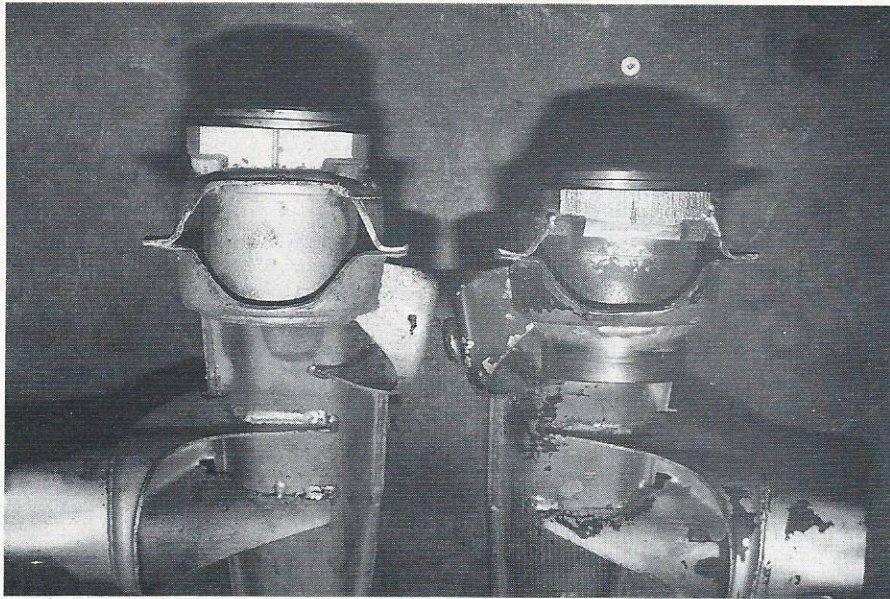
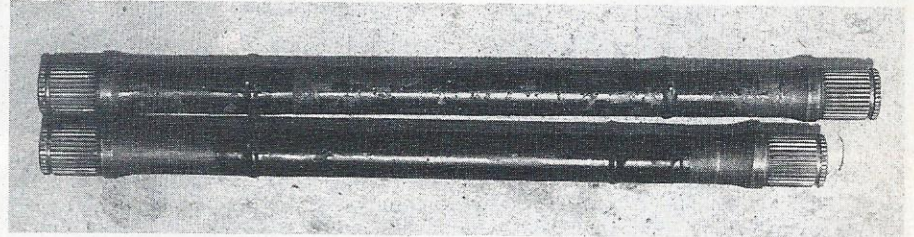
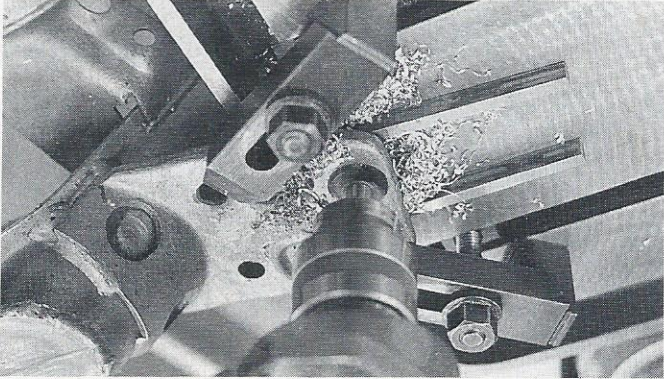
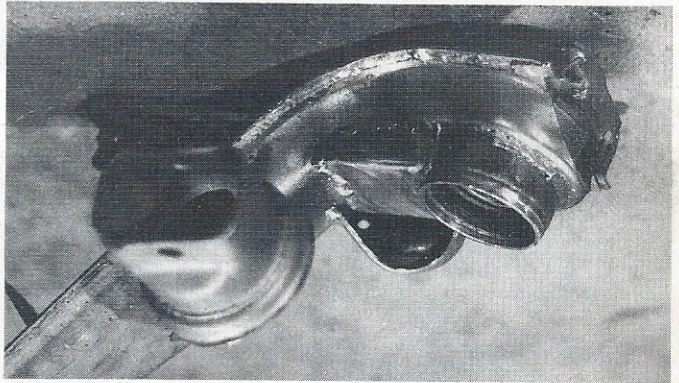


RIGHT, looking at the stock IRS arm on the right, and the modified arm on the left. Even though the bearing housing has been moved in 26mm, it is left intact.



ABOVE, weld an U-shape gusset on the inside of the trailing arm between the bearing housing and the shock mount. ABOVE RIGHT, securely attach the spring plate tab to a drill press table and be sure to use a 90° metric cutter. A 12mm x 30mm flat head allen bolt is required to clear the tire.



LEFT, a comparison shot between a stock Type 1 IRS axle (bottom), compared to a Type 3 IRS, left axle from an automatic application. The axles are 26mm shorter. You might have to do a little searching for these used T-3 auto-axles, but they are around.

You can see this one on the right side of the trailing arm. An additional gusset has been welded on the inside of the trailing arm to the bearing housing. the trailing arm.

