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01841 531102

### Clio 3 RS Adjustable Front Strut Top Mounts

These front top mounts replace the standard rubber mounts. They improve the handling, precision and feel of your car by eliminating the flexible rubber with the use of a top quality all stainless NMB Aerospace spec spherical bearing.

The innovative design of these top mounts allow a fixed caster adjustment of 1 degree using the alternative stud mounting holes so the top mounts can be moved backwards. They also allow around 1.75 degree of extra negative camber adjustment (on top of the OE negative camber setting giving up to 3.2 degrees of negative camber).

A lot of top mounts on the market rely solely on clamping bolts to hold the camber adjustment in place and can easily slip when hit on a circuit kerb. These top mounts utilise 6 x M8 bolts for additional clamping force and also feature a locking ring which can be locked in a variety of camber positions to add further security against slipping.

The top mounts are CNC machined from 7075 Aerospace grade aluminium and hard anodised for ultimate corrosion resistance.

The adjuster plates are CNC machined from 6082 aluminium alloy and hard anodised.

They are supplied with mounting bolts, marine grade 316 stainless steel spacers, marine grade 316 stainless steel M12 x 1.25mm sleeve nuts.

We have manufactured the mounts from the finest aerospace grade 7075 aluminium to keep them small, light and strong and also allows us to place the bearing high up in the mount so that it doesn't raise the front of your car unlike many other alloy mounts on the market. The hard anodised finish will keep these top mounts looking fresh out of the box for years to come.

We use the best bearings that are available on the market and these are an all stainless NMB bearing with a self lubricating PTFE liner.

All of the spacers and sleeve nuts are made from 316 stainless so they will never corrode.

The design of the lower spacer suits most aftermarket dampers with parallel springs including our own Bilstein fixed rate damping and PSS10 coilover kits without the need for any other spacers or washers.

The optional upper spring perch for standard type springs are a direct replacement for the originals and can be used with any standard type spring including those found in the Bilstein B14 coilover kit. The design of our upper spring perch ensures the same damper stroke and spring pre-load is retained so that the springs don't become dislocated on full droop like some other top mounts on the market.

They fit all Clio 3 RS models with the earlier, larger top mount hole in the strut top.

#### Strut Brace Overview.

The strut brace mounts are laser cut, TIG welded and powder coated. These bolt into the top mount using the same mounting holes in the body – this ensures the load path is directly from the suspension strut into the brace. The brace bar is made from steel, TIG welded and powder coated, it is non-adjustable.

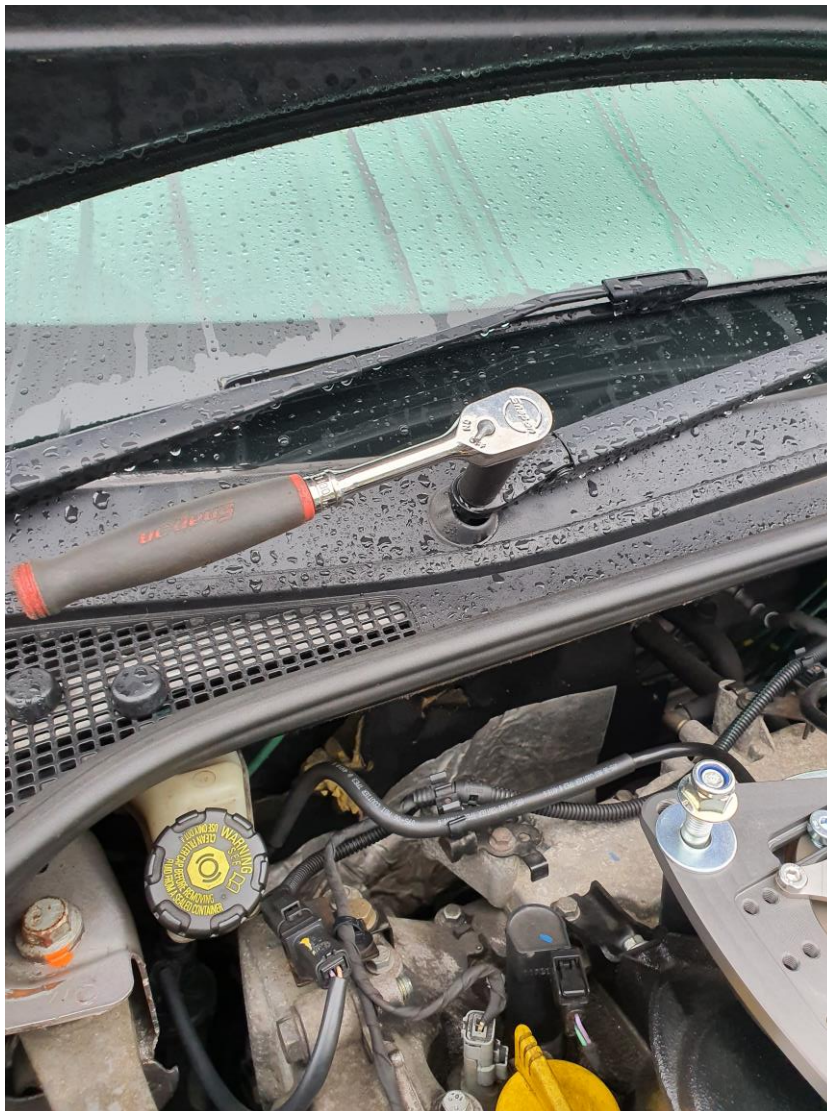
### Fitting.

