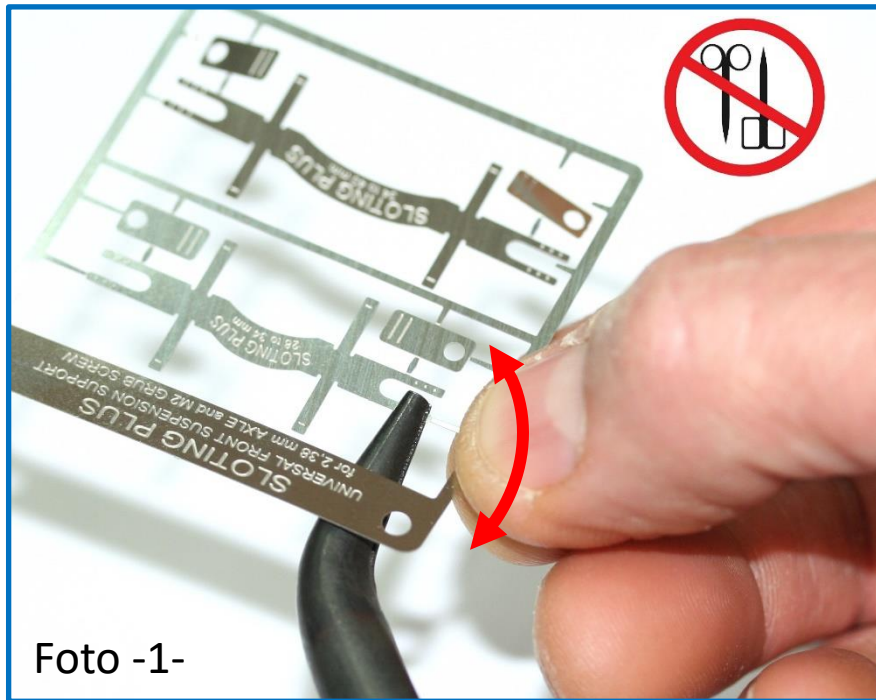
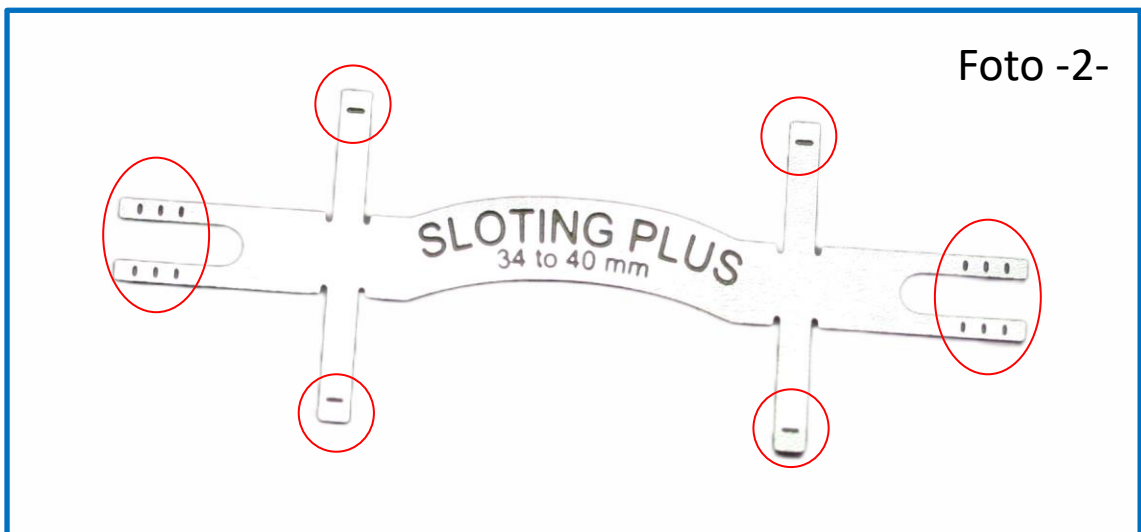


HOW TO PREPARE THE SUSPENSION -FRONT SUSPENSION-



Separate - CAREFULLY - all the pieces from the frame that holds them together by holding the piece tightly with pliers and making back and forth movements, as shown in the photo -1-, until the tab comes off. ALWAYS do this to prevent the piece from bending or breaking and becoming unusable. -NEVER USE SCISSORS-.

