



Right Hand Drive Conversions the RRS way

The Mirror Conversion Myth:

The so called mirror conversion is a process of cutting the LHD panels into pieces and altering them to fit in RHD position. This is extremely labour intensive (costly) if it encompasses every facet of a conversion to RHD.

The possibility of minor or major alignment issues are compounded by using this method.

RHD Firewall



The RRS/dii RHD Firewall is a direct replacement panel that allows for the different chassis rail lengths in the original Mustang tooling and the different floor heights from left to right.

RRS designed the firewall to allow the usage of a standard LHD pedal box, booster and master cylinder guaranteeing correct alignment and fitment of these standard parts.

The standard LHD park brake assembly can be bolted into place with no modifications to the mechanism assembly required. Prior to firewall installation a hole is drilled into the top of the chassis rail to feed the original hand brake cable through the chassis rail.

Original Speedo cable hole, column mount hole, wiper washer hose hole and wiring harness hole is tooled into the RRS/dii firewall.

RRS/dii have chosen to make the firewall flat so that either an RRS integrated air system can be fitted or alternatively the factory firewall humps can be welded in place for factory air conditioning a lot easier than a typical patchwork conversion requiring less finishing and less labour. It also makes the install of modular V8 a lot easier and cleaner looking.

RRS/dii Dash assembly



This simple to install assembly eliminates the most labour intensive and difficult part of RHD conversion.

Original dash pad, glove-box, ashtray, steering column and switches fit directly onto the RHD RRS/dii Dash assy.

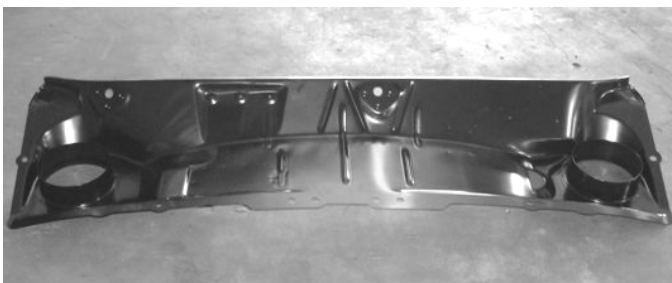
A correctly tooled column to Cowl support is incorporated into the unit.

Coming soon is the RRS/dii RHD plastic bezels and di-cast air con side vents.

The instrument bezel is tooled to allow the LHD instruments to be transferred into RHD bezel. The only detail on the appearance of the Bezels that is not a mirror image is the wiper switch control which remains in the LHD position. The Bezel also allows for the fitment of LHD aftermarket gauges. Optional wrinkle finish black, brushed alloy or wood-grain will be available. RRS/dii RHD dash assy. allows the use of all original fasteners, support stays, handbrake assy., air con vents, centre consol or factory style radios.

The RRS/dii RHD dash assy. can be installed by unpicking factory spot-welds or cutting and overlapping for ease of installation.

RRS/dii RHD Upper and Lower Cowl Vent

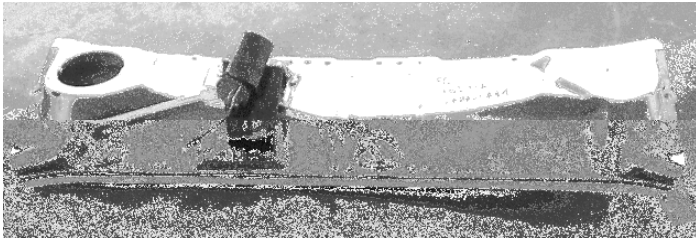


These pieces have been tooled to correctly position a factory LHD wiper motor and frame mount as a bolt in.

Wiper spindle holes and mount position have been mirror relocated for correct RHD wiper to windshield sweep.

The correct recesses have been tooled into the design to allow for a factory LHD pedal assy. to be used without any modifications required. Washer hose mounts have also been mirrored.

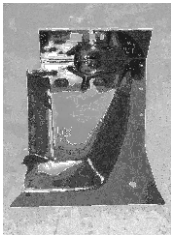
RRS/dii RHD wiper trans



Allows ease of wiper arms and spindles with correct lengths and indexing to provide correct operation without 40 years of wear and tear (CLUNKING). Guaranteeing correct wiper arm park positions and wiper arm sweep.

Air vents are also mirrored to allow factory air install or RRS integrated air and or RH side factory style air vent.

RRS RHD Inner Fender Apron Panel



This allows factory LHD booster and master cylinder and proportioning valve fitment with no bonnet hinge interference.

RRS RHD Rack & Pinion



This does not require cutting, welding or fabrication

Simply bolt into original LHD chassis bolt holes, drill 4 x 5/16" bolt holes for additional bracing and the vehicle is converted from LHD to RHD.

All necessary parts to complete this conversion are supplied with the RRS Rack & Pinion Kit

**Visit our website at rrs-online.com.au
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