



## Coil-Over Shock-Absorber Coil-Spring Safety-Tether Installation Guide

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**Document compiled for  
BriSCA F2 by:**

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### 1 Introduction

The purpose of this installation guide is to provide car-builders, drivers and team members, with information about the installation of coil-over shock-absorber coil-spring safety-tethers on BriSCA F2 Stock Cars.

The race-car owner and driver have the primary responsibility at all times to ensure that coil-spring safety-tethers are installed and used in a safe manner.

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### 2 Definitions

The following definitions are used in this document.

Safety-tether	The safety device comprising a plastic-coated steel cable, with an eye at each end.
Thimble	The metal loop set inside the eye at each end of a safety-tether.
Ferrule	The metal sleeve clamping the steel rope of a safety-tether together to form an eye at the end.
Shackle	The "U-shaped" metal link, with threaded pin, used to secure the eye/loop at the end of a safety-tether.

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### 3 Installation Requirements

- Only the permitted BriSCA F2 branded safety-tethers and shackles, supplied by Premier Motorsport Developments (PMD) may be used. BriSCA F2 branding appears on the ferrules and shackles.
- Safety-tethers must be fitted to ALL coil-over shock-absorber coil-springs, irrespective of whether the units are mounted inboard or outboard of the main chassis rails.
- Safety-tethers must be fitted in accordance with car construction regulations published by BriSCA F2.
- Care must be taken to ensure the threaded shackle securing pin is tight and will not work loose.
- Race-car owners and drivers are responsible for the safe installation and use of safety-tethers, and should regularly check to ensure that installed items are free from damage.
- Damaged safety-tethers should be removed and replaced with new items as damage could affect the item's effectiveness in an incident.

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## 4 Safety-tether Supply

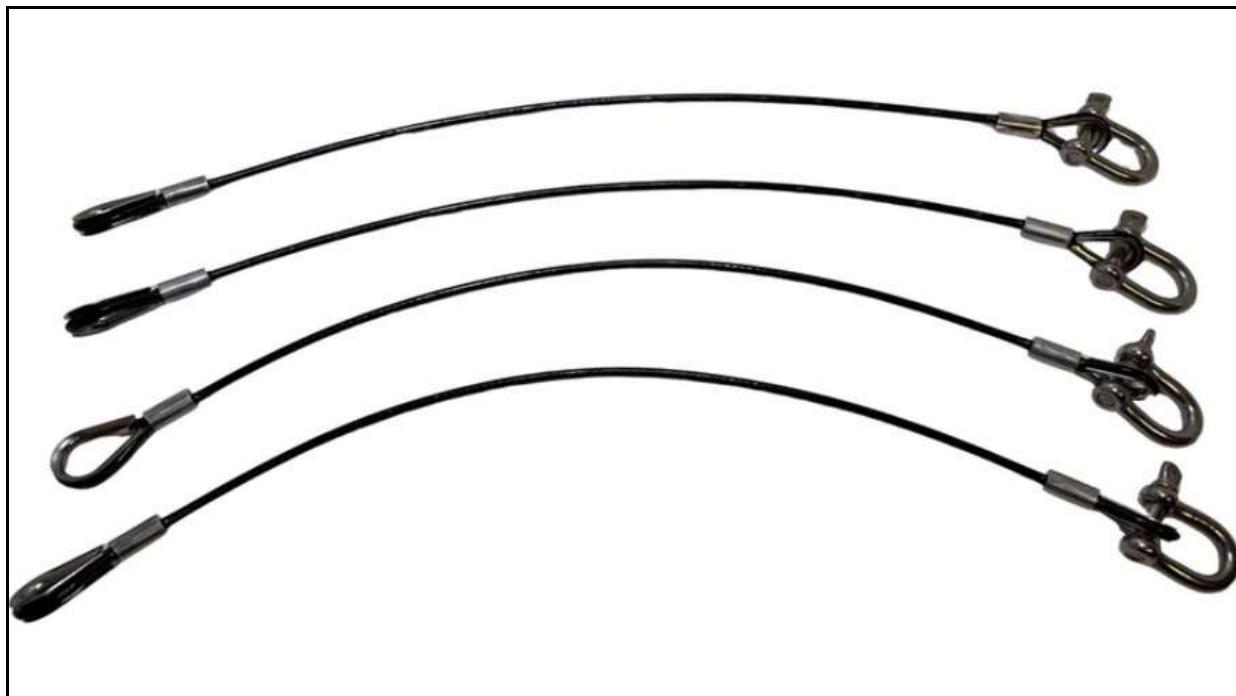
- The BriSCA F2 mandated safety-tethers are sourced and supplied exclusively by Premier Motorsport Developments (PMD) in the UK.
- Safety-tethers and shackles are branded with the BriSCA F2 logo, and ONLY these branded items are permitted for use.

