

DIAGRAM A

*** NOTE: RHD ORIENTATION SHOWN**

ITEM NO.	PART NUMBER:	QTY:
1	RACK RELOCATION MAIN BODY	-
2	M10x1.25x45 Flange Head Bolt	-
3	M10x1.25x25 Flange Head Bolt	-
4	M8x1.25x20 Flange Head Bolt	-
5	M8x16x1.6 Washer	-
6	M8x1.25 Spring Stop Locknut	-

1. PUT THE CAR ON TO A HOIST, OR JACK STANDS IF A HOIST IS NOT AVAILABLE, AND REMOVE THE FRONT WHEELS.
2. USE AN ENGINE SUPPORT BAR TO TAKE THE LOAD OF THE ENGINE OFF THE CROSSMEMBER. ENSURE THAT THE SUPPORT BAR IS STABLE BEFORE ATTEMPTING TO LIFT THE ENGINE. ATTACH THE CHAINS OR STRAPS AND TAKE UP THE TENSION.
3. FROM UNDERNEATH, REMOVE THE NUTS OFF THE LOWER ENGINE MOUNT STUDS. TIGHTEN THE SUPPORT STRAPS UNTIL THERE IS A VISIBLE AIR GAP BETWEEN THE ENGINE MOUNTS AND THE CROSSMEMBER.
4. ON BOTH SIDES, REMOVE THE INBOARD CASTER ARM AND CONTROL ARM BOLTS AND SLIDE THE ARMS DOWN AND PIVOT THEM OUT OF THE WAY TO THE FRONT OF THE VEHICLE.
5. REMOVE THE STEERING RACK MOUNTS, AND HARDLINE BRACKETS. MARK THE STEERING COLUMN UNI JOINT SO IT CAN BE RE-ALIGNED AFTERWARDS, DISCONNECT IT AND LOWER THE STEERING RACK DOWN.

HANDY TIP: WITH THE TIE RODS STILL CONNECTED IT SHOULD BE ABLE TO HANG THERE AND SAVE YOU FROM DISCONNECTING LINES AND NEEDING TO BLEED THE RACK AFTERWARDS.

6. FLIP THE CROSSMEMBER UPSIDE DOWN, AND DRILL OUT THE SPOT WELDS ON THE LOWER CENTRAL SECTION.

USE A PUNCH TO MARK THE CENTRE OF THE SPOT WELD, THEN USE GRADUALLY LARGER DRILL BITS, UNTIL THE SPOT WELD IS REMOVED.

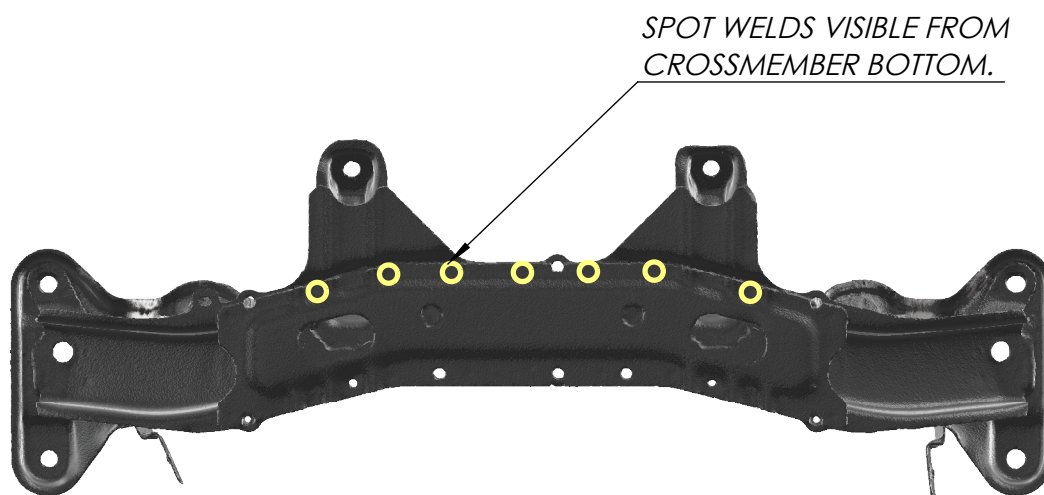


DIAGRAM B

7. *ALIGN THE CUTTING TEMPLATE WITH THE HOLES ON THE TOP OF THE CROSSMEMBER AS SHOWN IN DIAGRAM C. MARK A STRAIGHT LINE ALONG THE TEMPLATE EDGE AND THE HIGHLIGHTED LINES WITH PAINT PEN.*
8. *THEN, AT THE STEP IN THE SHEET METAL, MAKE A 90 DEGREE TURN AND DRAW STRAIGHT LINES DOWN THE REAR OF THE CROSSMEMBER.*

