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Renault Clio 172/182 front strut top mounts and strut brace.

#### Top mount Overview.

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

They are supplied with mounting bolts, marine grade 316 stainless steel spacers, marine grade 316 stainless steel sleeve nuts. They bolt through the body by simply drilling 3x8mm holes.

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 will now suit all standard dampers and also virtually all aftermarket dampers including the Bilstein B14 without the need for any other spacers or washers.

#### 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 itself is made from steel, TIG welded and powder coated, it is non-adjustable. The kits for the PH1 172 include a bracket for relocating your inertia switch and a different throttle cable bracket that lowers the cable to allow room for the brace. The strut brace cannot be fitted to standard top mounts.

#### 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 top nuts from the struts and screw them back on finger tight.



Jack up the vehicle, secure on axle stands and remove the front wheels.  
Remove:

- Both strut to upright retaining nuts
- ABS sensor wiring from strut (If applicable)
- Both strut to upright mounting bolts using a suitable soft mallet and remove struts from vehicle



Fitment with our strut brace:

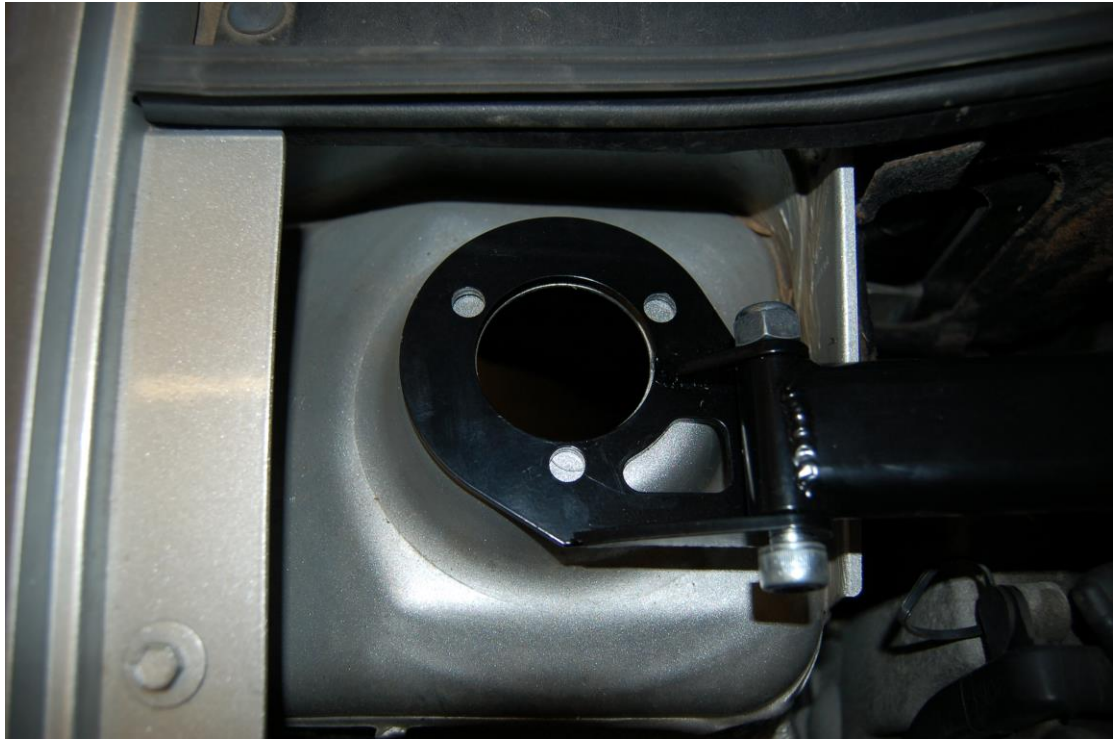
Remove engine cover (PH1: Remove inertia switch and bracket, throttle cable, rubber bush and throttle cable bracket. Loosely fit new bracket with M6x15mm bolts, push in rubber bush and fit cable, align cable by moving bracket and tighten mounting bolts. Ensure the cable is adjusted to allow full throttle. Drill inertia switch mounting holes to 6mm and fit to brace using M6x15mm bolts and nyloc nuts)

(Picture below for PH1 only)



Loosely assemble the strut brace with the mounting lugs forwards (PH1: inertia switch bracket to left) and place onto strut tops.