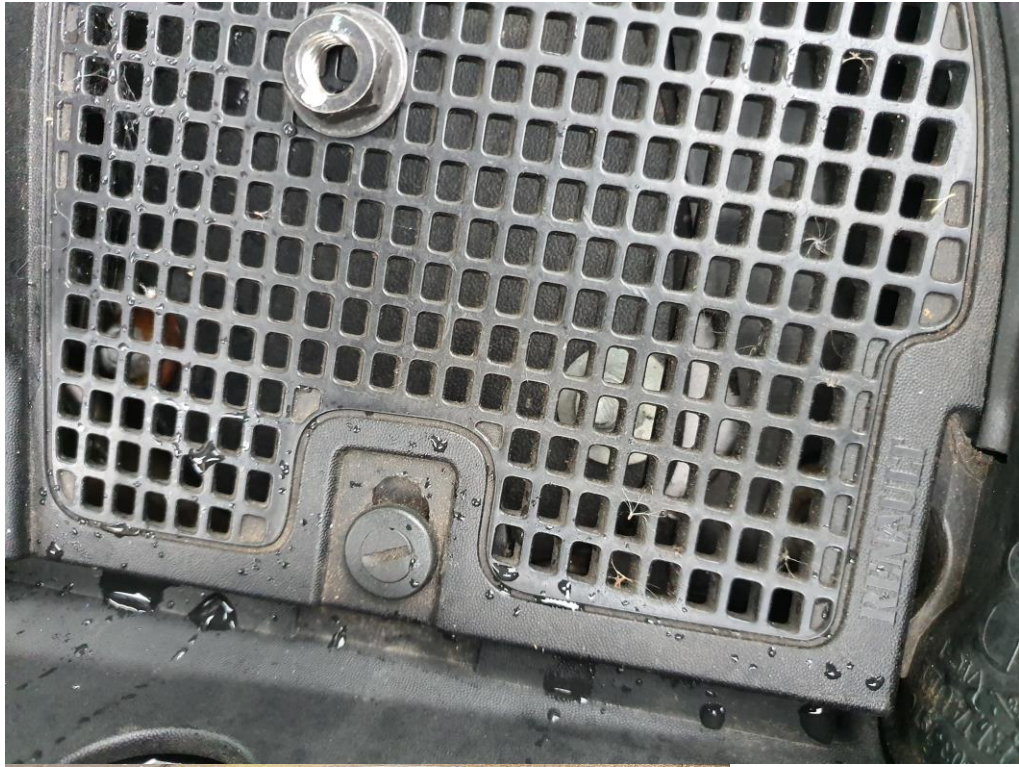
Pure Motorsport accept no responsibility whatsoever for incorrect fitment of this kit. It is highly recommended that a competent and suitably trained vehicle mechanic fit this kit and have access to the correct tools.

