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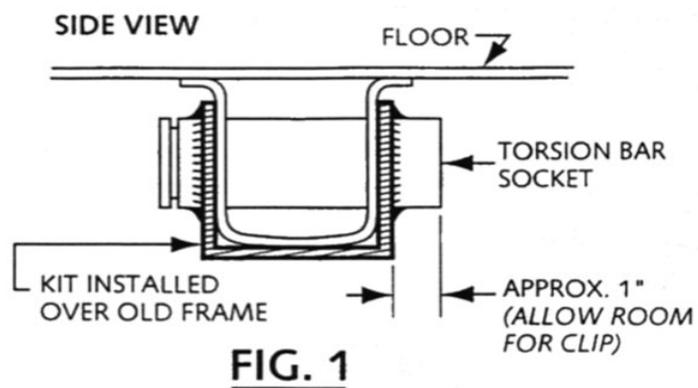


Installing Torsion Mount Kits

- 1) **Safety Notes – *Follow all instructions. Failure to follow instructions may result in property damage or serious or fatal injury. User assumes all liability.***
 - a) Remove battery.
 - b) If you are working within 24 inches of a fuel tank, remove tank. Check for leaking fuel on car. Clamp off or disconnect fuel line near tank. If tank leaks, remove it.
 - c) Keep flammable materials at least 20 feet from the car.
 - d) Remove interior panels and carpets that might burn in the area to be worked on.
 - e) Keep fire extinguisher and water hose near car.
 - f) Wear safety gloves and full eye protection.
 - g) Use a fire watch person when torch cutting or welding on any car.

2) **Welding Notes & Styles**

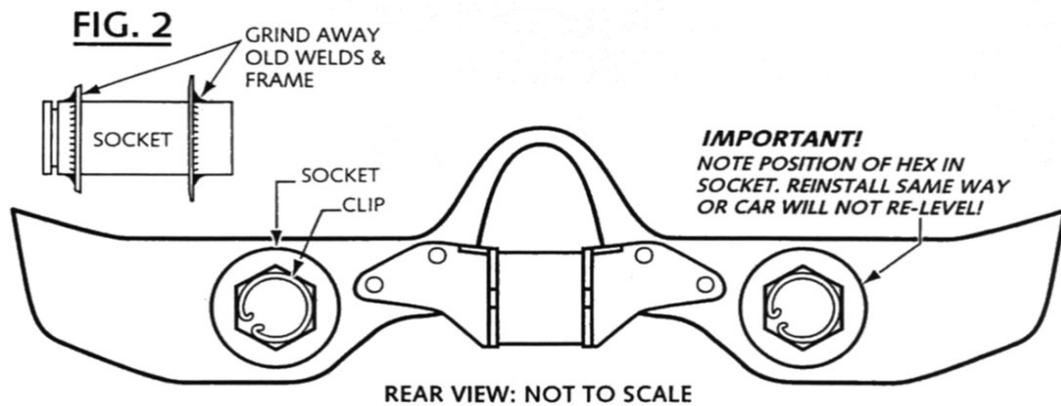
- a) Weld in torsion bar socket solidly. Weld kit using 1" long bead every 1". It's okay to weld it solid, but move around.
- b) Grind surfaces to be welded.
- c) "Stick" or "Arc" welding is difficult for most people, but can produce a sound weld.
- d) "Mig" (wire fed) welding produces a very sound weld. We use a 220 volt machine with .035 wire (E7056) and a 75% Argon, 25% CO₂ gas mix.



3) **Preparing a Car for a New Frame Section & Kit Installation**

- a) Raise and support on jack stands allowing front suspension to hang.
- b) Remove front wheels and carpet.

(continued)



- c) Back off on torsion bar height adjustment bolt using a $\frac{3}{4}$ " socket.
- d) Remove retaining clip at rear of socket. Slide rubber boot forward.
- e) Remove torsion bar by sliding to rear.
- f) With bar removed, cut out rear torsion bar socket. Note position of socket (see figure 2) and the distance socket is extending out the rear frame (see figure 1). Right side note: gas line should be empty. Be very careful when working near gas line that goes through frame.
- g) Cut or grind excess old frame from socket (see figure 2).
- h) Remove outer transmission support bolt. If rusted thin, replace.
- i) Cut rusted frame to good metal. Grind clean. Kit goes over the old frame.
- j) Remove brake line support clip on driver's side.
- k) Slide kit over frame, slide transmission support bolt through kit. Kit will fit tight and might require tapping up flush with hammer. Tighten bolt.
- l) Remove rust and grease from torsion bar.
- m) Reinstall torsion bar. Make sure adjustment is backed off.
- n) Slip torsion bar socket over bar and push forward to noted depth minus approximately $\frac{1}{8}$ " (top of socket should be approximately $1\frac{1}{4}$ " to the rear of kit.)
- o) At this point the kit may be adjusted left and right to compensate for each car.
- p) If socket fits properly tack weld socket to kit and kit to remaining frame, per step 2.
- q) Remove torsion bar and weld kit and socket securely.
- r) When cool, repack front and rear sockets with grease. Reinstall torsion bar and front boot. Reinstall retaining clip.
- s) Paint or rustproof kit and frame.
- t) Initial adjustment for torsion bar is to tighten adjustment bolts until approximately $1\frac{1}{8}$ " remains out of adjustment nut. Both sides should be equal height. (see fig. 3)

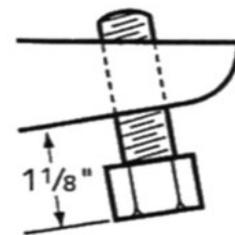


FIG. 3