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INSTALLATION INSTRUCTIONS FOR CH01 SERIES FRONT SHOCK KIT P/N- FSK

NOTE TO INSTALLER: The kit contains all the materials necessary for the replacement of the front shock absorbers on all Triumph TR250/5/6 cars. Some kits have nyloc nuts while others have split washers and hex nuts..

READ THESE INSTRUCTION BEFORE YOU BEGIN

This kit replaces the standard lower shock mount brackets, the ones that look like dog bones, with new brackets. The new brackets allow the use of the Sensatrac or gas charged shock absorbers, which has pins type ends. Orientation of the new bracket is essential in the operation of the shock absorber and must be placed properly. Please read STEP 7 in these instructions!!

1. Place the car on jack stands at a comfortable working height. Remove the front wheels and the old shocks.
2. Inspect the areas at the top of the tower where the upper shock mount sits. Look for cracks, breaks and the general condition of the upper fulcrum mounts.
3. Clean area to remove rust scale and road debris. Make repairs if necessary and paint if desired. Now is a good time to do so.
4. Next, inspect the lower shock mount area where the old dog bone brackets fit the lower pins. Make sure that the pins are straight and that the threads are in good shape. If they are not, then use a 3/8-24 thread chaser or a threading die to reform the threads. If your dog bone brackets came off with a fight, then these pins are probably bent. Straighten them by placing a nut on the end of the stud and hit them

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- with a hammer in the direction that is necessary to straighten them. Use the new bracket as a guide. It has to fit the pins easily.
5. The shock absorbers are assembled at our factory to make sure that the threads are good, that the shocks work as designed and that all the hardware is in place. Note that each pin has a jam nut already installed.
 6. Take off the hardware from the pins. All except for the lower cup washer and bushing at the top end. Set aside the rest. Fit the shock up through the tower structure from the bottom and set the upper pin through the hole in the upper fulcrum mount making sure that the bushing sits in the hole of the upper fulcrum mount. Place the upper bushing and large cup washer on the pin and fix in place with a nut. Hand tight at this time.
 7. The shock will now be protruding thru the hole in the lower spring pan. Take the new bracket and orientate it so that the spacers welded to the plate are facing up and the offset hole is on the outboard side shock. The brackets are marked "UP" and "OUT" for reference.
 8. Slide a bushing and large cupped washer onto the pin to the stop and fit the bracket on the pin holding the bushing and washer in place. In the same movement, align the four studs of the spring pan with the holes in the bracket and push the assembly up as far as it will go. Make sure that the bushing is centered in the hole in the bracket and that the hole is outboard in relation to the center line of the car. Secure the shock with a nut with no washers in two places diagonally. The shock will have to be compressed slightly to do this. Forget the washer at this time. Just catch some threads.
 9. Place a split washer and nut on the other two studs and tighten them equally to compress the shock and expose the other two studs. Remove the nuts without the washers and replace them again this time with the washers. If you were supplied nyloc nuts in your kit, follow the same procedure without the washers.
 10. Run all the nuts home sequentially till they are all seated .
 11. Compress the bushings top and bottom and place the jam nuts on each end.
 11. Repeat this procedure on the other side. Replace the road wheels and take the car for a ride. You should note the difference in ride quality and performance.

Congratulations. You are done!

END OF INSTRUCTIONS