

## GRAZO22 – CLIO PH2 DCI WIDE TRACK CONVERSION

Before you start this conversion you will need to check how many ABS Teeth your car has and if your rear ABS sensor plugs are the same way round as your donor rear beam.

This guide is for an early 52 reg car with 26 rear teeth. Cost for the whole job depends on the level of refreshing you do. It could be completed for £200 if you do none. I have spent around £600 to make sure everything is perfect. I have renewed the following; discs and pads all round, Eibach lowering springs, genuine dampers, inner track rods, track rod ends, braided rear hoses, painted subframe and beam and refurbished front calipers.

Strictly speaking you do not need to have the subframe but it makes it far easier to have everything ready and bolted on for the conversion. The same goes for the front ABS sensors but it's just easier to have it all ready to go on.

### PARTS NEEDED

- Complete rear beam including hand brake cables, abs sensors, brake lines discs, pads and calipers
- Sport subframe, 172/182 (non-cup) hubs, sport wishbones, sport arb, sport calipers and discs
- 172 n/s driveshaft
- 172 **CUP** o/s driveshaft (this is a driveshaft without bearing in the centre, normal 172/182 driveshafts do not fit and have no block mounting on the DCI)
- 2 front captive nuts as these are likely to break, the rear ones are usually fine
- Abs rings if 26 tooth system

### FRONT

Before starting it's best to get the new stuff prepped. Have the subframe, arb and wishbones (without lower ball joints) all bolted together.

Complete hub assembly with discs calipers, abs sensors, lower ball joints and driveshafts. If you car has 26 teeth ABS rings change them on the driveshafts.

Complete struts

To disassemble the front take off the following (a couple of small things may be missing but you'll see what you need to remove, the below is a fairly accurate order). Tie up and leave the old calipers on until you are ready to swap the pipes to the new ones.

Top mount nuts	Subframe triangles
Wheels	Steering rack pinch bolt
Arch liners	Track rod ends from hub
Front bumper	Caliper ABS sensors
Engine tray	Cable tie radiator up
Drain gearbox	Side subframe straps
Remove shocks	4 subframe bolts
Gearbox drive shaft bolts	Steering rack from subframe

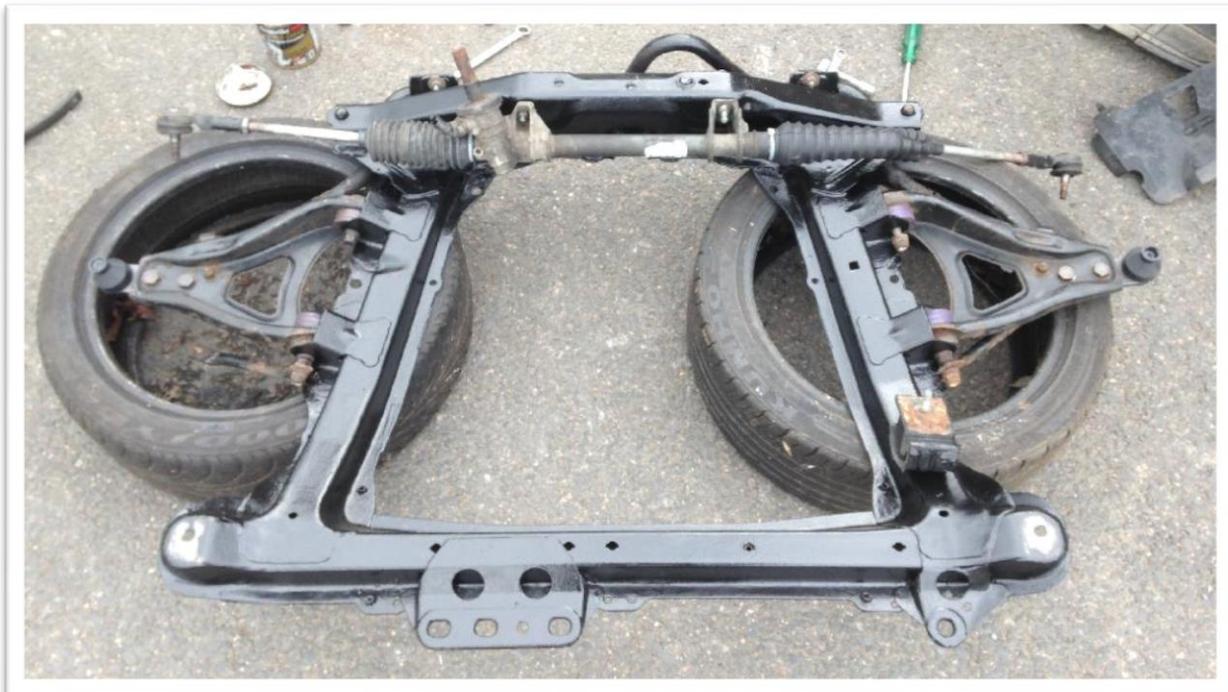
Dogbone Gearbox selector	
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Once that's all off you should have something like this. It's very heavy so will be best put on wheels



Take the old steering rack off and put it onto your new subframe set up. It's a vesy good idea to make sure the track rod ends are nice and loose for adjusting when on the car. Get a wire brush on them and copper slip the threads.

Should end up with something like this.





Bolt the above onto the car making sure the rad mountings are lined up. I won't go through some of the reassembly but do back up what you've undone/taken off!

Next put the assembled hub and strut on. Bolt the lower ball joint to the wishbone, put the top cap on the strut loosely, bottom strut bolt through the strut and hub, slide driveshaft in and to the top strut bolt. Swap the hose from the old caliper to the new one to minimise fluid loss. Lastly put the track rod end into the hub. Complete on both sides and reassemble as you took apart. Don't forget to fill up the gearbox having done up the driveshaft flange first!

## REAR

You can build the rear beam up completely as 1 unit before fitting. It is easiest to have some wheels on it to help roll it into position. If your ABS sensors are the other way round on the plugs (right is left and left is right) then this is the time to swap the pins on the rear ABS sensor loom around, do this on the plug at the other end of the loom. This runs under the length of the car from the rear connections all the way to the back of the subframe. Be careful as these are flimsy plastics!

Remove the following, again roughly in the same order

Exhaust shield	Loosen fuel tank bolts
Hand brake cables from mech	Horizontal 2 Axle bolts (not body mounts)
Abs sensors	Top shock bolts



Shocks from axle Rear springs	Brake lines (rubber hoses are reuseable and knock out of the mount)
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The above is what you should remove and what you should have built up. Again if you have a 26 tooth ABS system ensure the correct rings are on the discs.

Bolt on the rear beam, bolt up the top of the dampers first, put the springs in and then bolt on the bottom of the rear damper. Insert hand brake cables, attach brake lines and abs sensors clipping them all back into place. Do not adjust the hand brake cables yet on the hand brake mechanism.

## FINALISING

To finish off you need to bleed the brakes with the engine running. Now you can adjust the hand brake mechanism and refit the exhaust shield.

Last job will be to get the tracking done. I did this using the string method which information is widely available in other threads and the rest of the web.

DONE!



## **SPECIAL THANKS**

To Alex\_W for helping me out with info and getting me a cup driveshaft in next to no time.

## **DISCLAIMER**

This document is provided for information purposes only and is intended as an aid to pre-existing knowledge. It is intended solely for the use of professionals with prior knowledge and experience of automotive systems and who are able to use their own competency to evaluate the limits of this guide. These are not instructions and steps may be missing. Users of this document are responsible for their own actions and I will not be held accountable for any loss or damages as a result of its use.