

CROSS MEMBER MODIFICATIONS

First remove steering box/arms from crossmember. Position the RVD brackets on center of the cross member. Space the brackets 38mm-39mm apart and hold in place by using two treaded bars or long machine screws and place 3 nuts on the bar/screw and a 4th nut on the treaded bar. You can also use washers or any spacer of the correct size. If using a bolt, place it through one plate and tighten 1 nut on the other side. Repeat on the other side and then add a 2nd nut on each bolt. Place the 2nd plate over the bolt tread and add the 3rd nut. Adjust the nuts to obtain the correct gap setting and tighten. You can also use a small piece of box section or tube spacers to accomplish this. This maintains the plate alignment and keeps the bolt holes square and parallel.



1. Remove paint from area to be welded. You may need to curve the end of the flat plate slightly to obtain good fit to the front edge of the cross member.
2. Clamp the brackets in position and check for the horizontal position of bolt holes. This can be done two ways: a) Use a spirit level to level the cross member mounting faces and then level new brackets across top faces to obtain parallel bolt holes to the mounting face. b) Use a long ruler on the top of the new brackets and eye across the mounting face.
3. Tack weld the plates in position once you are happy they are in the correct position.
4. Weld as far as possible with the bolts or spacers in. Remove the spacers and fully weld.



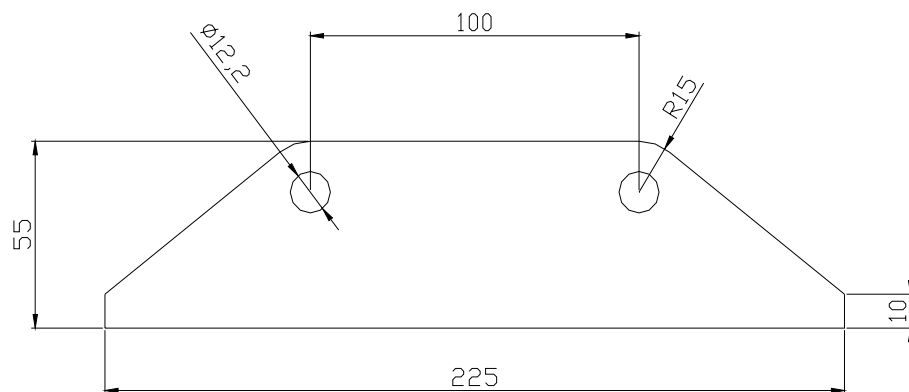
NOTE: This must be a good penetrating weld and if you are not a competent welder it is best to contract this to someone that is, as your life could depend on this weld.

1. Place a M8 HEX head bolt into the under side of the steering lock stop and weld into position. This is to reduce the steering lock slightly and prevent the anti-roll bar from fowling on full lock and at full compression of the suspension.
2. The Python's wheelbase is shorter than the donor car and adding the bolt does affect the turning circle. The Python has one of the smallest turning circles of all the Cobra clones.



Once this operation is complete, follow the procedure you used to prepare and paint this as you did rear swinging arms.

Plate details as below: **Note:** These can be supplied by RVD



one plate bent at 90deg