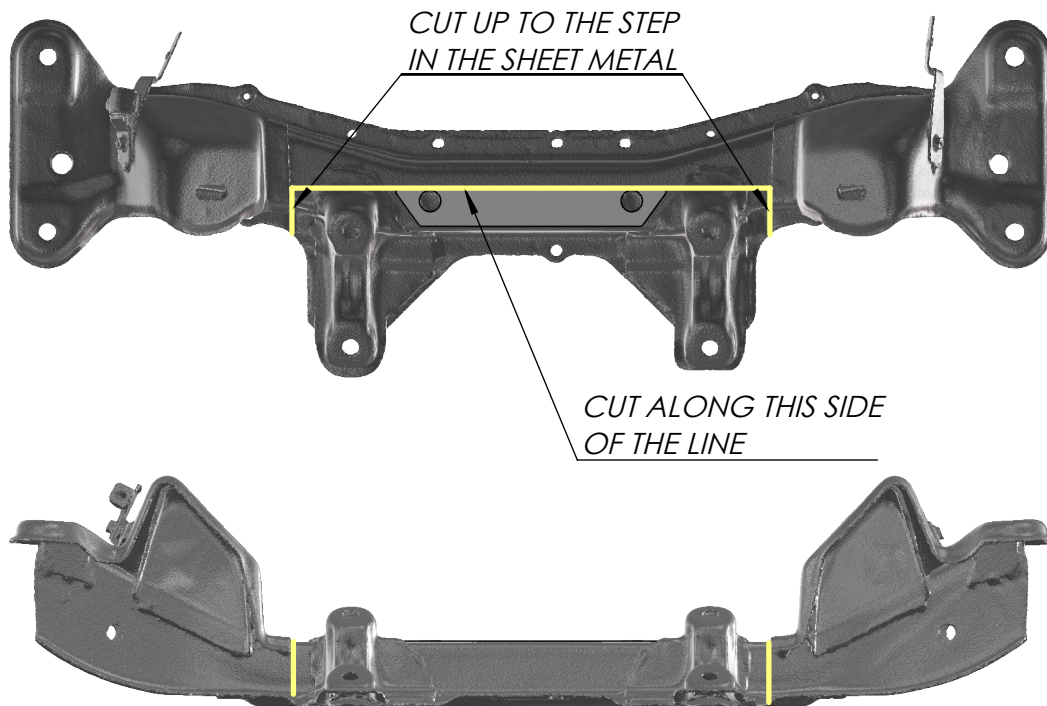


DIAGRAM C

9. *USING AN ANGLE GRINDER CUT BESIDE THE MARKED LINES, LEAVING THE LINE IN PLACE.*

FOR MAKING THE LOWER SECTION OF THE CUT IN DIAGRAM C, IT WILL BE NECESSARY THAT THE BLADE ALSO CUTS THE MAIN LOWER PLATE (SEE DIAGRAM D). THIS IS UNAVOIDABLE AND WILL BE WELDED BACK UP LATER.



DIAGRAM D

10. REMOVE THE OEM RACK MOUNT SECTION FROM THE CROSSMEMBER.

IF IT DOES NOT IMMEDIATELY COME LOOSE, CHECK THAT YOUR CUTS HAVE FULLY PENETRATED AND THAT THE SPOT WELDS HAVE ALL BEEN DRILLED.



DIAGRAM E

11. CUT/GRIND OFF THESE RAISED SECTIONS LEFT OVER FROM THE OEM STEERING RACK MOUNTS (DIAGRAM F). THESE MUST BE FLATTENED IN ORDER TO TEST FIT THE MAIN BODY.