The marks marked in red (photo -2-) serve as a guide to remove them if necessary. The system for cutting them is the same as above but with the help of two pliers.



With the two parts separated, "present" them on the chassis to choose the one that best suits what you need and the most important thing is to choose the place where the springs work properly without any plastic part of the chassis hindering their function.

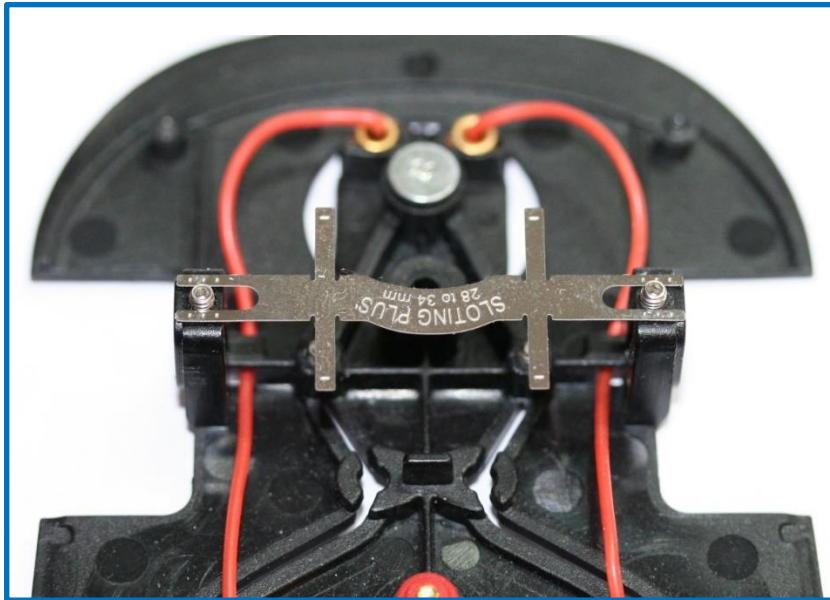


Photo -3-

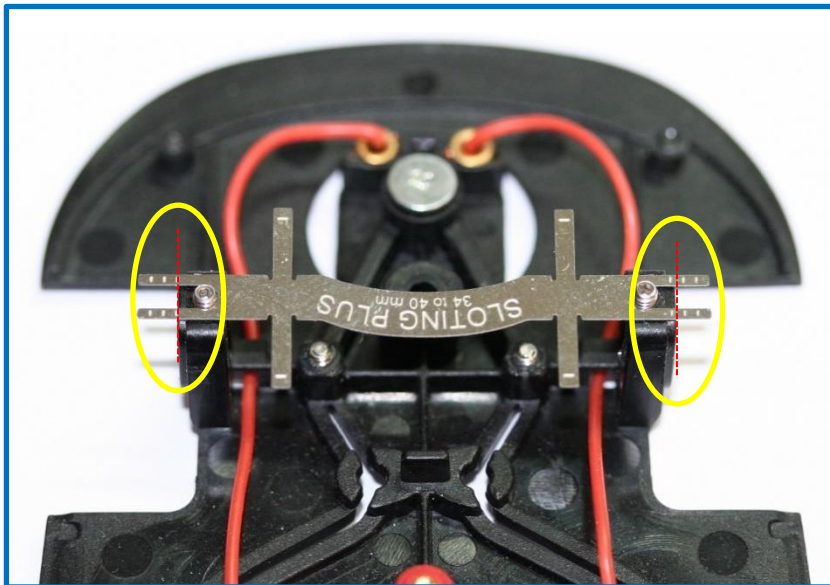
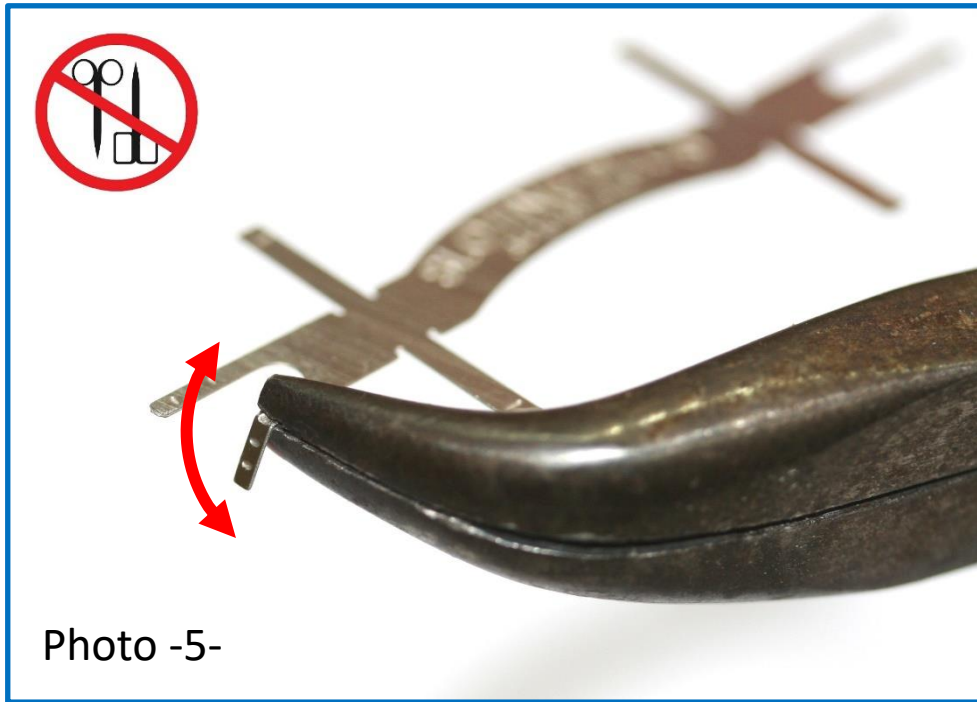


