

Benefits of this upgrade to a non adjustable rear suspension vehicles

This is now adjustable and the rear suspension geometry can be set up correctly, If you have been suffering from poorly wearing rear tyres from rear geometry being incorrect during a wheel alignment then here is a solution. This conversion kit is utilising the existing fasteners, there are no modifications required, only to remove 8 washers and the 2 original upper suspension links.

The new upper links were adjusted to the same length as the original control arms before being installed. The only other thing we had to do was carry out a safety check. This involved removing a shock absorber and spring so that we could carry out a check when the suspension travels from full bump to full droop. Everything moved smoothly and nothing bound up at any point.



- a) Adjustable link which overcomes manufacturing tolerances in the upper arm, chassis and other components. This allows the camber to be accurately adjusted prior to the rear toe-in (this is the correct order in setting up the rear suspension alignment)
- b) The rod end eliminates the rubber bush compliance thereby continuously maintaining the correct camber angle.
- c) Following on from this is the rear tyres are less like to suffer from rear suspension alignment problems
- d) The vehicle has improved straight ahead stability at high speed.
- e) Improved cornering ability through better suspension geometry.

This same top link on the Esprit S4s was finally made adjustable at the end of Esprit production. I can only conclude Lotus acknowledged this was done a final solution to resolve rear end alignment problems.