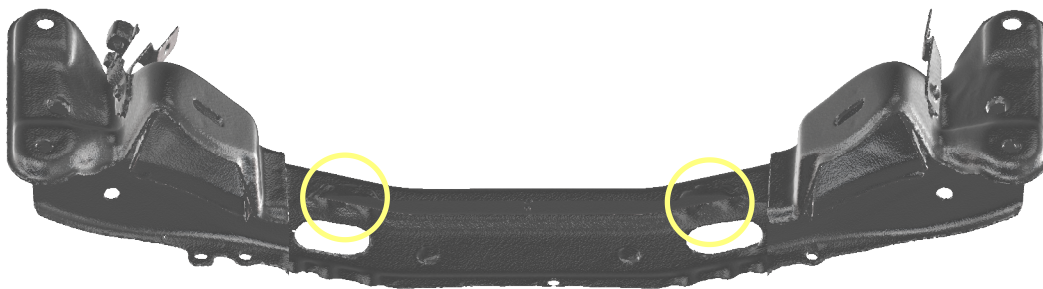


DIAGRAM F

12. ADDITIONAL MATERIAL MUST ALSO BE REMOVED FROM EITHER SIDE. FOLLOW THE HIGHLIGHTED LINES IN DIAGRAM G.

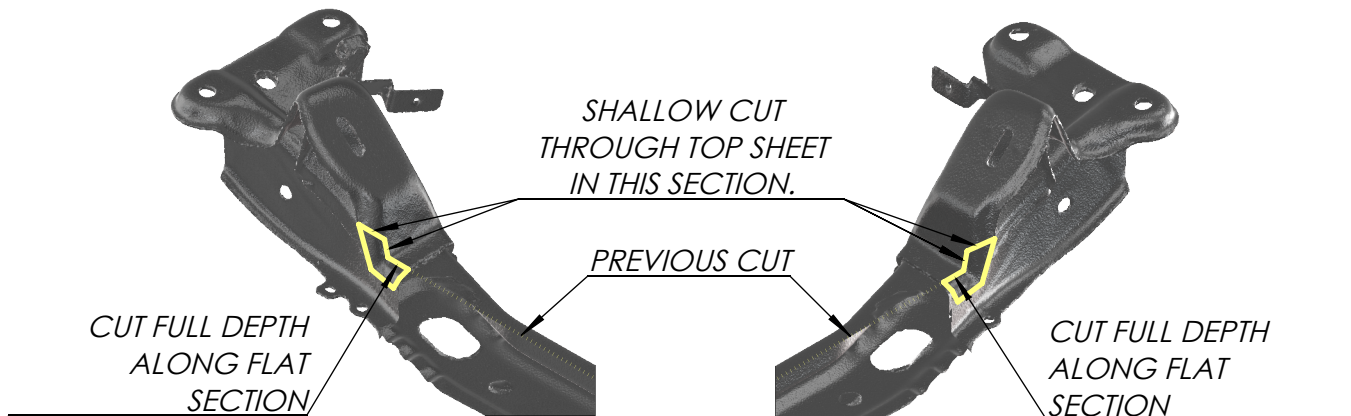


DIAGRAM G

13. MAKE HORIZONTAL CUTS THROUGH THE REAR FACE OF THE CROSSMEMBER AS SHOWN IN DIAGRAM H.

