



HAILE BANK. BECKERMET. CUMBRIA. CA21 2XB. ENGLAND. TEL (0044) 01946 841517. FAX (0044) 01946 841261  
 E-MAIL INFO@RGMOTORS.CO.UK. WORK TO DIMENSIONS, DO NOT SCALE. UNTOLERANCED DIMENSIONS +/- 0.0050"

Thank you for purchasing one of our vernier isolastic conversion kits. Based on the last Commando, the MK3. This redesign (the third since the original incredibly radical concept was first introduced in 1967) is a genuine improvement on earlier designs as it allows the critical gap to be adjusted quite easily without the previously required shims and dismantling.

In response to many comments about vibration being apparent with the rubbers produced today we have paid careful attention to the shore rating and adhered to the original production spec. All the external steel components are now stainless steel and the PTFE washers if included are the tougher bronze loaded type.

We have redesigned certain components and this has allowed us to offer a kit that will convert the pre MK3 front cradle to vernier spec without the need to shorten the mounting tube, (the standard MK3 tube is shorter than the earlier tubes) The rear tube length is the same on all Commando's

Our basic kits include the parts annotated in red, all remaining parts are available but may or may not be required

Depending on the condition of the customers existing components. The six kits offered are as follows...

Part number 050484 Front for pre MK3 cradle, ie all Commando with the earlier shim type isolastic.

Part number 050486 Front for MK3, ie to fit the shorter MK3 cradle.

Part number 050485 Rear, fits all Commando.

If stainless end caps and PTFE washers are required add the letter C to the appropriate part number.

Ie 050484C fits pre MK3 front. 050486C fits MK3 front. 050485C fits all rear.

FITTING INSTRUCTIONS

Thoroughly clean out the inside of the tube, remove all sharp edges etc.

Lubricate the tube bore with a small amount of rubber grease

or petroleum jelly and carefully press in the rubber,

note that the fully threaded end is the adjuster end.

The rubber should be compressed with your thumbs

engage and carefully pushed through.

Assembly is as Shown.

Once assembled adjusting is very straightforward

Slacken off the through bolt or stud, nip up the

Adjuster back off 1.5 holes, re-tighten

The through bolt or stud.

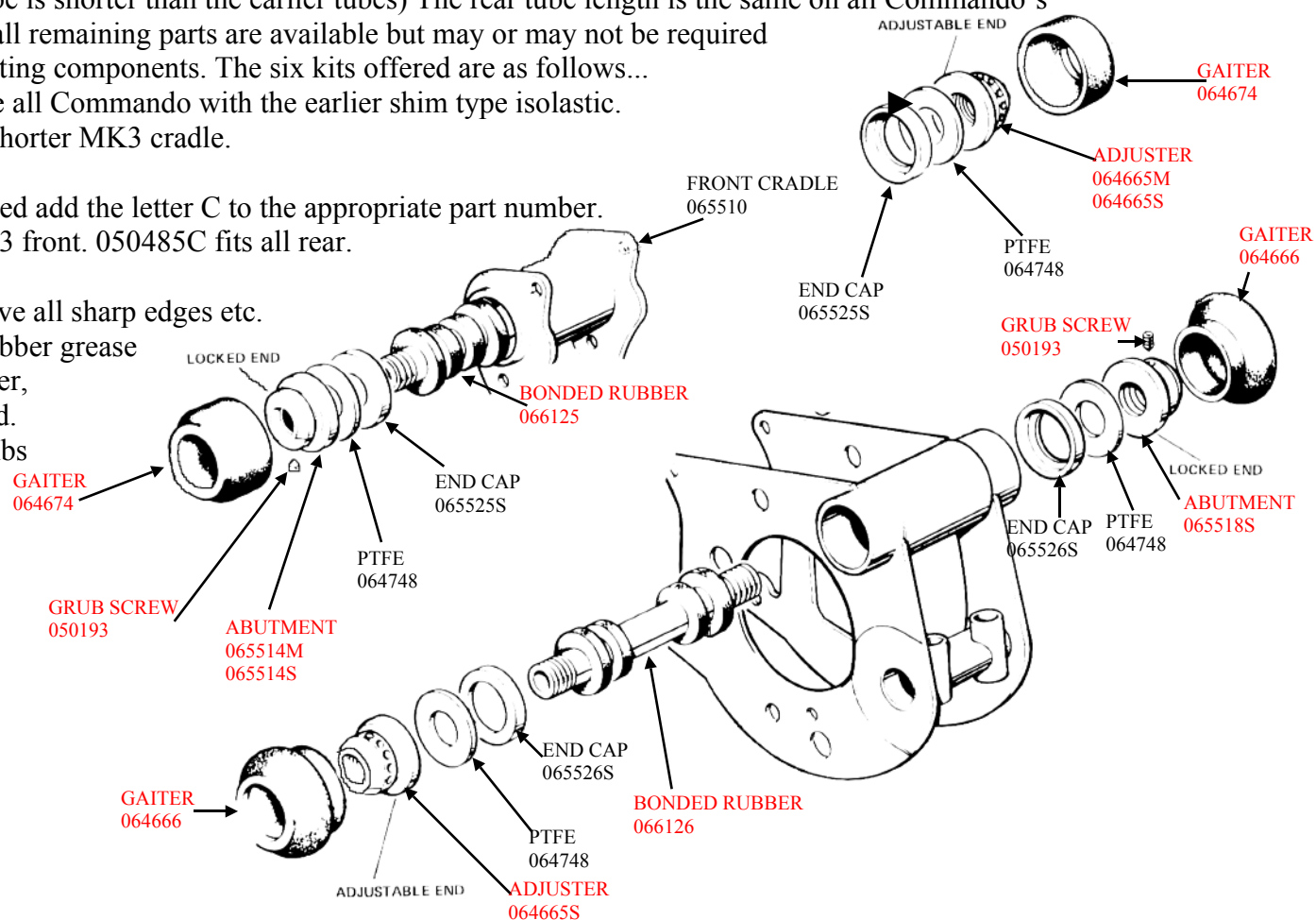
This should automatically give

the required .006" clearance,

smaller gap improves handling but

Increases vibration so fine tuning

can be done if required after a test run.



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DESCRIPTION	MATERIAL	HEAT TREATMENT	FINISH