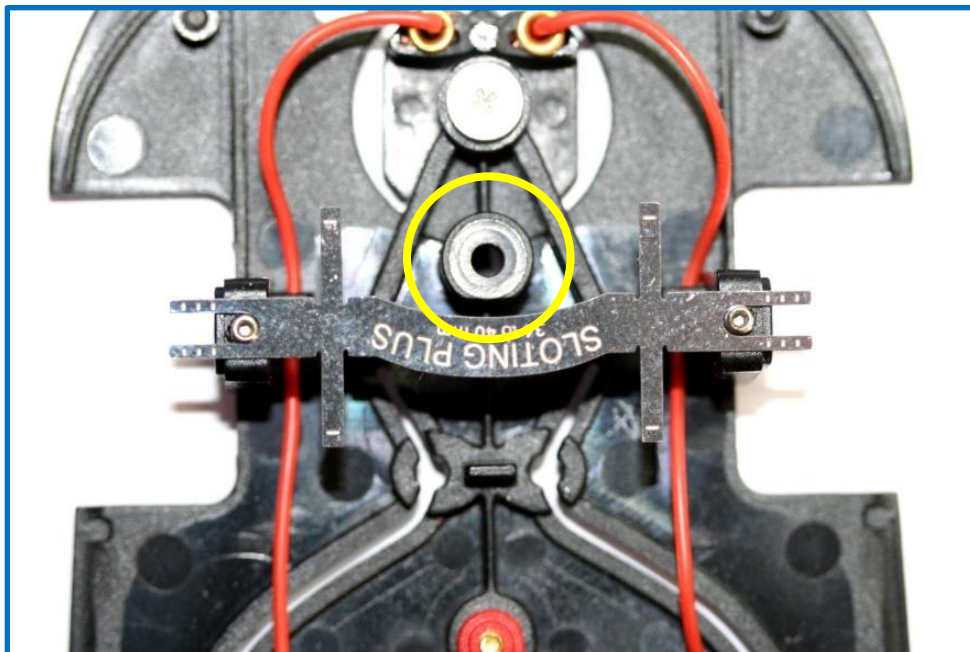
Photo -4-

In some cases it will not be necessary to remove excess parts (photo -3-) and in the cases that it is necessary (photo -4-) it has to be done with two pliers.