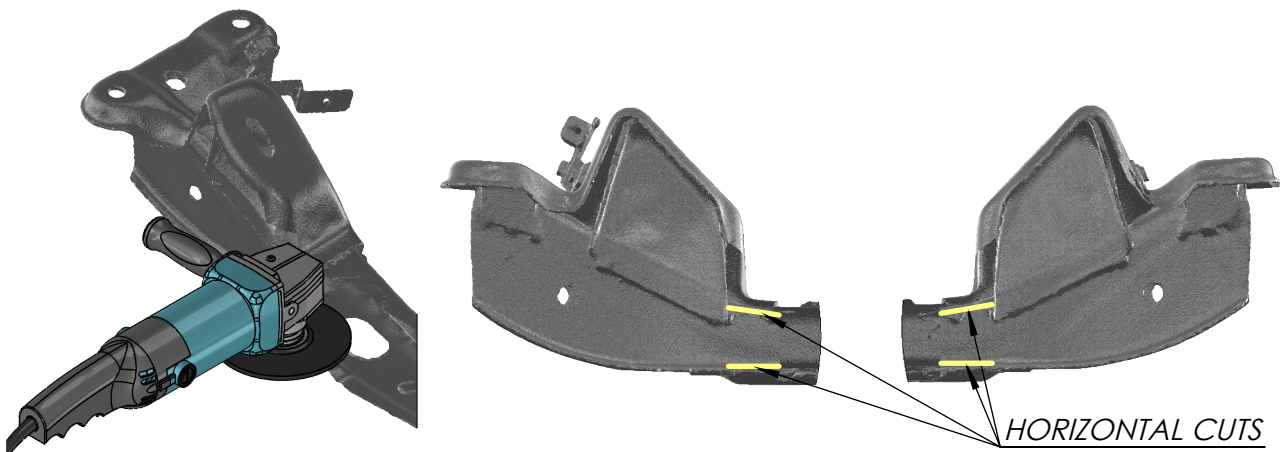


DIAGRAM H

14. WITH THE CUTS FROM STEP 16 COMPLETE, YOU CAN NOW HAMMER THE FLANGES INWARDS TO CREATE CLEARANCE FOR THE RACK RELOCATION MAIN BODY.

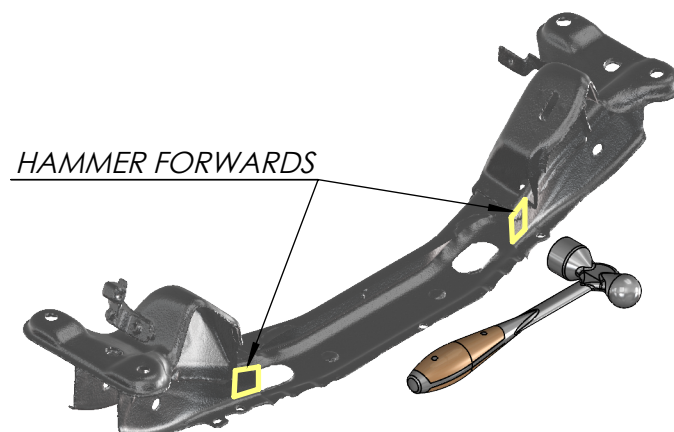
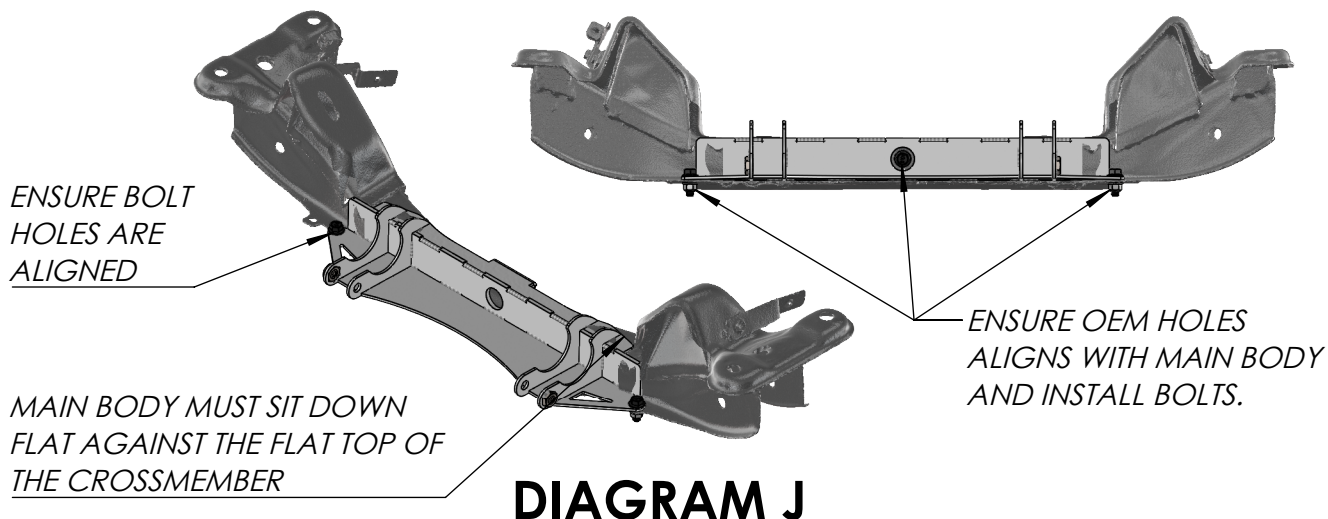


