



TF527 Steering damper relocation kit.

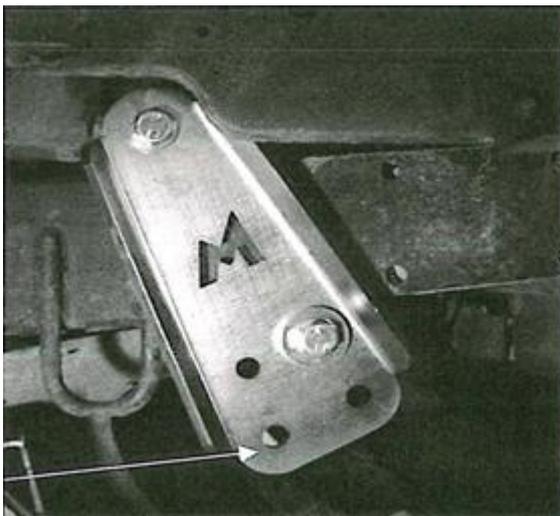
This kit is designed to allow the fitting of Defender style steering dampers to heavy duty steering arms. Extended bump stops should be used to avoid fouling of bracket by steering arms under extreme compression.

The Chassis plate mounts to the passenger side of the vehicle using the panhard rod bracket holes as pictured below, if a steering guard is fitted, the bottom bolt needs to be replaced with the new one from the kit.



Fit the new chassis plate as shown below. Place two of the large M12 washers over the bolts and use as spacers between the plate and chassis. Without these spacers the plate will interfere with the tie down point.

The steering damper mounts through the lower hole (as arrowed below) on RHD vehicles.



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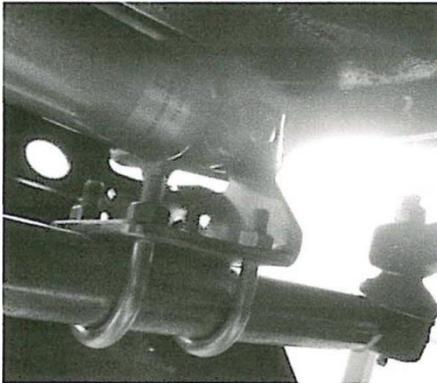
**TF527
D1/RRC**



Put the pin end of the damper through the plate in the position shown and lightly tighten.

Position the bar bracket on top of the steering bar with the 'U' section facing the chassis plate. Place the two U bolts around the bar and through the bar bracket using M8 washers and nuts. Tighten down until lightly clamped.

Place the eye end of the damper in line with the U section on top of the bracket and place the M10x55 bolt with washer through both items, using the other M10 washer and Nyloc nut. Tighten securely.



Turn steering fully to the right. Position the bar bracket to allow the damper to be fully extended and rotate for the least resistance to the bushes on the damper. Once positioned securely, tighten all nuts which have been left loose. If using a Terrafirma return to Centre steering damper, follow the instructions supplied with it on how to set the RTC spring.

Turn steering fully through its rotation and check for clearance against the steering guard (if fitted).

If fitting to LHD vehicles then the bolt position and damper position on the chassis plate changes accordingly.

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