Website <https://www.premiermotorsportdevelopments.co.uk>

Sales enquiries 0800 246 5401

General Enquiries [enquiries@premiermotorsportdevelopments.co.uk](mailto:enquiries@premiermotorsportdevelopments.co.uk)

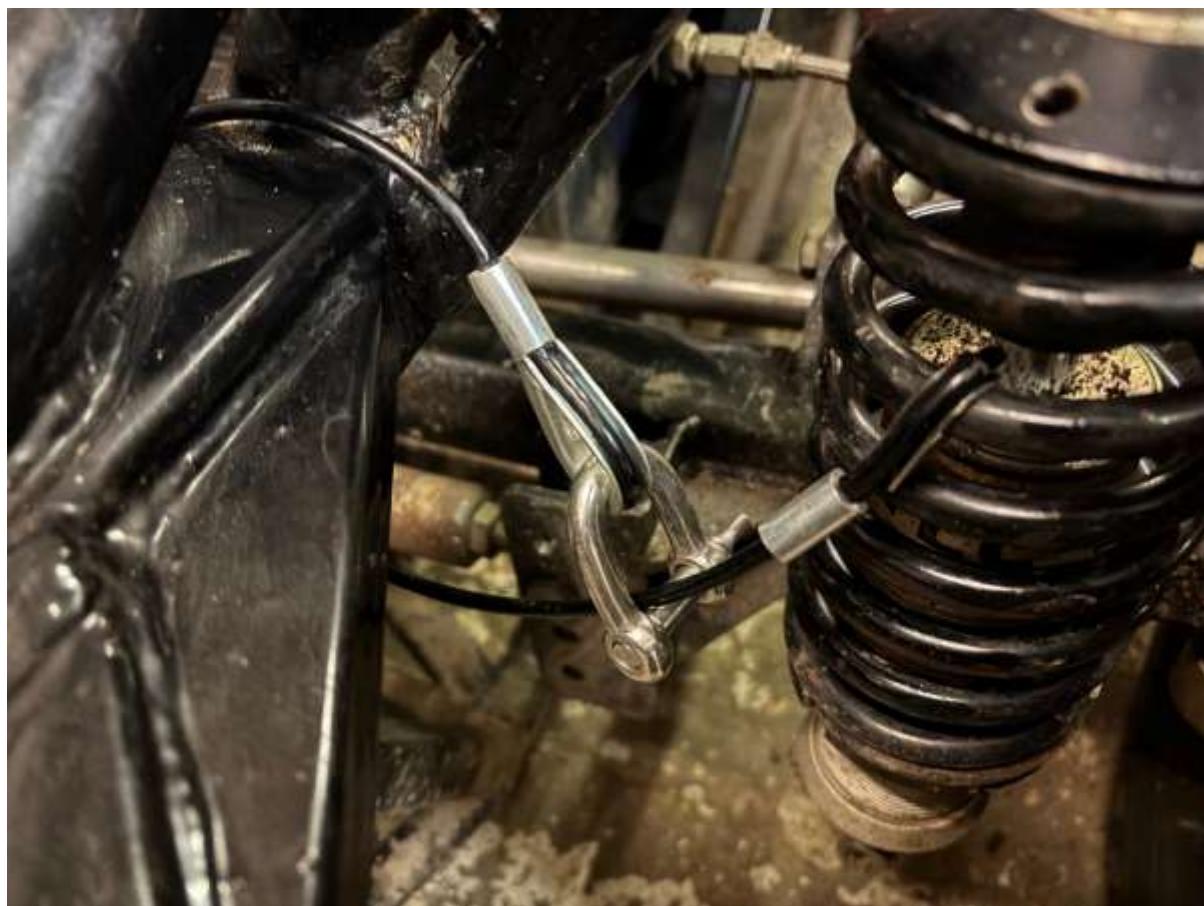
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## 5 Installation Method 1 – Threaded on to Coil-Spring

1. **Attachment to Coil-Spring** – Thread one thimble end of the safety-tether on to the ground end of the coil-spring and rotate it down the coils of the open spring to a point such that it does not foul the spring retention cap or the body of the shock-absorber.
2. **Attachment to Chassis and Securing** – Wrap the opposite end of the safety-tether around a captive section of chassis steelwork, such that it cannot slip off, and join it back to the middle part of the safety-tether using the supplied shackle.

**Note:** This method may not be suitable for coil-springs with a smaller pitch whereby the thimble may cause coil-bind under spring compression, resulting in damage to the thimble and a poorly handling race-car. One of the other methods may be more suitable in such circumstances.



## 6 Installation Method 2 – Looped Through Thimble

1. **Attachment to Coil-Spring** – Feed one end of the safety-tether between two coils of the spring, around one of the coils, and back out again.
2. Feed the smaller thimble end of the safety-tether through the larger thimble end to form a loop around the spring coil.
3. **Attachment to Chassis and Securing** – Wrap the smaller thimble end of the safety-tether around a captive section of chassis steelwork, such that it cannot slip off, and join it back to the middle part of the safety-tether using the supplied shackle.



## 7 Installation Method 3 – Joined by Shackle

1. **Attachment to Coil-Spring** – Feed one end of the safety-tether between two coils of the spring, around one of the coils, and back out again.
2. **Attachment to Chassis** – Wrap the opposite end of the safety-tether around a captive section of chassis steelwork, such that it cannot slip off
3. **Joining** – Join the two thimbles of the safety-tether together using the supplied shackle.

**Note:** This method results in the shortest overall safety-tether loop length (from chassis mount point to coil-spring) and therefore may not be suitable for coil-over shock-absorbers mounted further away from the chassis. One of the other methods may be more suitable in such circumstances.



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