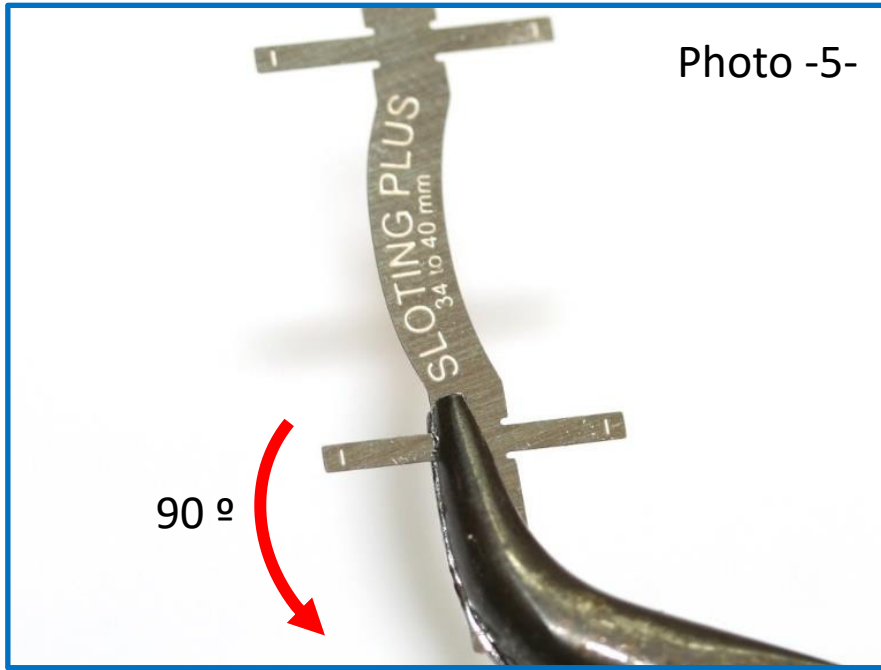
With one pliers, or pliers, hold the base tightly, placing it parallel to the mark that serves as a cutting guide, and with the other pliers make back and forth movements of the part to be removed as shown in photo 5.



Although this product is designed to prevent it from obstructing or touching the body nipple, make sure that it does not touch or rub against the part due to its greater thickness (photo -6-).



Now it is the turn to bend the wings that will house the springs. It is very simple and, like the parts we want to remove, we will have to use a plier to bend them (photo -7-).



Once the wings have been bent at 90°, they should be as shown in photo 6 and then insert the spring as shown in photo 7.

