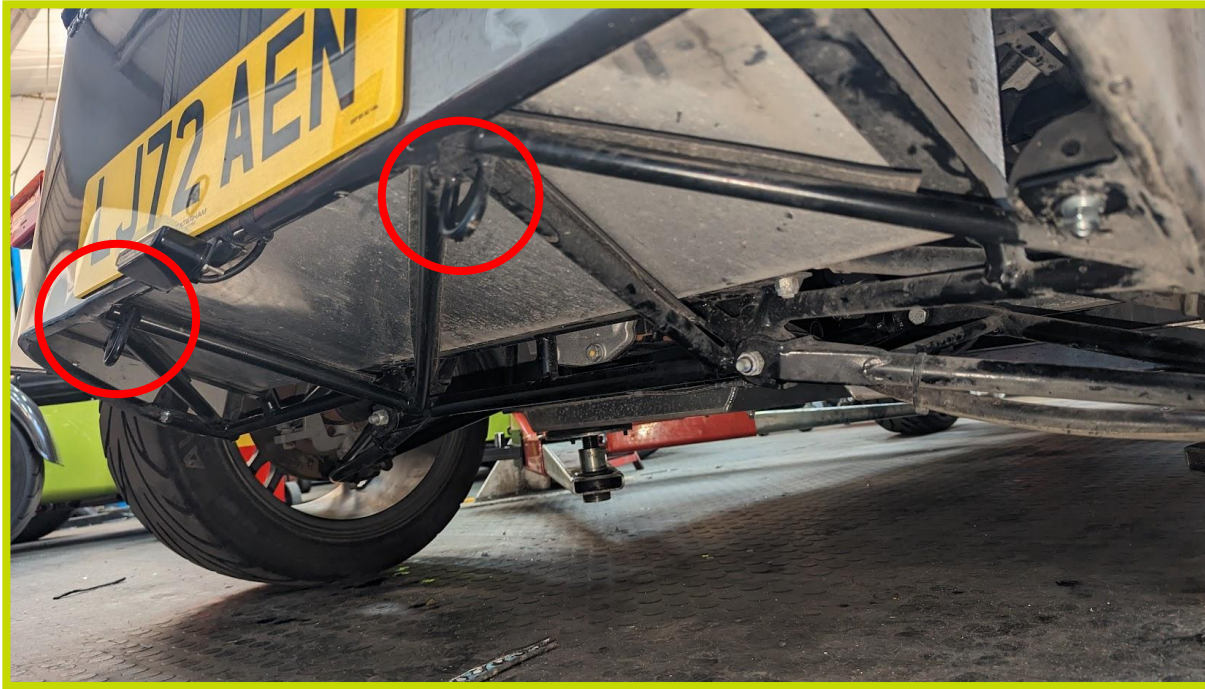


CSR REAR CLEVIS INSPECTION GUIDE



CATERHAM



Using a trolley jack or vehicle lift, raise the rear of your CSR for access.

(If using a trolley jack, use the towing eyes identified here as the jacking point. Once raised, replace the trolley jack with two securely placed axle stands before working under the car.

The point of inspection is within the circled area: The clevis block securing the lower half of the spring/damper to the rear upright.

For reference, the clevis block is shown isolated here:





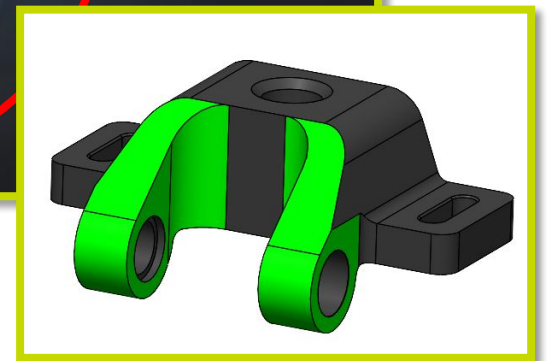
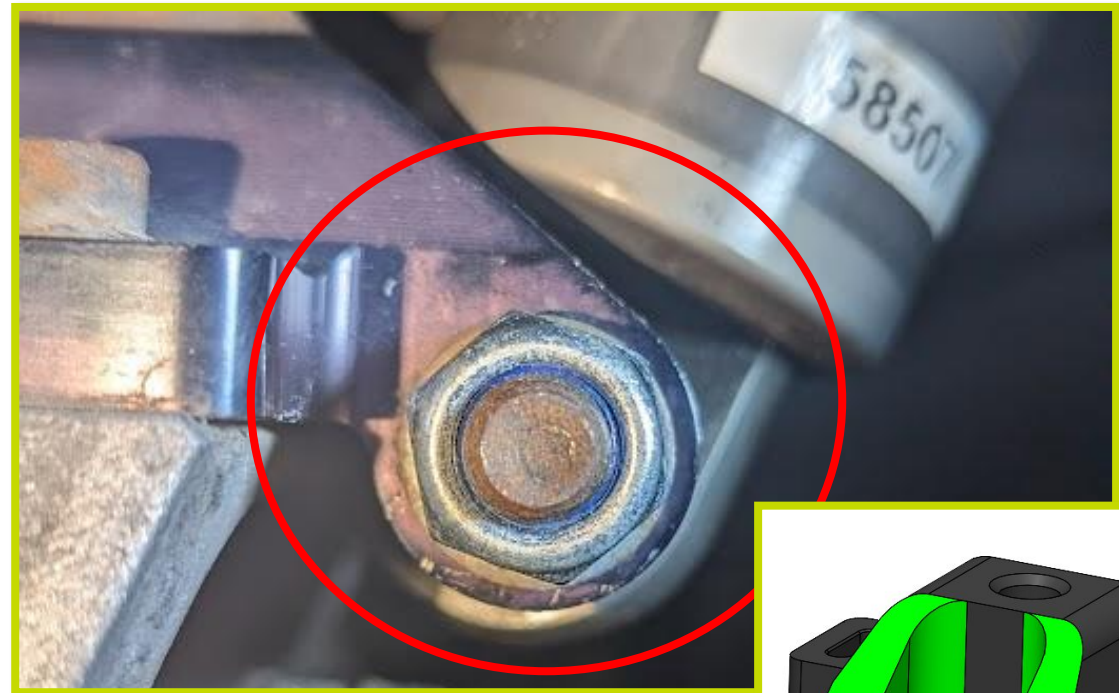
Remove the rear wheel to improve visibility to joint.

