



**P&L MINIS**  
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# PART NUMBER PL-SSK INSTALLATION INSTRUCTIONS

## **FITTING INSTRUCTIONS FOR P & L MINIS COIL SPRING CONVERSION KIT**

KIT CONTAINS: 4 X ROAD COIL SPRINGS  
2 X SPRING SPACER FOR REARS  
1 X HI-LOW KIT

### **HEALTH AND SAFETY SHOULD BE ADHERED AT ALL TIMES**

ENSURE USING CHOCKS, AXEL STANDS AND CARRIED OUT ON LEVEL GROUND.

REFER TO HAYNES MANUAL FOR REMOVAL – REFITTING PROCEEDURES

### **TOOLS REQUIRED**

7 1/16 AF SPANNER/AND OR SOCKET

3/4 AF SPANNER/SOCKET

7/16 SPANNER/SOCKET

CONE COMPRESSION TOOL (FRONTS ONLY) PART NUMBER 66033000

1 5/16 SOCKET FOR LATER TYPE TOWER BOLTS

9 1/16 SOCKET EARLY TYPE TOWER BOLTS

½ SPANNER/SOCKET

BALL JOINT SPLITTER

HAYNES MANUAL

30MM SPANNER

BEFORE WORK IS CARRIED OUT CHECK ALL SUSPENSION  
COMPONENTS:

SWIVEL JOINTS  
SHOCK ABSORBERS  
TIE BAR & BUSHES  
BOTTOM ARM & BUSHES  
TOP ARM & BEARINGS & PIN  
WHEEL BEARINGS ETC  
RADIUS ARM BUSHES/BEARINGS  
FOR WEAR, LEAKS, DAMAGE AND CORROSION ETC.

IF IN DOUBT OF THE CONDITION OF ANY OF THE COMPONENTS  
CONSULT AN EXPERT OR COMPETANT PERSON.

### **FRONT FITMENT**

APPLY HANBDBRAKE  
DISCONNECT BATTERY  
SLAKEN ROAD WHEEL NUTS

JACK UP FRONT OF CAR AND SUPPORT USING AXEL STANDS  
REMOVE TOWER BOLT(s)

IT IS NECESSARY TO COMPRESS THE RUBBER SUSPENSION CONES TO REMOVE THEM.  
INSERT CONE COMPRESSION TOOL AS MANUFACTURER INSTRUCTIONS.

**NOTE:** THERE WAS TWO TYPES OF THREAD INSIDE THE RUBBER CONES, METRIC COARSE THREAD, AND VNF FINE THREAD.

COMPRESS THE CONE

REMOVE SCREW HOLDING BUMP STOP UNDER TOP ARM

REMOVE FRONT SHOCK ABSORBER

REMOVE TOP BALL JOINT NUT & SPLIT FROM TOP ARM USING BALL JOINT SPLITTER

REMOVE ALLOY TRUMPET

REMOVE BUMP STOP UNDER TOP ARM

REMOVE TOP ARM PIN

REMOVE TOP ARM

REMOVE CONE COMPRESSION TOOL & CONE

CLEAN ALL TRACES OF GREASE AND DIRT FROM ARM & SUBFRAME

INSPECT ARM BEARINGS & ARM PIN, REPLACE IF WORN

INSPECT SUBFRAME FOR CORROSION/DAMAGE

CLEAN AREA THAT SPRING IS GOING TO BE SEATED

INSPECT KNUCKLE & CUP (REPLACE IF WORN)

GREASE HI-LOW THREADS WITH COPPER GREASE OR SIMILAR.