DIAGRAM I

15. TEST FIT THE RACK RELOCATION BODY ON TO THE CROSSMEMBER. YOU MAY NEED TO REMOVE THE MAIN BODY AND DO FURTHER TRIMMING BEFORE THE CORRECT FITMENT IS ACHIEVED.

ONCE FITMENT IS ACHIEVED, INSTALL THE BOLTS AND TIGHTEN TO HOLD THE RACK RELOCATION MAIN BODY FIRMLY IN PLACE.



16. WITH THE MAIN BODY BOLTED IN PLACE, MARK THE CENTRE OF THE MOUNTING HOLES AS SHOWN IN DIAGRAM K.

ONCE THE HOLE IS MARKED, REMOVE THE MAIN BODY FOR BETTER ACCESS AND DRILL A 12MM HOLE.

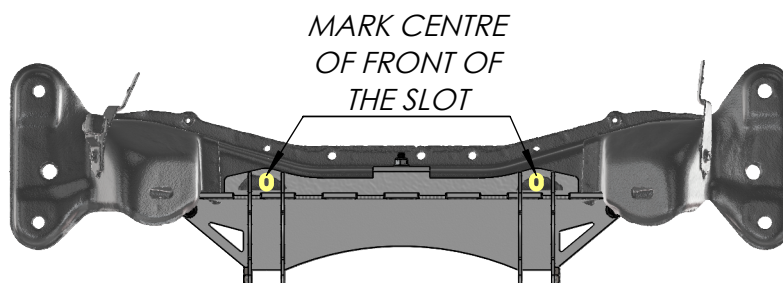
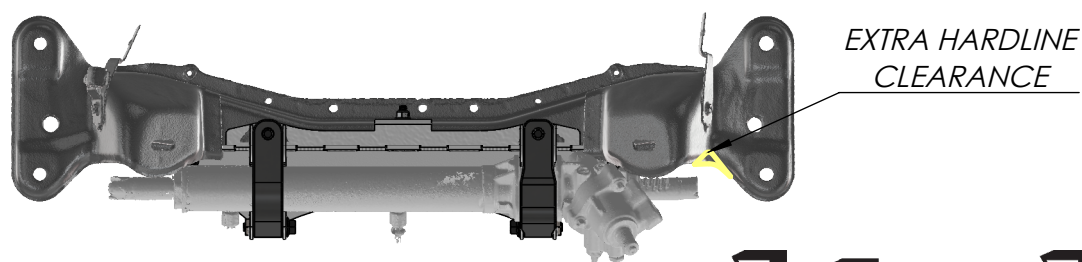


DIAGRAM K

17. TEST FIT THE STEERING RACK TO THE CROSSMEMBER. CHECK FOR ANY CLEARANCE ISSUES AND MODIFY AS REQUIRED.

IF RUNNING OEM HARDLINES TO THE RACK, YOU MAY NEED TO CLEARANCE THE HIGHLIGHTED AREA BELOW ON THE DRIVERS SIDE.



18. WELD THE CROSSMEMBER TOGETHER IN THE HIGHLIGHTED LOCATIONS.

CRITICAL!!

BEFORE WELDING THE CROSSMEMBER MUST BE BRACED TO PREVENT WARP. IDEALLY THE WELDING WOULD BE PERFORMED WITH THE CROSSMEMBER INSTALLED IN THE VEHICLE. HOWEVER, USING A FIXTURE TABLE, OR WELDING BRACING ACROSS THE TOP MOUNTS IS ALSO ACCEPTABLE.