Centralise the centre holes at each end and mark the three mounting holes on the strut top with a scribe or pen. Remove brace, centre punch and drill the holes to 8.5mm. Check fitment of the top mounts and brace, adjust if necessary. Brush some paint around the holes to cover the bare metal, leave to dry.



### Fitment without our strut brace

Place the top mounts upside down in the strut top holes. Have one of the holes facing towards the front of the car (this is very important if you want to fit a strut brace later on. To double check position, the two rear holes should align with the two rear holes at the other strut top – use some string pulled across all the rear bolts)

Mark through the top mount holes onto the strut top with a scribe or pen. Centre punch and drill the holes to 8.5mm. Check fitment of the top mounts and adjust if necessary.

Remove top mounts and brush some paint around the holes to cover the bare metal, leave to dry.



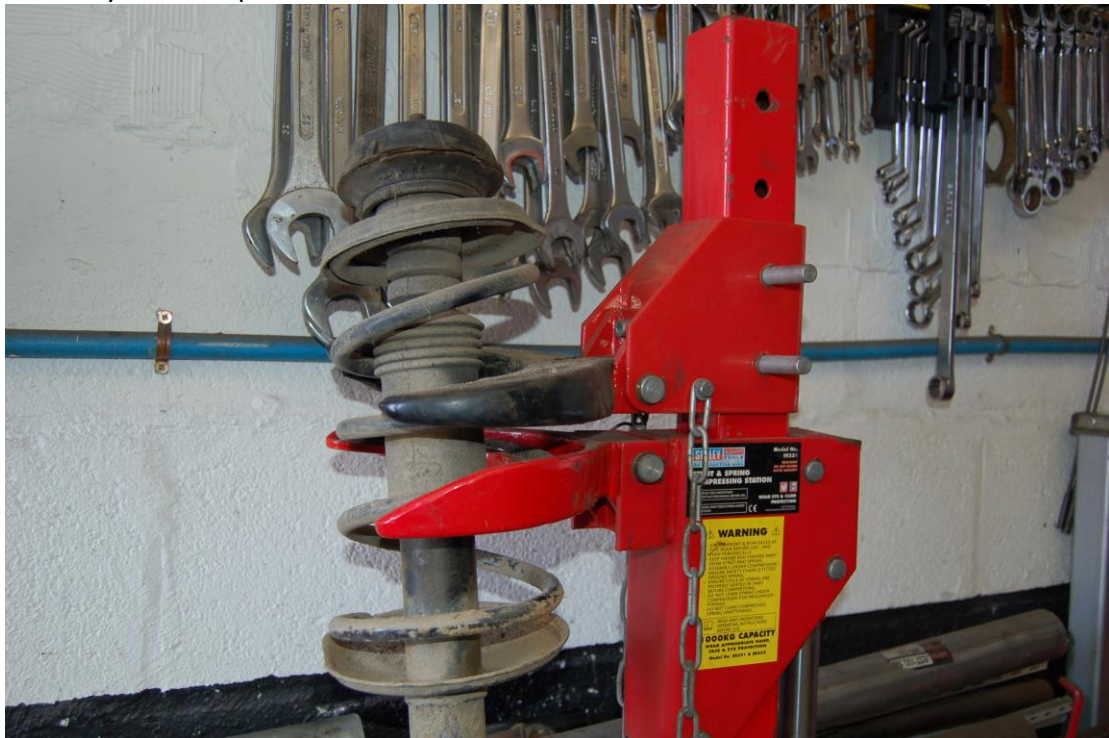
### Top mount fitment to strut.

Compress the spring using a suitable tool until the strut is loose. Remove:

- The 17mm retaining nut from the top mount.
- The rubber mount, spacer and thrust bearing

Leave the top spring cap in place and fit the new spacer, top mount and then tighten the sleeve nut with some loctite on the threads.

Release the spring compressor ensuring the top and bottom of the spring is located correctly in the caps.





Fitting the struts:

Refit the struts (and strut brace if applicable) and fit the three M8x20mm bolts with loctite to each strut top, tighten to 33Nm.

Tighten M10 strut brace bolts to 80Nm.

(PH1 with strut brace: Plug in inertia switch.)

Lower strut mounting bolts M14: 180Nm

Wheels: 105Nm









If you get stuck please ring for help and advice.

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