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01841 531102

Renault Clio 2 Rear Anti-roll Bar Kit

This kit features a tubular anti-roll bar manufactured from thick wall CDS tube. The bar features three point adjustment via different holes cut in the anti-roll bar arms. The drop links are adjustable rose joints that mount on the rear axle bush bolt.

The bar clamps to the axle with 'U' bolts and high quality Superpro bushes. Superpro bushes are some of the best available with very high quality moulding featuring a knurled inner finish to hold the lubricating grease inside the bush for quiet, smooth operation.

We have developed a kit that is lightweight, easily adjustable and with an option of this 22mm bar or a 19mm bar.

We recommend the 19mm bar for a small increase in rear roll stiffness, and the 22mm bar for large increases in rear roll stiffness or for Clio 2 models with the small standard anti-roll bar.

This innovative design means that the adjustment actually works and does alter the effective rate of the bar.

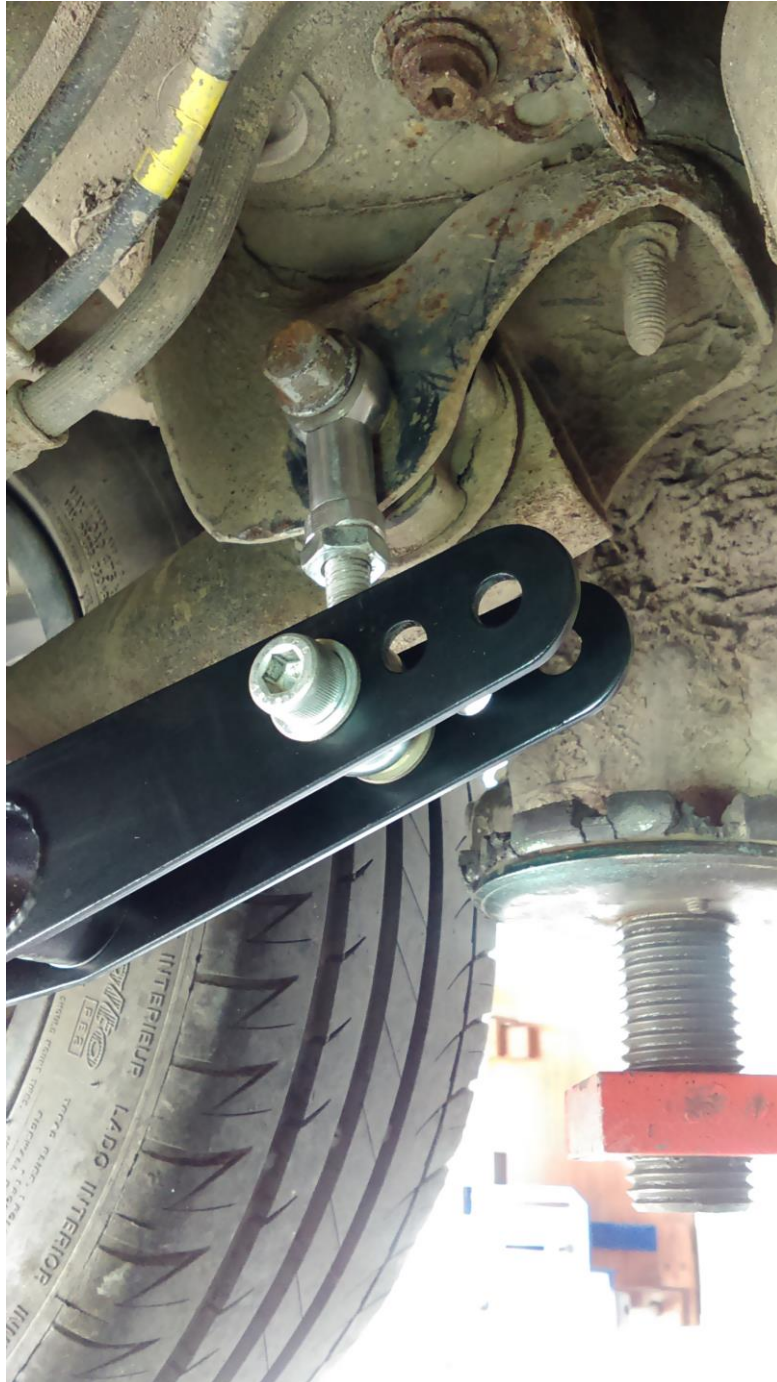
Fitting.

We strongly recommend that a professional with suitable experience fit this kit.

Firstly, you need to remove the rear axle bush bolts. To do this:

- Jack the vehicle up at both sides at the rear and hold on axle stands
- While holding the weight of each rear wheel, remove the bottom damper bolts
- Drop the axle far enough down to remove the springs
- Temporarily refit the dampers using the bottom bolts
- Remove the brake pipe mounting bracket bolts on the left hand side of the car to allow the axle to drop down without damaging the brake pipes
- Undo the three nuts holding the axle bush mounts to the chassis – take great care to clean and lubricate threads prior to removal because, if the axle bracket captive bolts turn in the chassis you won't be happy.

