

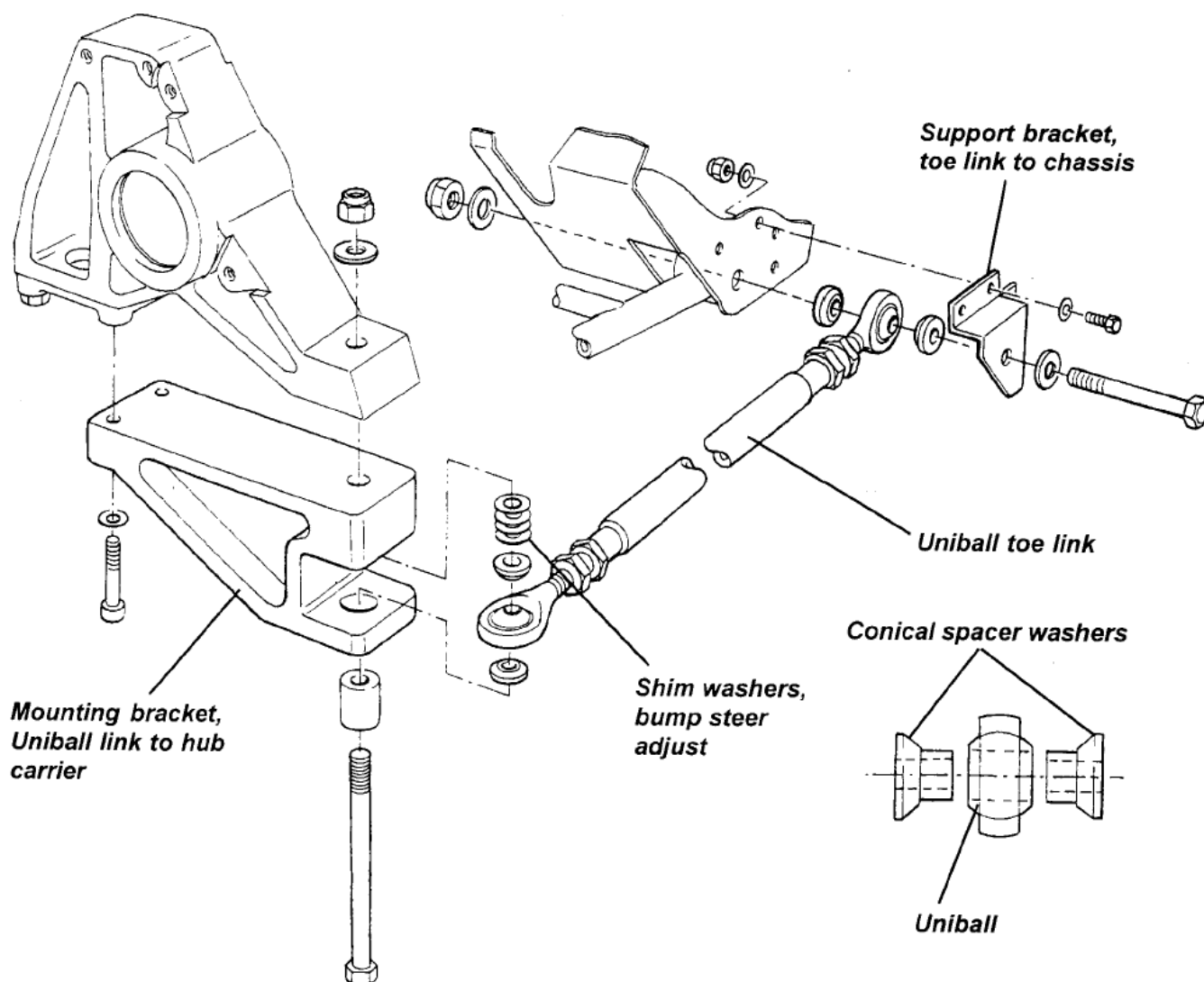
EliseParts Uni-ball Toe link kit

Assemble the link as shown in the diagram below.

At the inboard sub-frame end, mount up the joint with the steel cover, mark the 4 holes on the sub-frame, then drill out to accept the rivets supplied, and install the rivets.

At the out-board upright end, remove the two rear bolts from the ball-joint plinth and offer the aluminium bracket up, using the supplied longer cap head bolts to secure both it and the ball-joint plinth, do not tighten at this point.

