APPENDIX 3  MOUNTING JAGUAR INDEPENDENT REAR SUSPENSION

TIE BARS:
The bars or plates should be fitted between the lower control arm pivots, both front and back. Also a tie plate should be fitted underneath between pivot brackets.

TORQUE REACTION STRUTS:
These must be fitted between lower control arms and chassis to prevent the differential from twisting.

SHOCK ABSORBERS AND SPRINGS:
Mounting points for shocks should be the same dimensions as they were in the parent car. If this cannot be done for clearance reasons a minimum distance between top mounts would be 21". A correctly installed Jaguar IRS would have shock centers of 11-1/2" and horizontal half shafts. Car height under normal load, should be altered by changing springs, not relocating shock mounts. Chroming of springs is not recommended, but if they are, they should be heat treated or sagging and/or breakage will result.

CAMBER:
Camber is adjusted by the use of shims between drive flange and half-shaft, and bottom pivot bracket and differential case. Correct camber is 3/4" plus or minus 1/4" negative.

WHEEL BEARINGS:
It is very important to adjust bearings correctly. This is done with varying size shims to accomplish an end float of .002" to .006". These bearings are not preloaded. If they are, severe damage to the hubs will result.

Figure App 3 (a) Installation of Jaguar independent rear suspension
Examples of Jaguar independent rear suspension are given in Figures Appendix 3(b) and (c).
Figure App 3 (b) Jaguar rear suspension

Figure App 3(b) shows a Jaguar rear suspension in a Chevrolet chassis that closely duplicates the original Jaguar mounting in that the centre section is mounted on insulated bushes. This will help minimise noise transmission into the chassis. Strut rods at the front control the rear end’s tendency to wind-up under hard acceleration.

Figure App 3(c) Jaguar rear suspension radius rod

Figure 3(c) illustrates a Jaguar independent rear suspension installed in a 1933 Ford. It shows how the forward ends of the outer radius rods should be mounted so that they align with the lower pivot points of the rear suspension. This allows them to operate without binding. They must not be mounted straight along the chassis unless original Jaguar mounting bushes are used.