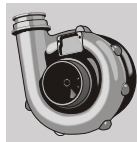
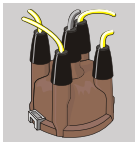
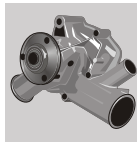


# TECH TALK



# SPECIAL

In a regular series answering often asked questions, Grant Baker advises on lowering your 600 (05/03)

My advice is from experience on my 620Ti. It is relevant to any of the 600 series, though.

I first considered just getting some lowering springs, but decided this would be a bad idea. In the past I have lowered cars with just the springs, and not only do they not sit properly in the old dampers, but they "overpower" the old dampers, meaning you only have to remove it all *again* and replace the dampers when they get worn out by the new springs.

With regard to brands of suspension - I can offer two pieces of advice - firstly, the only springs I've come across which are designed for the Rover and not adapted from something else, are from MotoBuild. I believe they are made by Chassis Dynamics, (£120 approx ex-VAT) but MotoBuild have kept tight-lipped about it! A few other companies list 620 springs, but after holding them and inspecting them, I don't rate them!

Damper wise, you have 3 choices - 1. KYB - good quality, but fairly cheap. An upgrade if

you have a non-turbo 620, but a sideways step for a Ti or 623. cost is £230 approx. +VAT

2. Bilstein - an upgrade for any of the 600 series. not too firm, but definitely firmer than OE! VERY nice quality. Cost is £260 approx. +VAT

3. Koni - an upgrade for any 600 series, but VERY firm, even on a very light setting. Cost is £340ish. + VAT. Only recommended for cars which are driven on smooth roads or see a lot of track action.

I have the Bilstein dampers and MotoBuild springs. They sell this as a package for £435 including VAT and delivery.

I'd recommend that if you do this yourself, you are well equipped with certain tools:

A good selection of sockets and a 1/2 inch breaker bar - at least 18" long! Don't skimp on the sockets! buy the best you can. Get hold of a blow torch as well - most of the



rear suspension mounting points were rock-solid on mine - it took a lot of swearing and brute force along with some heat to undo the lower mounts.

You will need a good vice, spring compressors, allen keys, axle stands and a good jack.

Only do one wheel at a time, then the car is supported on 3 wheels all the time - you don't want to be pulling the car off some axle stands!!

I did the job by myself in 7 hours. Only minor blood loss occurred! Not the easiest job physically, but not technically difficult!!