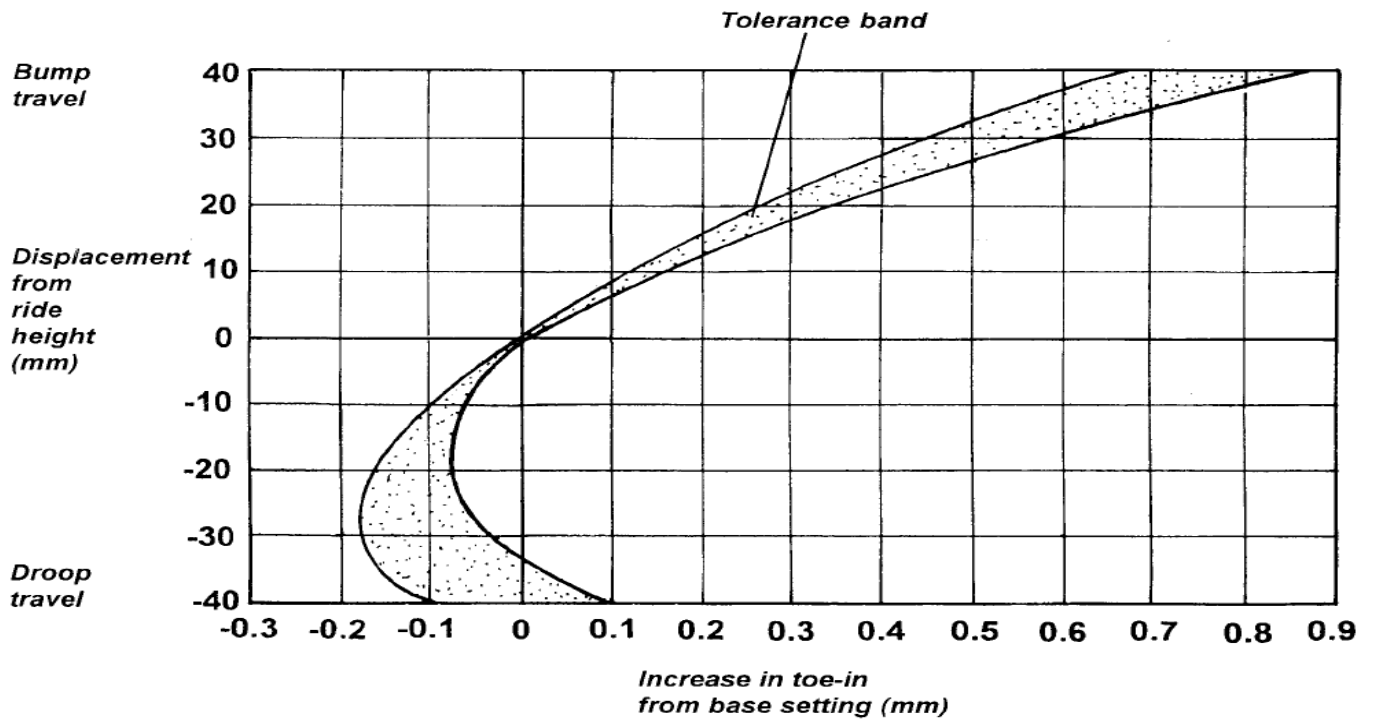
Now, insert the long bolt with a thin washer fitted first up through the lower jaw of the bracket (with the slide tube installed), then the rod-end with conical's fitted, then 4 thick shim washers (total 7.6mm thick), then up through the top of the bracket and the upright, then a thin washer, then the nyloc nut.



Rear Bump Steer.

Starting with 4x1.9mm shim washers above the joint is sufficient for a base setting, however, depending on the ride height of the car, this should be optimised for your specific set-up.

The Lotus recommended setting is dictated by this chart:



This is a good place to start, although with track biased use and softer tyres, you may want to reduce this to closer to +0.25mm toe in @ 40mm bump.

As a rough guide, for every 1mm in shim washer extra placed above the rod-end, will increase the toe in at 40mm bump by approx 0.2mm.

NB*When fitting the rubber dust covers immerse them in boiling water for a few minutes to make them flex more (dry them thoroughly) and put some good grease on all the joints and some copperslip on the rod end threads before fitting.

Series 2 Steel Upright



Series 1 Steel Upright