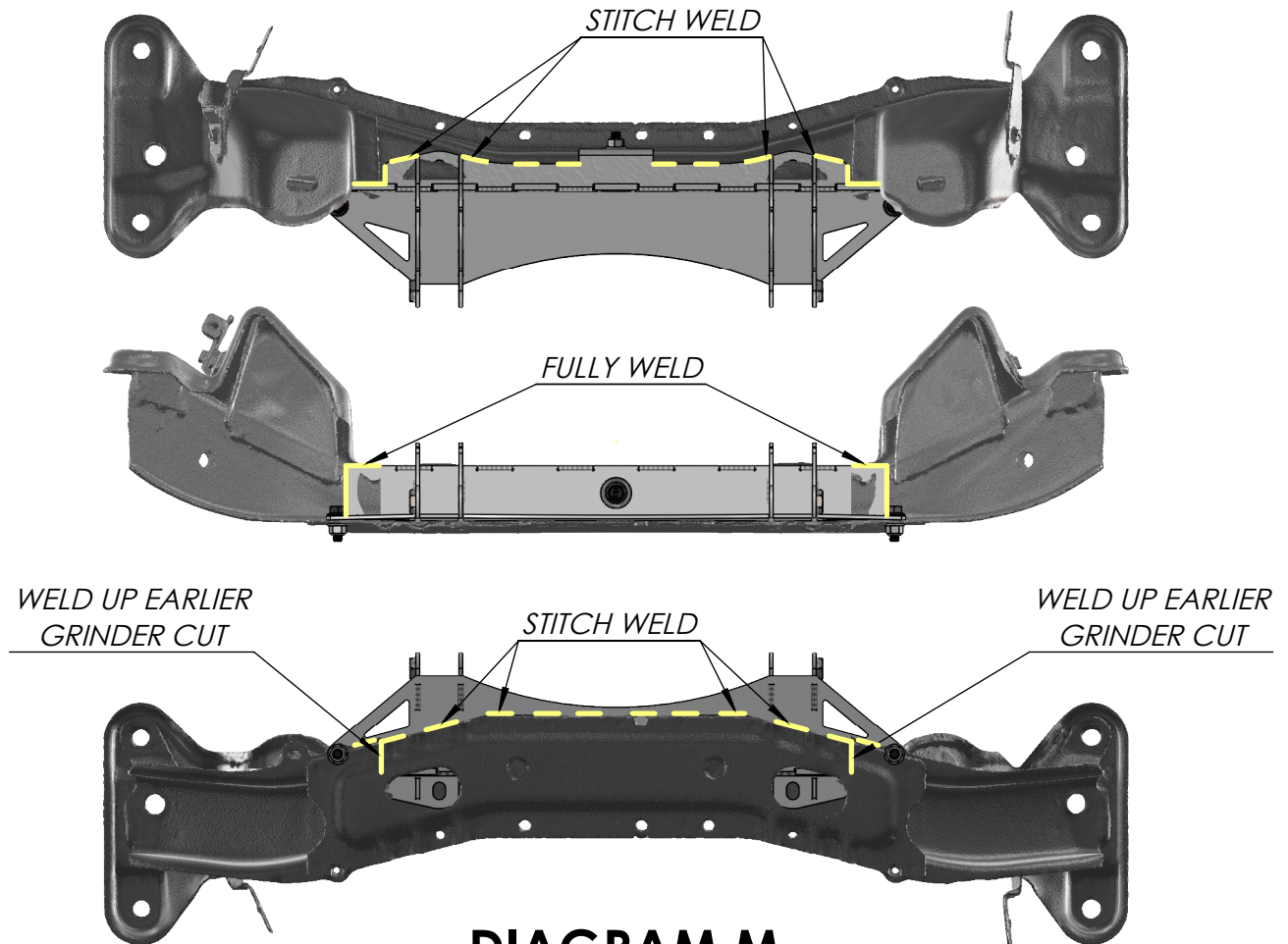


DIAGRAM M

19. ALLOW THE CROSSMEMBER TO FULLY COOL BEFORE REMOVING FROM THE VEHICLE / FIXTURE TABLE / BRACING.

20. PAINT THE CROSSMEMBER TO INHIBIT RUST AND CORROSION.

21. INSTALL THE FINISHED CROSSMEMBER, AND ARMS, AND PERFORM AN ALIGNMENT

CRITICAL!!!

22. THE END OF THE FLCA BOLT MUST BE TRIMMED AFTER INSTALLATION TO ENSURE CLEARANCE WITH THE RELOCATED RACK.

DIAGRAM N