Photo -6-

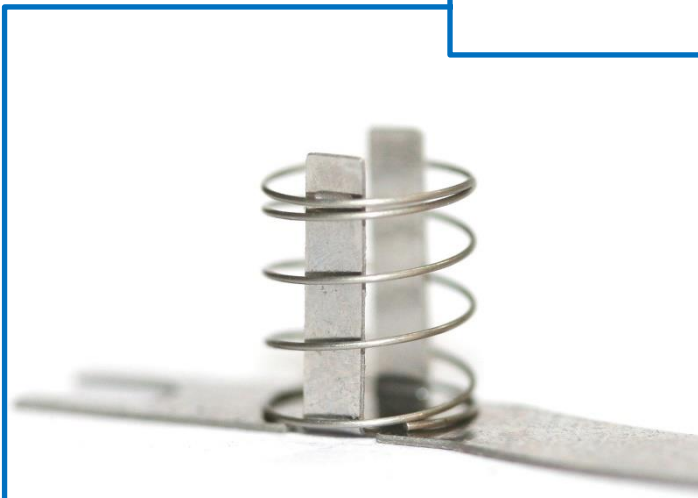
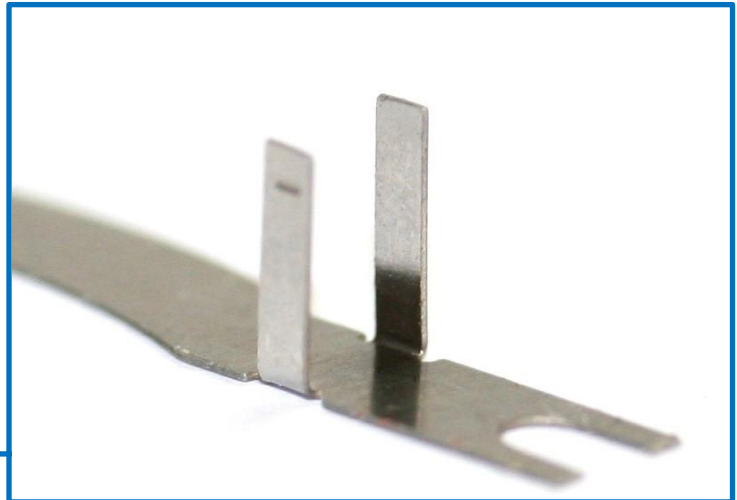
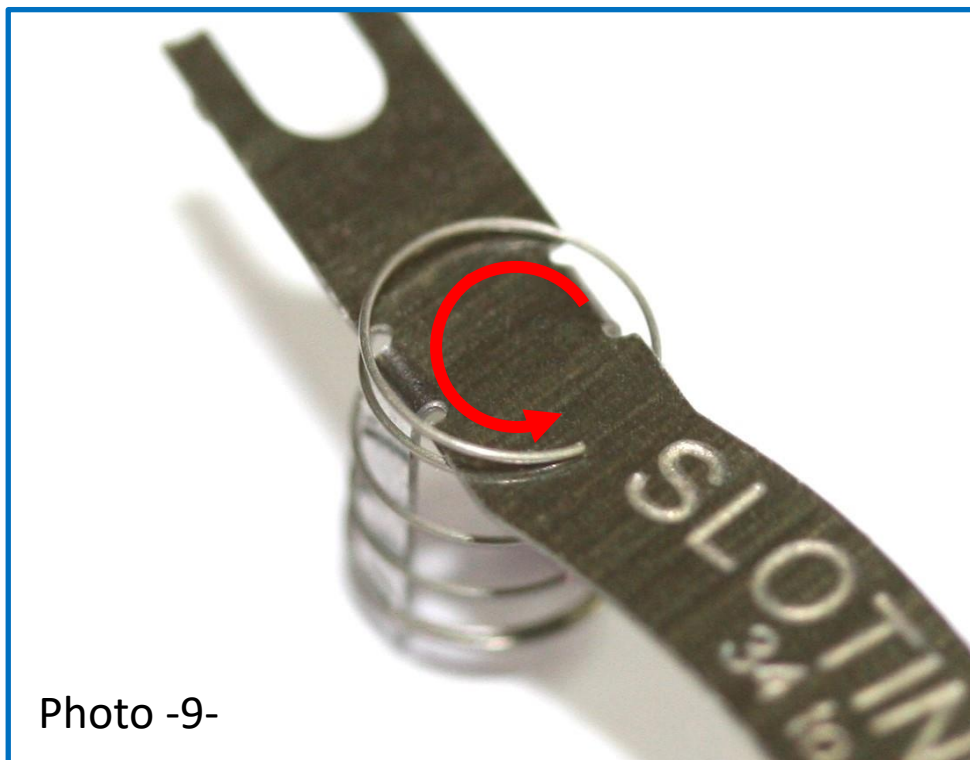
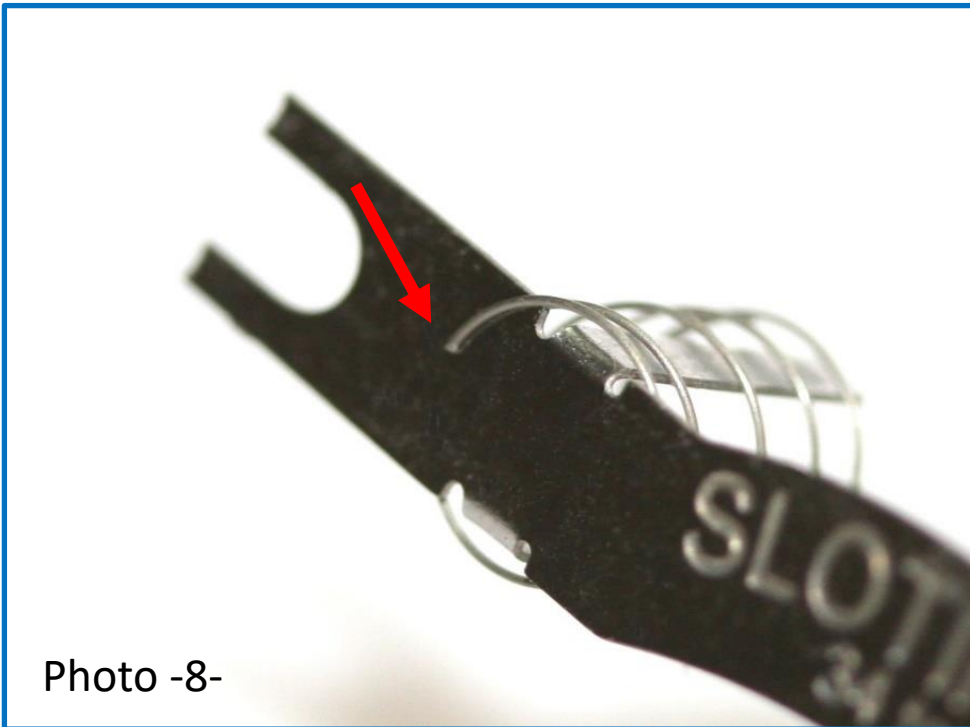


Photo -7-

Now, in order to adjust the intensity of the spring, it is necessary to pass the end of the spring through the upper part as shown in photographs 8 and 9.