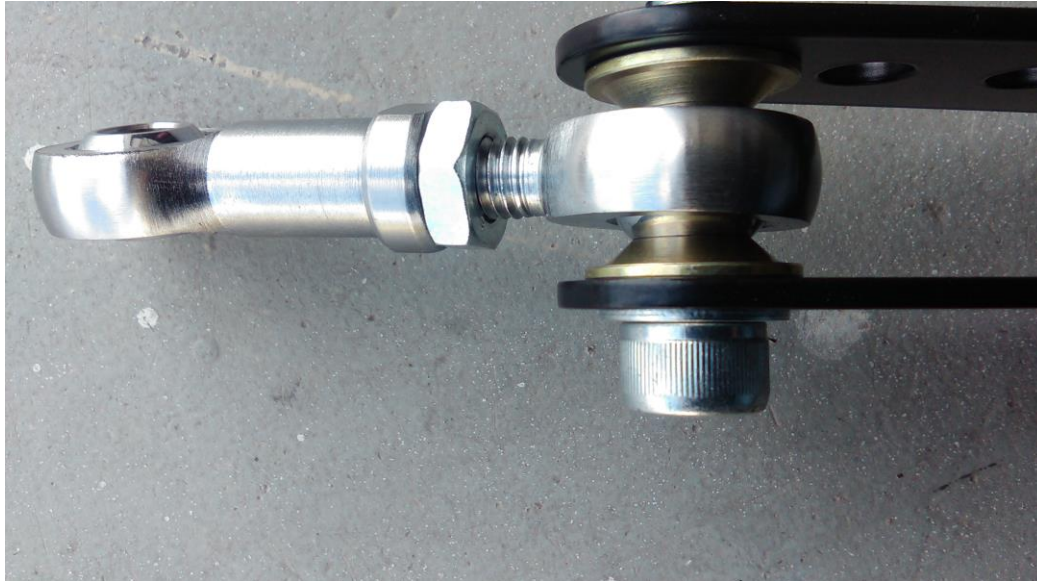
- Supporting the axle on a transmission or trolley jack, drop the front of the axle down far enough to remove the bush bolts.
- Fit the female rod end to the axle bush bolts as shown, loosely fit nut and refit the axle bush brackets to the body - torque axle bush bracket to chassis nuts to 60Nm



- Remove the damper bottom bolts as before, while supporting the weight of the wheel and refit the springs.
- With the car at normal ride height, torque axle bush bolts to 70Nm and damper bottom bolts to 105Nm
- Refit brake pipe mounting bracket bolts

Now fit the anti-roll bar:

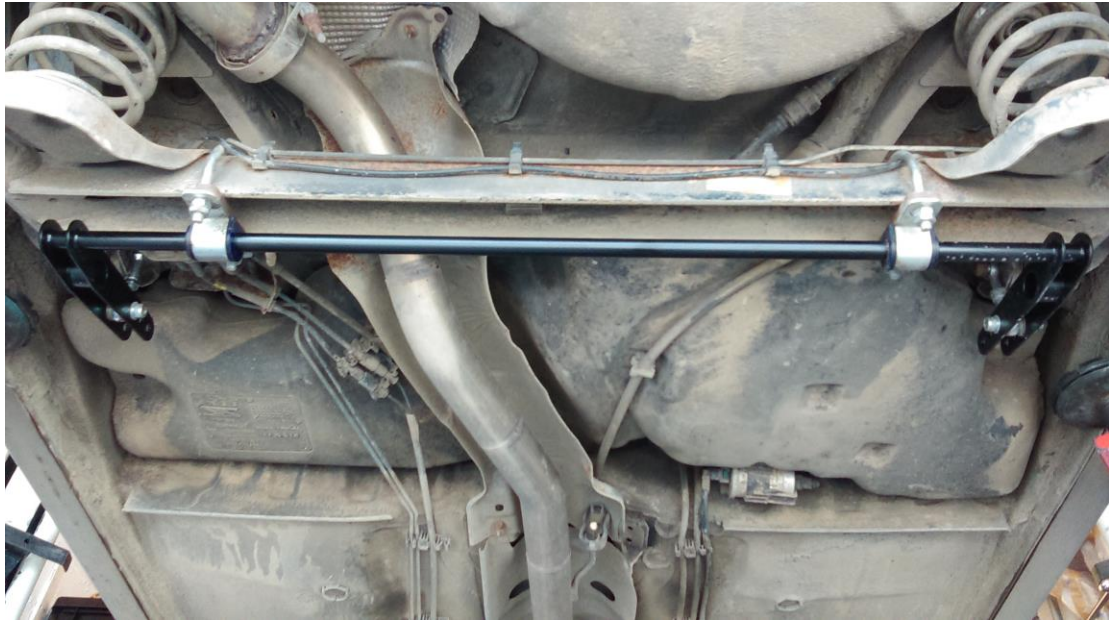
- Adjust the drop link so that centre to centre length is 80-85mm and lock up nut so that both rod ends are aligned.
- Hold the weight of the bar by mounting the bar on the drop link bolts so the flat part of the bar arms will face upwards, fitting spacers as shown:



- Grease the inside of the bushes with the supplied lube and fit on the anti-roll bar inside the washers
- Put the U bolts over the rear axle in the positions shown, then the bush baseplates, bushes and then clamps, lightly fasten with the nuts



- Push the clamps out as far as they will go until they are firmly pressed against the retaining washers on the bar
- Ensuring the bar is centralised on the axle, do up the U clamp nuts evenly until tight.
- Ensure the U clamp doesn't rub on any brake pipes and route the ABS sensor wiring as shown in picture.
- Torque drop link bolts to 66Nm.



Settings.

The anti-roll bar will make a big difference to the handling characteristics of your car, adjust the bar onto it's softest setting to start with – in the front holes on both arms. Use stiffer settings (rear holes) incrementally if required until the desired setting is reached. You may wish to soften the bar in wet conditions, or remove it altogether.

Please test the limits of your vehicle in a safe place and off the public highway.

If you get stuck please ring for help and advice.

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enquiries@pure-motorsport.co.uk

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