



QuickChange™ Adjustable Spring Plate kit - Instructions

Part Number 2080908

Cars applicable:

356 ALL (For pre-A & C, see notes)

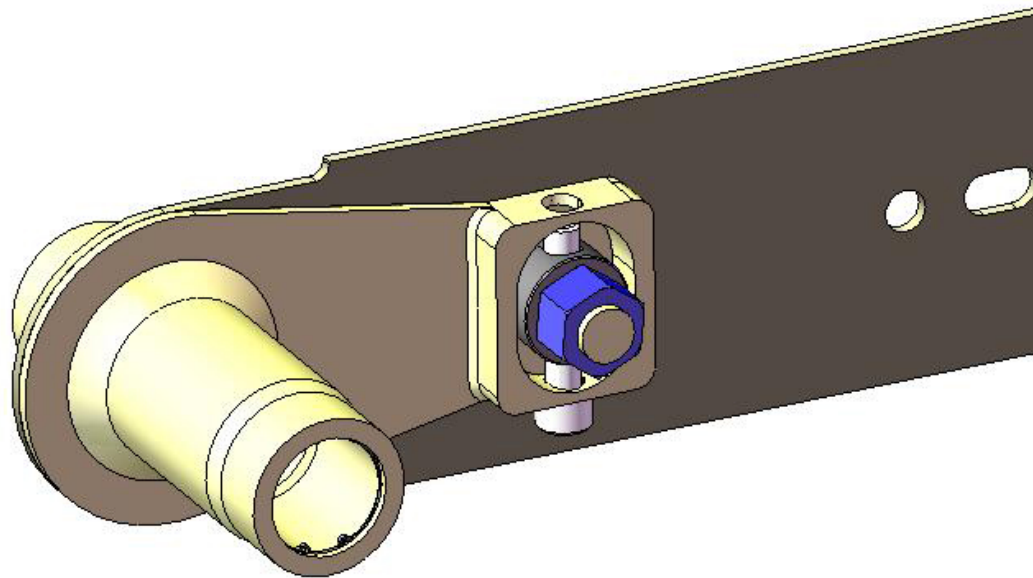


Figure 1 – Driver side QuickChange Spring Plate as

Contents:

Two QuickChange Spring Plate assemblies, one driver side, one passenger side

Component Requirements

Direct fit for 356 A and B. 356 pre-A and C require the use of longer torsion bars found in most 356 A and B models.

Must also use 356 spring plate cover with a hole in it. If appropriate bushings are can be used as well.

Required and not included:

Spring plate bushings. While any bushing designed for factory spring plates may bearings are highly recommended. Polybronze spring plate bearings are required torsion bar extraction feature.

