and carefully check on the spacers fitted below, as these will have to be adjusted once the bracket is installed.
8. The inner pivot spacer (medium length) and bolt are fitted from the front of the car and the washer and nut are then installed, together with the existing upper body mount bolt.
9. If there are spacers installed which are deeper than the new bracket, then these will have to be re-adjusted to maintain the body height correctly.
10. The shocker can now be installed using the other long spacer tube and bolt through the new upper mounting point.
11. The lower position uses the shorter tube, fitted through the shocker and onto the existing mounting bolt, which was used for the standard lever arm link.
12. This should now complete one side. Tighten up all the nuts and bolts then repeat for the other side.
13. Spax dampers should normally be set at 5-7 up from the supplied setting. Koni units are already set for normal setting.

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