

STAGE 4

DRIFT LEVER INSTALLATION INSTRUCTIONS



List of spare parts required for installing Stage 4 Drift arms:

Stage 4 Drift Arms - 1 set

Front suspension upper arm axle with fasteners VAZ 2101 - 2107 - 2 pcs.

Front suspension lower arm axle with fasteners VAZ 2101 – 2107 - 2 pcs.

Front suspension arm silent blocks VAZ 2101 - 2107 - 1 set

Brake hose VAZ 21213 - 2 pcs.

Upper ball joint with protective cover VAZ 2101 - 2107 - 2 pcs.

Lower ball joint with protective cover VAZ 21214 - 2 pcs.



Step 1: Dismantling

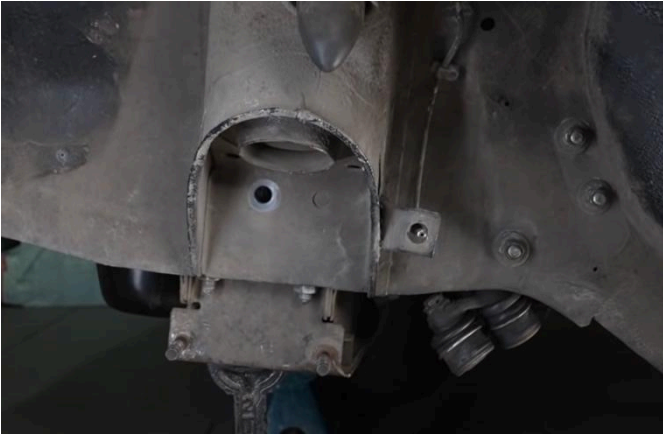
Raise the car on jack stands or a lift.

Remove the wheels. Remove the standard stabilizer.

Completely disassemble the standard steering knuckles: remove the brake discs, calipers and hoses, remove the hubs, brake disc boots, faceplates and standard steering arms.

Completely dismantle the standard front suspension (shock absorbers and springs, upper and lower arms, outer steering tips with twists).

Be sure to remove all old camber washers from the lower arm mounting studs.



Step 2: Preliminary assembly of the upper drift arms

Sand the longitudinal ribs on the outer ring of the silent block with a grinder or file.

Caution! Do not cut the ribs completely, only halfway.

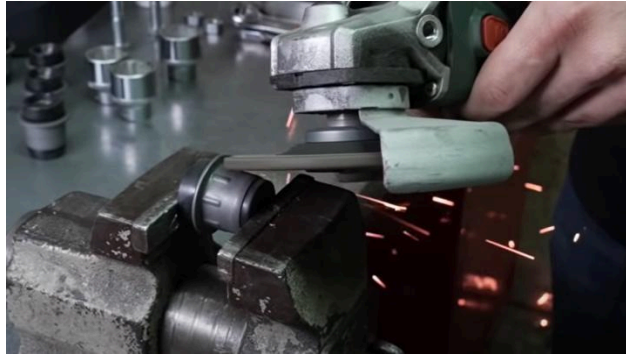
Apply a thin layer of grease to the outer ring of the silent block. Insert the silent block into the lever ear by hand.

It is convenient to use 30 heads as mandrels for pressing the silent blocks.

Press the silent block until the flange of the outer ring of the silent block stops in the lever ear. Press the other three silent blocks of the upper arms in the same way.

Caution! When pressing the silent blocks, it is necessary to support the ears of the levers so that the press table stops exactly in the ear of the lever into which the silent block is pressed. Otherwise, the lever will be deformed.

The silent block is pressed into the lever completely until the silent block skirt rests against the lever bushing.



Install the lower ball joints of the VAZ 21214 into the upper arms. The bolt heads must be on the ball joint side.

Attention! The ball joints are installed underneath the arm.
How can I tell the upper left arm from the right?



Step 3: Preliminary assembly of the lower drift arms

No modification of the lower silent blocks is required.

The silent blocks are pressed into the lower arm with the axle of the lower arm of the front suspension. Press in one silent block on either side of the arm. It is convenient to use 30 heads as mandrels for pressing in the silent blocks.

