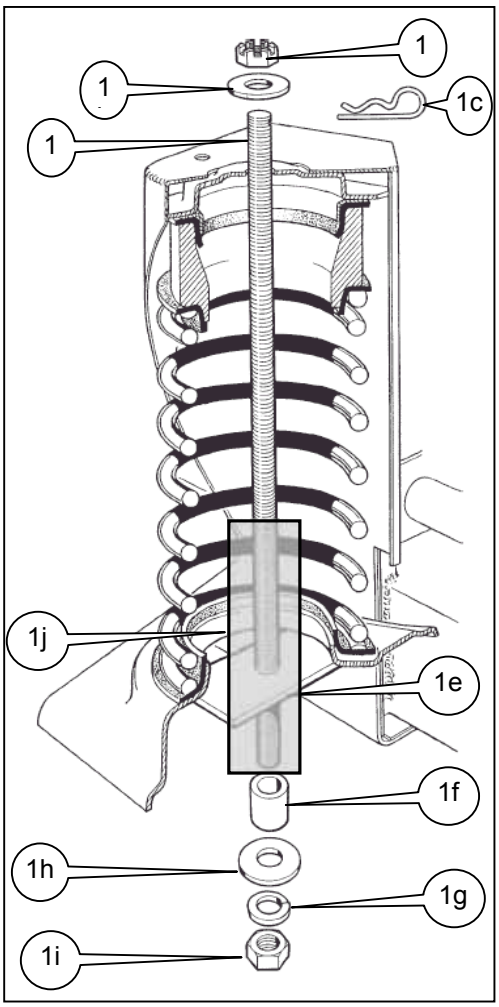
Supplemental Information & Instructions for 386-895 Coil Spring Compressor Tool TR2 – TR 6

A Little History…

Conventional "claw type" coil spring compressors are common, easily rented, but totally useless when it comes to the Triumph front coil springs. There simply is not enough room in the spring tower to use the claw type spring compressor safely. The factory specified a spring compressor built by Churchill Tool, and it was referred to by the factory designation S.112. Not exactly common to begin with, they are rarely seen today. If you are lucky enough to have access to a complete one in good condition, by all means use it. Because so many people asked about this tool, we designed our own based on the original Churchill tool back in 1997.



Tips for Using This Tool

Note: The information here does not replace the factory workshop manual, which you must have if you are going to undertake this operation.

Jack up the car and settle it on jack stands. *It must be high enough to allow insertion of the tool from below.*

Remove the shock absorber.

IMPORTANT! Before each use, remove the nut (1i), washers (1g,h), spacer (1f) and plate (1e) off the bottom end of the threaded rod. Thoroughly clean the threads and apply fresh axle grease to the lower 1/3 of the rod (1j). This will prevent the nut (1i) from binding on the threads, which will result in shearing the pin (1c) and eventual loss of the upper nut (1a). ***IF THE UPPER NUT COMES OFF WHILE THE SPRING IS COMPRESSED THERE IS A GOOD CHANCE YOU WILL BE SERIOUSLY INJURED.***

Insert the rod up through the tower, and fit all the nuts, washers, plate spacer and circlip as shown in the illustration.

Note: *Insertion of the cotter pin (1c) at the top will prevent the upper slotted nut from rotating and coming off as you compress the spring. As you tighten to lower nut, check the upper nut from time to time to make certain that it is still locked in place.*

Position the metal plate (1e) between the four studs that the lower shock brackets are mounted on.

Once the lower nut (1i) and lock washer (1g) are brought up snug, you can remove the six nuts holding the spring pan to the A-arms. Slacking off the lower nut (1i) will slowly release the spring tension. Once the spring is removed, the rest of the suspension can be easily disassembled following the procedures in the factory workshop manual. Spring replacement is the reverse of this procedure.

*Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the **"Contact Us"** page on the Moss website: http://www.mossmotors.com/AboutMoss/ContactUs.aspx*

If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.

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