These instructions are offered as a guide only and further information may be required in the form of a workshop manual.

With the vehicle still on the floor, remove the:

- windscreen wiper arms
- scuttle panel plastic cover
- top mount covers
- the top nuts from the struts and screw them back on finger tight.





Next up, jack the vehicle up and place on axle stands.

Remove:

- both front wheels
- brake hose clamp on top of strut mount
- both front caliper retaining bolts and remove calipers and hang up out of the way
- unclip ABS sensor connector from under wheel arch liner
- pull the ABS sensor wiring out of clips along the track rod end
- anti-rotation link nut
- track rod end nut and split ball joint
- bottom wishbone ball joint and split from swivel carrier
- anti roll bar drop link nut and pull drop link out of strut
- hub nut and push driveshaft through the hub







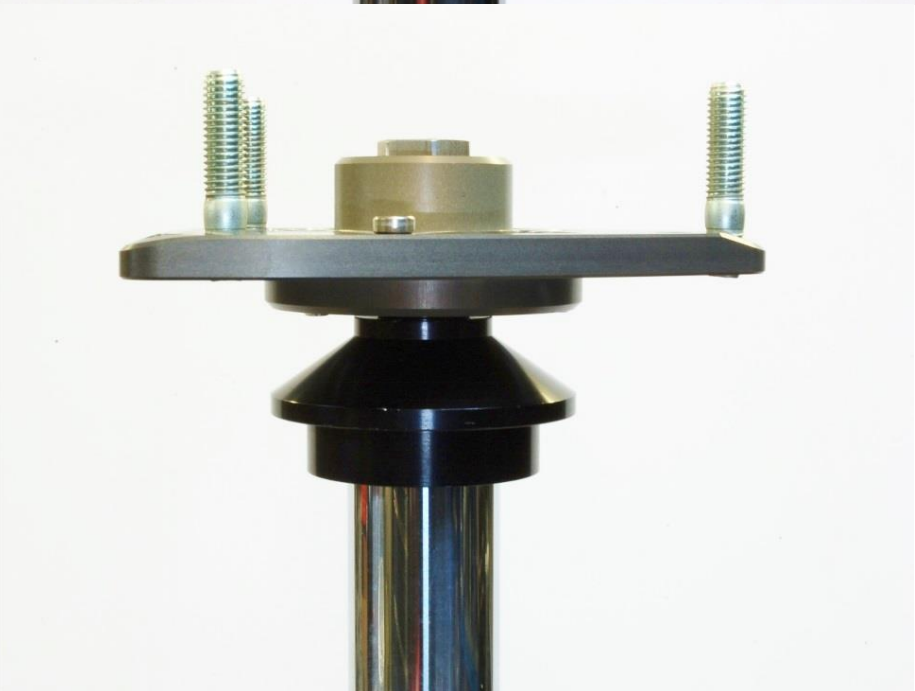
Ensure the complete strut and swivel carrier and swivel are now ready to remove. Remove three retaining bolts at top of top mount and remove the complete front suspension assembly.

Use spring compressor to remove preload on the spring and remove the original top mount assembly. If you have standard type springs then retain the upper thrust bearing, place the new spring perch on top, then place the top mount then use Loctite on the sleeve nut and tighten.