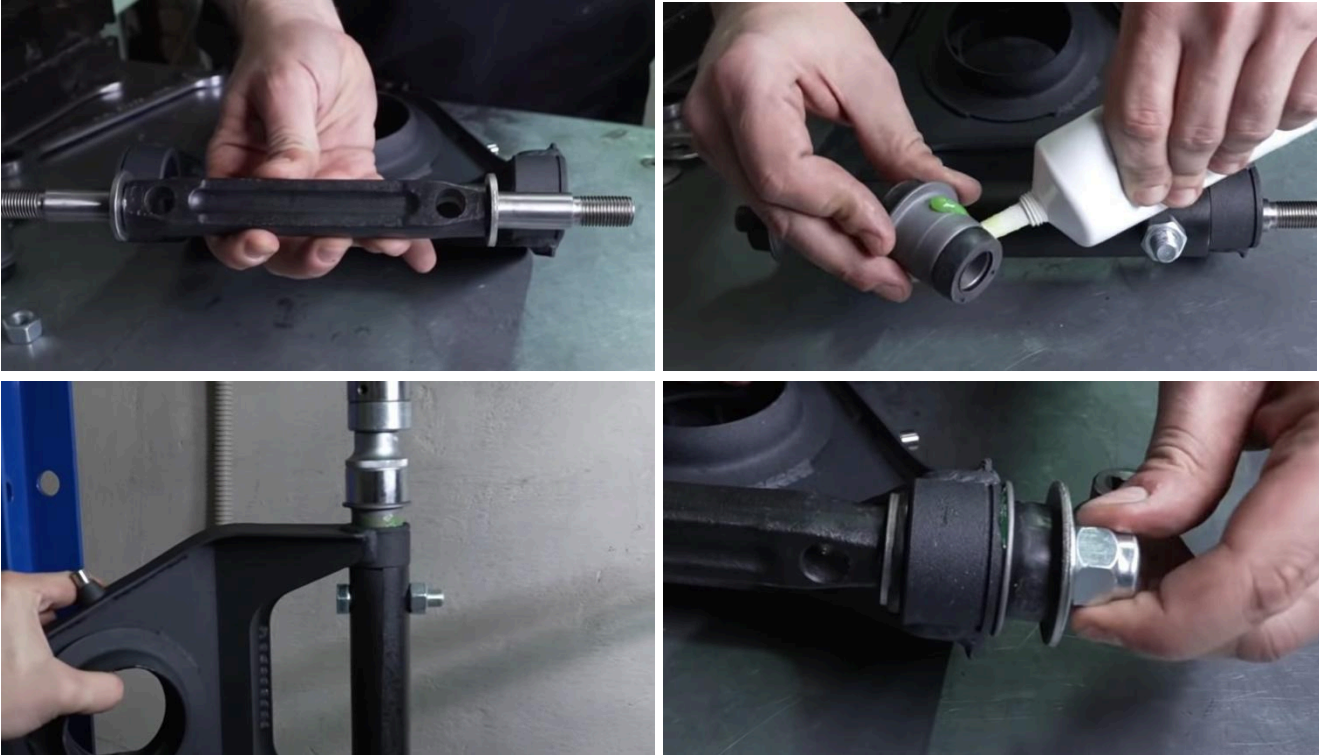
Insert the lower axle with small washers put on it into the arm and the pressed silent block.

Put a large washer on the axle behind the pressed silent block and secure with a nut. Do not tighten the nut.

Press the second silent block into the arm.

Attention! When pressing in the second silent block, be sure to use a spacer between the arm bushings for the silent blocks to avoid deformation of the arm! Put the second pressure washer on the axle and secure it with a nut. Do not tighten the nut.

Install the upper ball joint VAZ 2101 - 2107 in the hole of the lower arm. Insert the bolts with their heads up and secure them with nuts and Grovers.



Attention! Ball joints are installed from below the control arm. Bolt heads should be on the control arm side, so you do not damage the ball joint boot.

Step 4: Installing the control arms

Install the lower control arm on the beam studs. And tighten with regular nuts with Grovers. Or nuts with nylon, but without Grovers.

Attention! Check if the bolts on the beam are cut. Replace them if necessary.

Do not install camber adjusting washers. They will be installed by a camber adjuster when setting the angles.

Note: The standard length of the beam bolt is 45 mm. If the bolts are shortened, then when adjusting the camber and caster, their length may not be enough to set the desired angles.



Install a rubber cushion on the suspension spring pre-compressed by the central clamp. Install the spring on the car. In this case, the end of the spring with the rubber cushion should be on top, and without the cushion on the bottom. Holding the spring, lift the lower arm to a horizontal position. At the same time, orient the spring so that the rubber cushion on top begins to fit onto the spring support on the body, and the edge of the support coil fits clearly from below. Install the upper arm using the upper arm axle. Put a large washer on the upper axle. Push the axle through the arm silent block, the cup and the second arm silent block. Put the second large washer on the axle, secure with a nut. Do not tighten the nut.

Step 6: Assembling the steering knuckles

Install the faceplate from the left knuckle on the right knuckle to move the caliper forward.
Install the right faceplate on the left knuckle.

Assemble the knuckle with a new steering knuckle, faceplate, and boot





Install the hub with the brake disc and secure with a nut.

Step 7: Installing the shock absorbers

Loosen and remove the front spring clamp.

Caution! Before loosening the clamp, make sure that the stop under the lower arm is installed securely.

Install the shock absorber bracket from the kit on the shock absorber and secure with a bolt and nut.