ADJUST TO LOWEST SETTING

PLACE KNUCKLE INTO TOP ARM AND INTO HI-LOW (RE-GREASE)

PLACE SPRING INTO SUBFRAME THEN PLACE TOP ARM/HI-LOW & KNUCKLE INTO SUBFRAME AND CONNECT TO SPRING

REFIT TOP ARM PIN

TORQUE FASTENERS TO RECOMMENDED TORQUE

RE-FIT BUMP STOP UNDER TOP ARM

RE-FIT TOP ARM TO BALL JOINT & RE-TORQUE

ENSURE SPRING IS SEATED INTO HI-LOW AND RECESS IN SUBFRAME  
TOWER  
RE-FIT SHOCK ABSORBER  
RE-FIT TOWER BOLT(s)  
RE-GREASE TOP ARM PIN, KNUCKLE JOINT AND SWIVEL JOINTS

ADJUST THE HI-LOW UNTIL IT COMES INTO CONTACT WITH THE SPRING  
& SUBFRAME TOWER, AND THE TOP ARM IS IN CONTACT WITH THE  
BUMP STOP UNDER TOP ARM. **WELL DONE!**  
THIS IS THE BASE RIDE HEIGHT. ADJUSTMENT WILL BE FINALLY  
CARRIED OUT AFTER ALL THE SPRINGS HAVE BEEN CHANGED.

REPEAT FOR OTHER SIDE OF THE CAR  
RE-FIT ROAD WHEELS AND RE-TORQUE NUTS  
LOWER CAR TO GROUND

### **REAR FITMENT**

JACK UP REAR OF CAR, SUPPORT USING AXEL STANDS, CHOCK FRONT  
WHEELS.  
CHECK COMPONENT FOR WEAR, DAMAGE, LEAKS, CORROSION ETC  
REMOVE SPARE WHEEL FROM BOOT  
REMOVE BATTERY  
REMOVE FUEL TANK (IT MAY BE NECESSARY TO REMOVE SOME FUEL)

SUPPORT RADIUS ARM USING TROLLEY JACK OR SIMILAR, AND REMOVE  
TOP SHOCK ABSORBER MOUNTING NUT  
ALLOW RADIUS ARM TO DROP  
REMOVE REAR CONE & ALLOY TRUMPET  
INSPECT KNUCKLE /CUP  
INSPECT SUBFRAME  
GREASE THREADS ON HI-LOW USING COPPER GREASE OR SIMILAR

ADJUST HI-LOW TO APPROX 25MM  
INSERT KNUCKLE INTO HI-LOW SUPPORT ROD, AND SUPPORT ROD INTO HI-LOW  
GREASE KNUCKLE TO FIT SPRING 7 SPRING SPACER TO REAR SUBFRAME  
ASSEMBLE HI LOW & KNUCKLE INTO SPRING/SPACER/SUBFRAME  
ENSURE KNUCKLE SITS INTO RADIUS ARM.

RE-FIT REAR SHOCK ABSORBER INTO MOUNTING & RE-TORQUE TO MANUFACTURERS RECOMMENDATIONS ENSURING SPRING IS SAT IN SUBFRAME & HI-LOW PROPERLY ADJUST HI-LOW UNTIL THEY ARE SUPPORTED **WELL DONE!**  
THIS IS THE BASE RIDE HEIGHT  
RE-FIT ROAD WHEEL  
REPEAT PROCEDURE FOR OTHER SIDE

RE-FIT FUEL TANK  
RE-FIT BATTERY  
LOWER CAR TO THE GROUND

### **MEASUREMENT/ADJUSTMENT**

MEASURE VERTICALLY FROM THE FLOOR THROUGH TO CENTRE OF THE ROAD WHEEL TO THE APEX OF THE WHEEL ARCH ON ALL FOUR CORNERS. THE MEASUREMENT SHOULD BE EQUAL LEFT TO RIGHT ON EACH AXEL

JACK UP VEHICLE, REMOVE ROAD WHEEL  
TO LOWER HEIGHT SCREW HI-LOW ADJUSTER IN AND TO RAISE HEIGHT SCREW HI-LOW ADJUSTER OUT  
TIGHTEN LOCK-NUT ON HI-LOW ADJUSTER  
RE-FIT ROAD WHEELS & RE-TORQUE NUTS  
ENSURE THERE IS CLEARANCE OF ALL PARTS. **WELL DONE!**  
ROAD TEST VEHICLE  
RE-ADJUST IF NECESSARY

### **Please note**

When the car is jack up screw the hi low out until it just movable should have between 11-12 threads showing

between the hi low nuts , 22 inch between the floor and center of the wheel arch once it's down on the floor, please make sure the metal spaces are on the rear