

LIMORA

Erhalten, was bewegt.



Limora Zentrallager
Industriepark Nord 21
D - 53567 Buchholz
Tel: +49 (0) 26 83 - 97 99 0
E-Mail: Limora@Limora.com
Internet: www.Limora.com

Filialen:
• Aachen • Berlin • Köln
• Düsseldorf • Stuttgart
• München

Instructions MGF Coil over shock conversion kit road version

1. Rear ARB offset Mount plates x2 : 4x M8 x16L Hex screws. 4x flange nuts. 20N/m. Not required if using MS bars
2. Top Shock mount: 4x M12 x75L Cap head bolt/12 washers/shims/nyloc nuts 50N/m
3. Lower shock mount: 4x M12x70L Cap head bolt/4 washers/nyloc nuts 60N/m
4. Turret to subframe 24x M8 x20L cap head screws/washers 16x M8 nyloc nuts. 30N/m
5. Turret to subframe 4x M10 connector and 8x M10x16L Cap heads/washers. 45N/m
6. Lower arm pivot 4x 1/2" UNF nyloc nuts./washers 70-74 N/m. 6a. 4x top ball joint nuts M12x1.25pitch
7. Front Brake pipe M10x16 cap head screws x2. 30N/m (Fit to arms)
8. Sample build front RH
9. 4x lower arms, bearings ,seals & bump stops Front left, front right, rear rt, rear left.
10. 4 x top turrets and top ali shock mounts 4x M10x25 cap head/washers 45N/m
11. 4x adjustable shock absorbers 2 fr .2 rear and 2x C spanners.
12. 4x springs rear springs 2 x 625lbs. 2x front springs 425lbs.
13. 4 x M6 oil blanking screws
14. FCCKit sticker and MikeSatur badge
15. Camber plate, taper boss, 2x M6 screws, lock tab X 4 sets 17.shim set

Set dampers to Front+10 Rear +14 or as required. Front height 340mm rear 345. Any lower may damage the shocker height can be adjusted with the top mount also if you intend to run lower. Adjust tyre pressures to front 28+ and rear to 32+

NB . Additional fitting information with the adjustable Mk6 camber design. The sliding boss should be set as far inward as possible use shims to pack and the top nut tightened sufficiently so the parts are nipped together. Check cambers and adjust if required by loosening the top ball joint nut and move taper boss outwards until correct camber settings are reached 1deg to 1.5 negative for road use, 2 shims is approx. 0.5deg. re-shim and lock the two M6 screws and tighten the top ball joint nut to 55-60 N/m. The camber locking plate tabs should also be bent down to prevent movement. Oil the pivot shaft through the hole periodically. When assembling fill with oil to bearing level before inserting shaft ensure correct alignment in both bearings, avoid damaging seals when inserting pivot shaft do not force. It is essential to have a 4 wheel alignment. Fr at 0deg +5". 0deg -5" rear. Camber 1-1.5deg neg but equal each side.

Note there should be no spare fixings left when installed. Before fitting do not use grease - use oil.

