

# Castlemaine ROD SHOP

Chass09 kit.doc

## **INSTRUCTIONS FOR THE FITTING OF A CHASSIS KIT TO LH-LX-UC TORANAS.**

The kit is designed as a bolt up operation not requiring any welding and only basic tools to fit it.

It makes no difference whether the car is V8, 6 cylinder or 4 cylinder, all bodies are the same.

A trip to the local car wash or steam cleaner will make the job much cleaner and easier to do.

- Step 1:** With vehicle on jack stands or over a pit (not on a hoist) remove original gearbox crossmember.
- Step 2:** Remove the two 7/16" bolts holding the front radius arms to the body and the two 1/2" bolts holding the rear trailing arms.
- Step 3:** Remove the back seat and rear carpet.
- Step 4:** Remove the two handbrake cable direction holding rods.
- Step 5:** Fit chassis rails at the front using two 7" x 7/16" bolts through the original holes for the front radius arm. With a jack holding the chassis rail hard against the rear trailing arm mounting bracket.

Make sure the bracket which goes over the gearbox mounting position is also hard against the existing chassis rail.

Check the 1/2" holes through the rear most plates on the chassis rail and the holes through the rear trailing arm mounting bracket, as minor variation can occur from vehicle to vehicle.

**Any re-alignment of holes (slotting) must be done at this stage.**

**Step 6:** Before final fitting insert the machined spacers between trailing arm mounting bracket and the rear most plate on chassis.  
Fit the two 4" x 1/2" bolts through the rear trailing arm brackets then through rear trailing arms, and through the rear most plate on chassis using the 1/2" nyloc lock nuts and flat washers.

**Step 7:** Drill the six 3/8" x 13/32" holes through the plate forward for the rear trailing arm. These holes go through the trailing arm bracket and floor. Bolt up with two supplied drilled plates on the inside of the rear floor well, using six 1-1/4" x 3/8" bolts and nyloc locknuts. Refit carpet and seat.

**Step 8:** Drill the two 3/8" x 13/32" holes underneath the trailing arm and fit the two 1" x 3/8" bolts and nyloc lock nuts.

**Step 9:** Temporarily replace the original bolts from the gearbox crossmember through the bracket which goes over the gearbox mounting position. (Using the holes at both ends of this bracket.) Then, using 3/8" x 13/32" drill, drill the holes running parallel with the floor through the original chassis from the outside (through the new chassis rail) and from underneath (through the bracket which goes over the gearbox mounting position.) Then fit the four 6" x 3/8" bolts and nyloc locknuts.

Refit original gearbox crossmember with one extra 1" x 3/8" bolt, spring and flat washer each side going through the front hole on the bracket which goes over the gearbox mounting position.

**Step 10:** Using 3/8" or 13/32" (a longer drill may be needed at this stage), drill through the very front of the chassis rail through the original subframes and bolt up with one 5-1/2" x 3/8" bolt through the R.H.S. and two 3-1/2" x 3/8" bolts through the 50mm x 10mm flat bar, both sides using nyloc lock nuts and flat washers on the inside of original front subframe. Wheel removal will make this job easier.

**Step 11:** Two 11/32" holes must be drilled, one per side, as per drawing to divert handbrake cable to clear chassis. Refit the two handbrake cable direction holding rods to the new holes and refit handbrake cable.



