On top, install one rubber bushing on the shock absorber rod.

Insert the shock absorber with the bracket into the hole in the lower arm from below.



Make sure that the shock absorber rod fits into the hole in the body.



Using the jack as a support, press the shock absorber bracket against the control arm until it is completely seated on the studs. Secure the bracket with Grover nuts.

After tightening the nuts, the stop from under the bracket can be removed.

From above, in the engine compartment, install the second rubber bushing, pressure washer on the shock absorber rod and secure with a Grover nut.

Step 8: Installing the brakes

Install the caliper with the pads on the brake disc, holding the pads in the spread position.

Align the holes on the caliper with the holes on the faceplate and tighten the mounting bolts.



Install the brake hoses VAZ 21213.

After tightening the bolts, crimp the protruding antennae of the locking washers located under the bolt heads.



Attention! The brake hoses must be long, allowing the caliper to be installed in the front. It is impossible to use standard brake hoses.

Connect the end of the hose with the internal thread to the brake pipe nipple. After tightening the connection, fix the hose nipple in the body bracket with a U-shaped clamp. Route the hose to the place where it connects to the caliper.



Connect the hose to the caliper with a standard banjo bolt with copper rings.

Caution! Do not forget to bleed the brakes.

Step 9: Installing the twists and steering tips

Install the tie rod twist and the outer steering tip.

Screw the nut with the mark onto the free end of the inner tip with the thread. Then screw on the hex twist.

Screw the lock nut onto the thread of the outer steering tip and screw the tip into the twist.



Insert the steering tip pin into the steering arm bushing. Screw in and tighten the tip nut.

Do not tighten the steering rod twists and their locknuts yet. This should be done after the car is on its wheels and at least the approximate toe-in of the front wheels is set.

Attention! The final fine adjustment of the steering wheel installation angles is performed on a special stand.

Step 10: Tightening the connections

Install the wheels and lower the car to the floor. Tighten the arm shafts.

Step 11: Wheel alignment

Congratulations, you have installed the Clubturbo Drift Stage 4 arms.

Go to the camber and toe adjustment stand to adjust the wheel installation angles: caster, camber and toe-in. Recommended front wheel alignment angles for Drift levers: Caster 6...7 degrees

Camber -2...-2.5 degrees Total toe-in 0...-0.15'



Step 12: Installing the Stage 4 Stabilizer

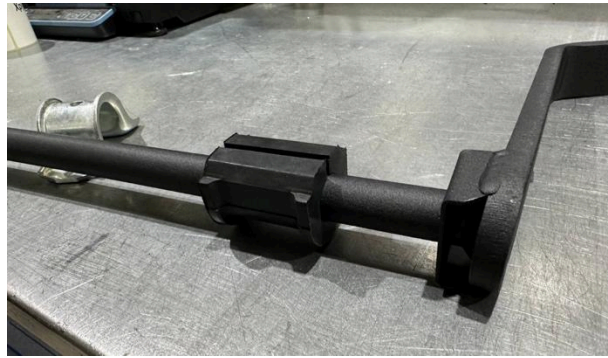
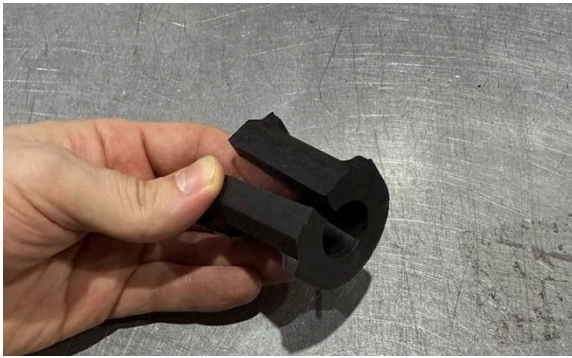
We have two Stage 4 stabilizer kits in our inventory. The first kit is a rigid ball joint kit. The second kit is a civilian stabilizer strut kit.



Attention! Before installation, the standard stabilizer must be completely dismantled. Install adjustable stabilizer brackets on the stabilizer mounting studs to the body and tighten it with M8 nuts. The bracket adjusts the longitudinal position of the stabilizer. The stabilizer can be pushed deeper, thus freeing up more space for the front wheels. The stabilizer struts will be at an optimal angle to the stabilizer.



Using a utility knife, cut the rubber cushion of the Kalina stabilizer along the flat side and place it on the stabilizer.

