

The Elan Factory – Product Data Sheet



Esprit S3 & S4 rear adjustable top link

Are you serious about your Esprit achieving the best possible handling characteristics? Then this all begins with checking and adjusting the rear suspension geometry.



From extensive experience gained in our workshop, most Esprit's have dimensional errors in the chassis, top link and other components. In addition to this, the upper and lower control arm bushes soon become worn and distorted with use. When checking the various angles of the suspension components (and pick-up points) during full bump to full droop, it is apparent the bushes move through compound angles. This means the bushes have to pivot as well as rotate (movement in both vertical and horizontal axis). These constant demands cause the bushes to distort and over a short period of time; permanently change the integrity of the suspension geometry.

Whether we like it or not, these vehicles left the Lotus Factory with small dimensional errors which are a part of normal manufacturing tolerances. As the suspension components wear, plus compounded component dimensional errors, this can lead to unusual tyre wear plus mediocre high speed road handling on Series 3 and Series 4 Esprit's. This problem was finally resolved when the Lotus Factory introduced and adjustable rear top suspension link on the later S4s Esprit.

This manufacturing design problem can easily be rectified by installing the above adjustable link kit. The benefits of changing the upper links are as follows:

- a) Adjustable link that 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. NOTE CAREFULLY: This is the correct order in setting up the rear suspension alignment.
- b) The spherical rod-end eliminates the rubber bush compliance thereby continuously maintaining the correct camber angle.
- c) Extended service life for the rear tyres as are they unlikely to suffer from rear suspension alignment problems.
- d) The vehicle has improved straight-line and cornering ability through superior suspension geometry.
- e) Ease of adjustment when changing the length of the upper suspension link.

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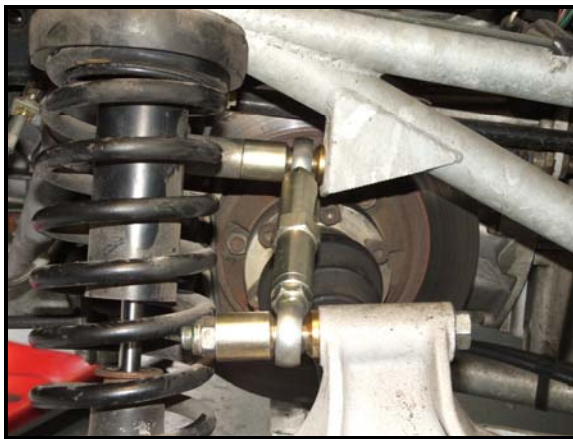


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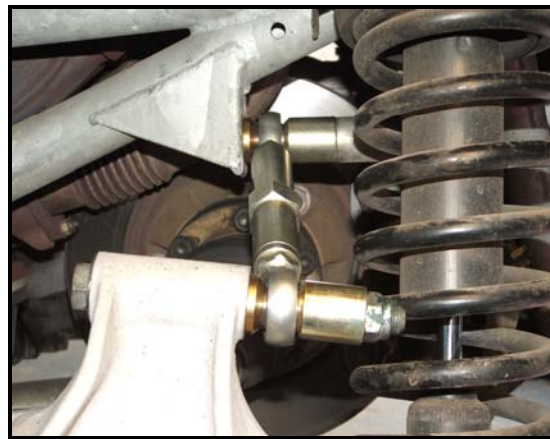
This conversion kit offers the ultimate in improving your Esprit's suspension geometry and handling ability. There are no modifications required, only to remove eight thick washers and the two original upper suspension links.

Extensive testing shows this conversion maybe carried out on series 3 and series 4 Esprit's. Full safety checks have been carried out to validate this modification. This involved removing the rear shock absorbers and springs so that the suspension components could be observed when moving from full bump to full droop.

In addition to the above safety checks, noise assessments were carried out whilst our test vehicle was being driven. This revealed there was no additional road noise transmitted into the cabin whilst the Esprit travelled over various surfaces, including rail-way crossings.



Driver side view of adjustable link installation



Passenger side view of adjustable link installation

This comprehensive kit contains everything that is needed to replace the existing components and convert your rear suspension so it is fully adjustable. The links are supplied with the rod-ends already installed and pre-adjusted to the Lotus Factory design length. This allows a simplified installation where the owner can then drive the vehicle to have the rear suspension checked and finally adjusted.

The kit contains the following items:

- a) Instruction sheet
- b) Long spacers, hardened and zinc plated, quantity 4
- c) Short spacers, hardened and zinc plated, quantity 4
- d) Solid billet links with integral hex nut, quantity 2
- e) Hex locking nuts, zinc plated, quantity 4
- f) High quality – race specification spherical rod-ends, quantity 4

Please specify at time of order exactly which series Esprit you own. Whilst the kits appear to be similar, there are subtle differences in overall dimensions and this dictates which components should be supplied.

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