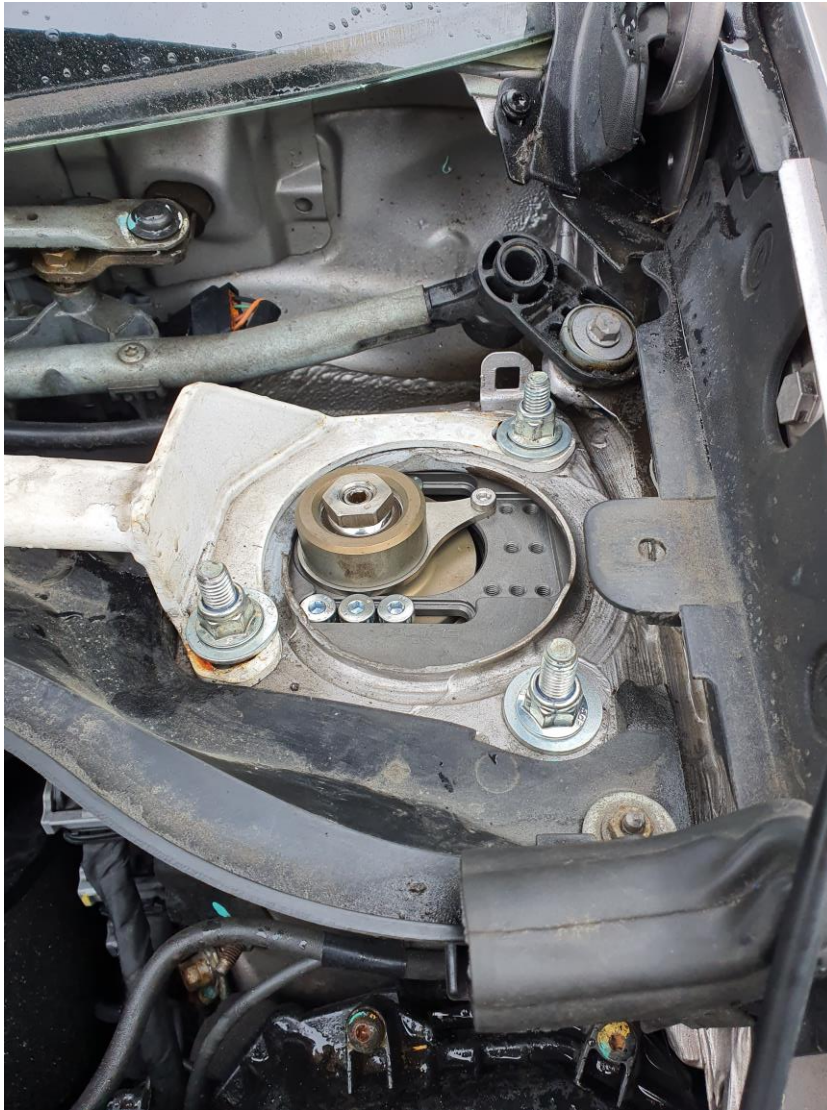


If you have coilovers with parallel springs then fit our stainless steel lower spacer, then top mount and then use Loctite on the sleeve nut and tighten.



If you want to use maximum camber settings and place the top mount further back to get maximum caster setting you may need to remove the lip on a portion of the strut top as shown below. It is only the lip that needs to be removed.





#### Fitting the struts:

Choose which caster position you want to put the top mount mounting studs into – pushing the top mount rearward will give more negative caster. When final fitting of studs, Loctite them into the top mount and screw in until the shank has bottomed out and nip them up. Fit the complete strut assembly back into the car:

Refit the struts (and strut brace if applicable) and use the supplied washers and M10 flanged nyloc nuts to retain the top mount into the body – tighten to 55Nm

Refit all parts in the reverse order that they were removed.

ARB drop link nut 44Nm

Track rod end nut 37Nm

Bottom ball joint nut 105Nm

Anti rotation link nut 100Nm

Brake caliper mounting bolt 164Nm

Hub nut 280Nm

Wheels: 140Nm

## Adjusting camber

When adjusting camber, remove the weight off the wheel without lifting the tyre off the floor so the top mount is just released, slacken clamping bolts and remove locking ring bolt and move top mount to desired position. Ensure the locking ring bolt can be fitted in one of the 8 fixed positions. Use Loctite and tighten all M8 clamping bolts to 20Nm. Tighten M6 locking bolt.



If you get stuck please ring for help and advice.

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[enquiries@pure-motorsport.co.uk](mailto:enquiries@pure-motorsport.co.uk)

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