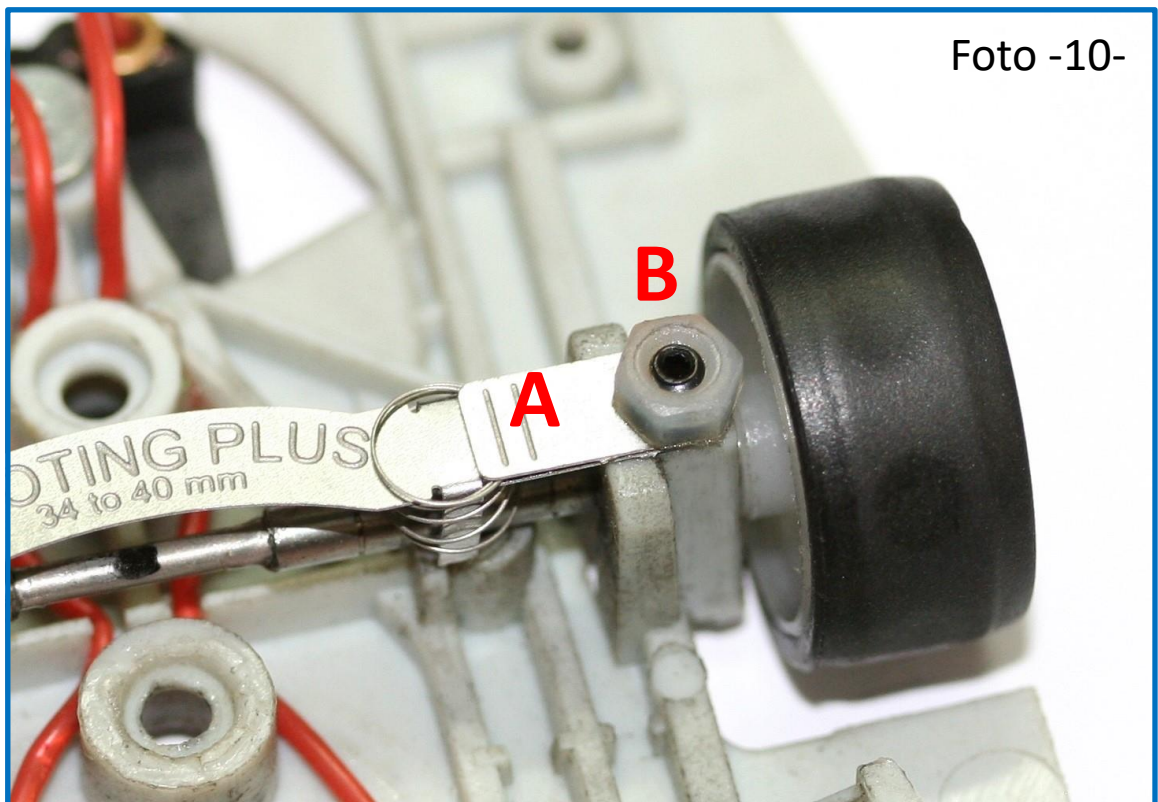


In this way it is possible to adjust the intensity of the spring in a simple way by "screwing" it into the bracket.

Finally, the only thing left to do is to anchor the whole assembly to the chassis support and check that the spring force is correct.

First of all, put the tab -A- pressing on the spring -to prevent it from moving when the car rolls- and then put the Nylon nut -B- as shown in the picture 10 and the front suspension is ready.

As always, it is advisable to fix the Nylon nut to the Allen bolt with screw fixings or nail polish to prevent the unscrewing nut.



IMPORTANT: This front suspension system is only effective when fitted with a half axle or independent wheel axle.

Mounting this suspension, or the U-Fork suspension, with a rigid axle does not make any sense, as it prevents the wheels from rolling properly.