Toe and Camber adjusting hardware, use the factory parts. You can also use the

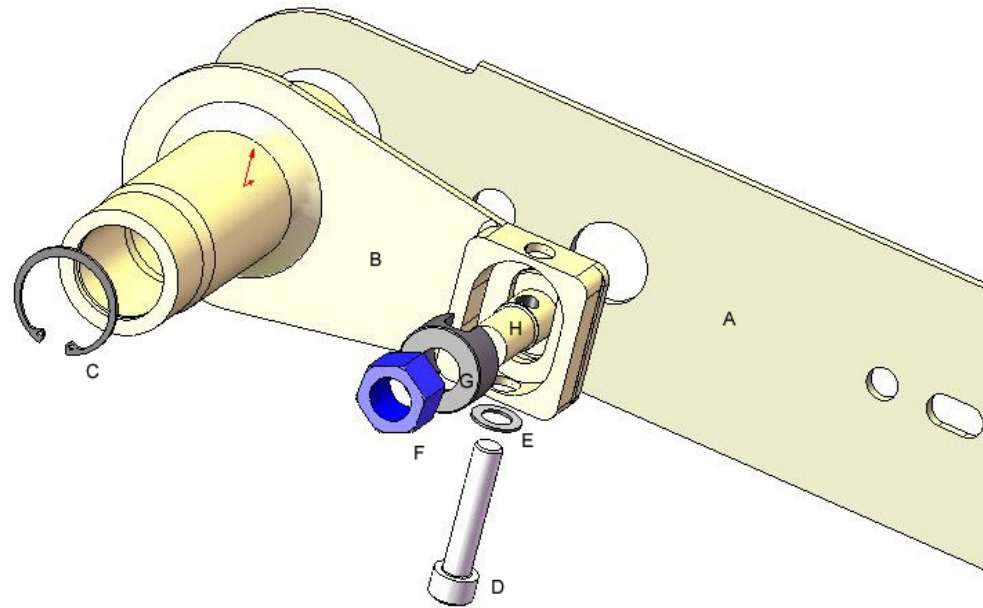


Figure 2 - Driver side QuickChange Spring Plate ex

Item #	Description
A	Blade
B	Splined Hub
C	Retaining Ring
D	Height adjuster screw - M10 x 50 socket head cap screw
E	Height adjuster lock washer - M10 belleville lock washer
F	Clamping nut - M16 lock nut
G	Clamping Spacer
H	Clamping bolt

Installation:

Installation requires the same procedure used for factory spring plates. Refer to
 Refer to Figure 2. Note that driver and passenger side assemblies have opposin
 [D]. Install the assemblies such that the Height adjuster screw [D] is oriented as

Height adjustment / corner balance:

Caution: Height adjustment should only be performed with the car raised,
 the suspension.



Torsion Bar replacement / re-indexing with QuickChange Torsion Bars:

QuickChange Spring Plates facilitate rapid torsion bar replacement when used with QuickChange Torsion Bars. QuickChange Torsion Bars have a threaded end that allows a regular handle for easy extraction / insertion.

Note: The ability to replace and re-index torsion bars only works when paired with QuickChange Spring Plates.