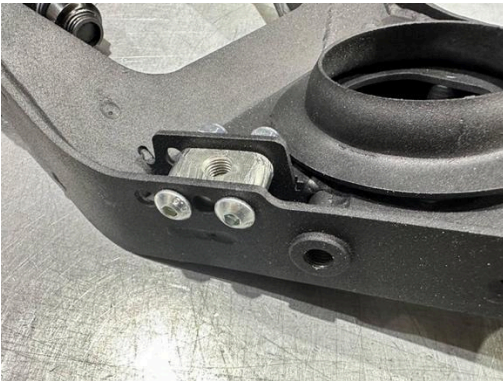
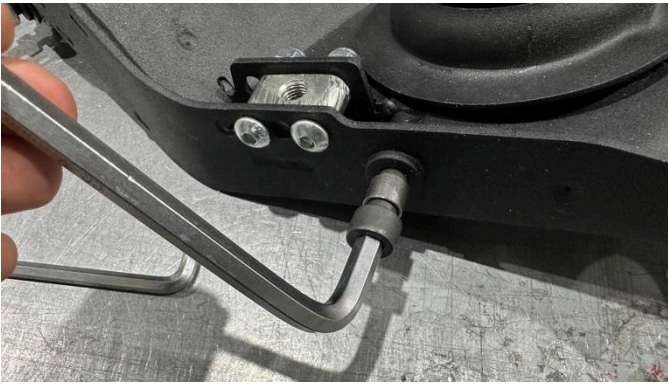
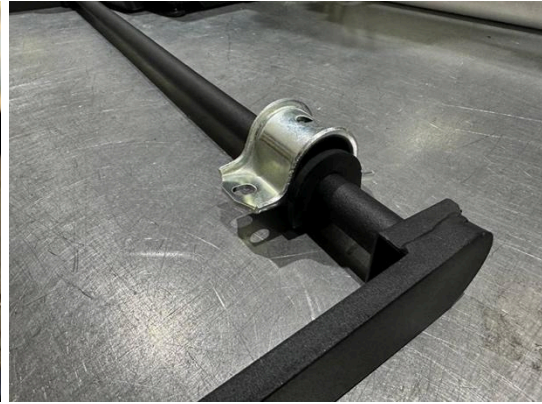


Screw the stabilizer to the adjustable brackets on the car body with the VAZ 2108 stabilizer brackets. Use the bolts and nuts from the kit.

Unscrew the mounting bolt for previous generation stabilizers from the lower arms.

Assembly on stabilizer struts.

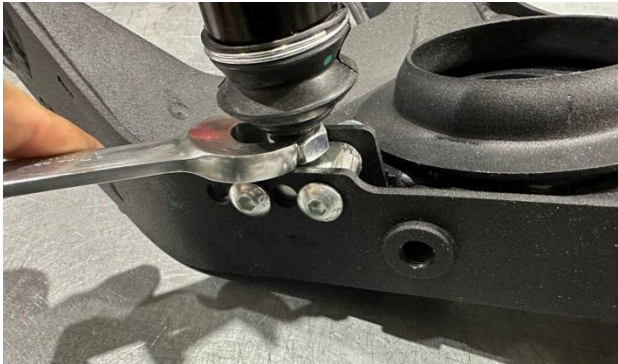
Install the adapter for installing the stabilizer strut and screw it with M8 bolts with semicircular heads and M8 nuts with nylon.



Remove the washers from the stabilizer struts

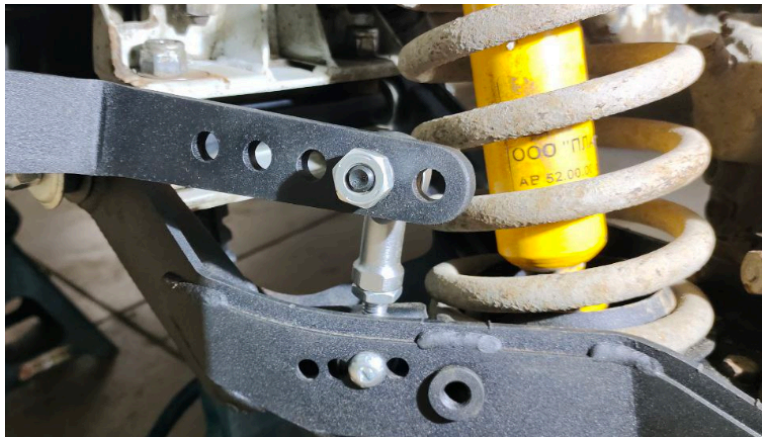
Screw the nut from the kit onto the threaded part of the strut. This nut will lock the stabilizer strut with the adapter in the lever.

Connect the stabilizer to the strut. Using the adjustment holes in the stabilizer, set the maximum possible vertical position of the strut.



Assembly on the ball joint heads.

Insert the spacer bushings into the ball joint head on both sides.
Insert the ball joint head with the bushings into the mounting groove on the lever and screw it with an M8 bolt with a semicircular head and an M8 nut with nylon.
Connect the resulting stabilizer strut to the stabilizer feather with a bolt and nut through the spacer bushing.



Congratulations, you have installed the most compact Stage 4 stabilizer.