Clean the area of dirt to clearly expose the black anodised aluminium clevis.

A torch will be very helpful

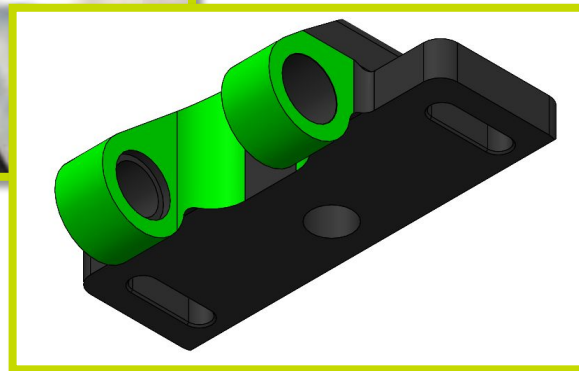
Looking from the rear of the car in a forward direction, check rear-most clevis lug, looking carefully for signs of the aluminium cracking. Particular attention should be given to the area circled. It is important to check the entire lug, including the inside faces, as shown by the image. The green sections are the important inspection faces.

Surface marring/scratching on a used CSR is normal (as shown).



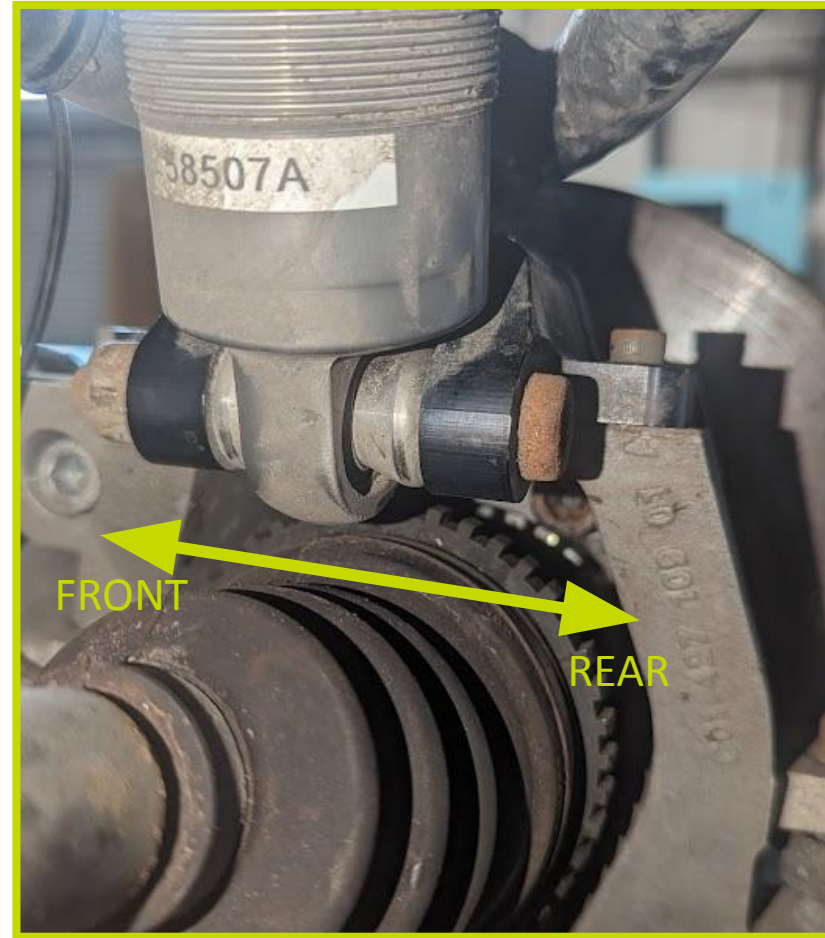


Repeat the same procedure from the front of the rear wing, looking in a rearwards direction, checking the forward-most clevis lug.



Repeat the same procedure but for the right-hand side of the vehicle.

Note: The same clevis block is used on both the LH and RH side of the vehicle, therefore on the right-hand side of the vehicle the bolt head should be on the rearmost lug, and the nut/washer on the foremost lug.



Re-assemble and lower your CSR back to the ground safely using the reverse of steps stated at the start of the guide.

Ensure wheel nuts are torqued to 85nm.