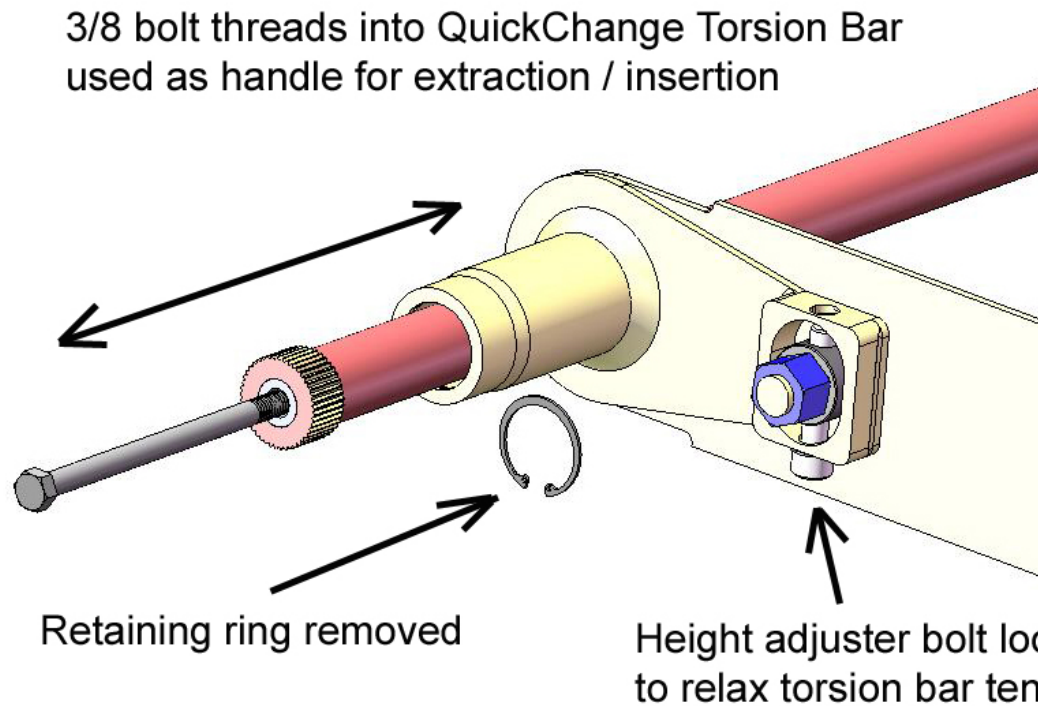


Figure 3 – Torsion bar replacement using QuickChange

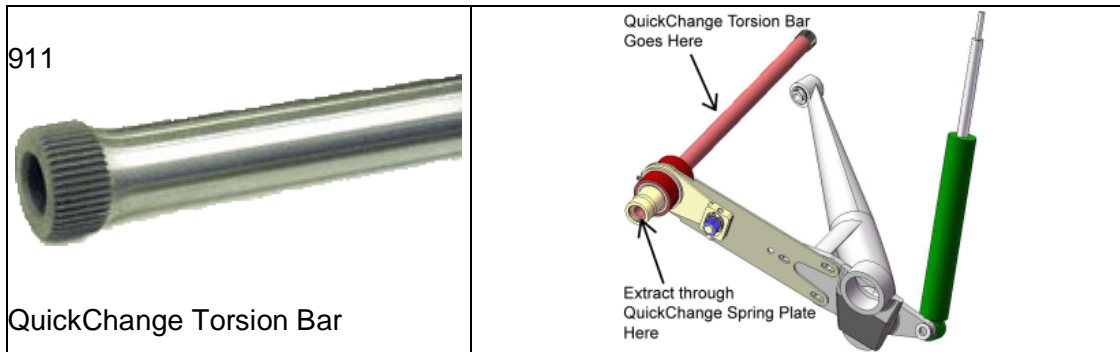
Refer to Figures 2 and 3. Jack up the corner of the car until the tire comes off the ground. Loosen the Clamping nut [F]. Use snap ring pliers to remove Retaining ring [C]. Use an adjuster screw [D] and back it out about 6mm. Thread a long 3/8" 16tpi bolt into the end of the torsion bar as a handle. Pull the bolt to extract the torsion bar.

If the torsion bar resists: As the suspension compresses through its range of motion, it twists the spring plate and creates tension on the splines that resists torsion bar removal. When the suspension is loosened, slowly raise the suspension while continuing to pull on the torsion bar. This creates suspension travel (camber curve) that relaxes the twist on the spring plate. The torsion bar should then slide out.

If the torsion bar remains stuck, fashion a puller tool using a length of pipe, a large pipe around the spring plate, cover the end with the washer, thread the bolt through the pipe and pull the torsion bar out.

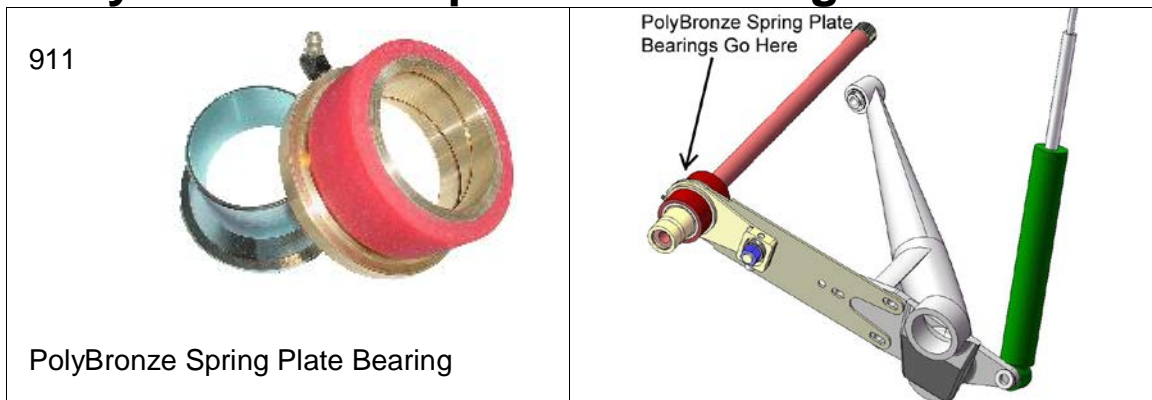


Related Products available from Elephant Racing: QuickChange™ Torsion Bars



Hollow Torsion Bars with a threaded end for easy extraction and installation. A 3/8" bolt e car. Use with our QuickChange Spring Plate products for easy 5 minute torsion bar chang

PolyBronze™ Suspension Bearings



PolyBronze suspension bearings are a high-performance bushing replacement delivering installed, PolyBronze never squeaks.

The bronze bearing rides on a steel race for very-low friction allowing the suspension to d get a smooth ride and maximum grip.

An outer jacket of polyurethane absorbs any mount irregularities without interfering with the re-lubrication – even to inner spring plate bearings!

Suitable for street or track, PolyBronze bearings do not deform under load. They maintain