



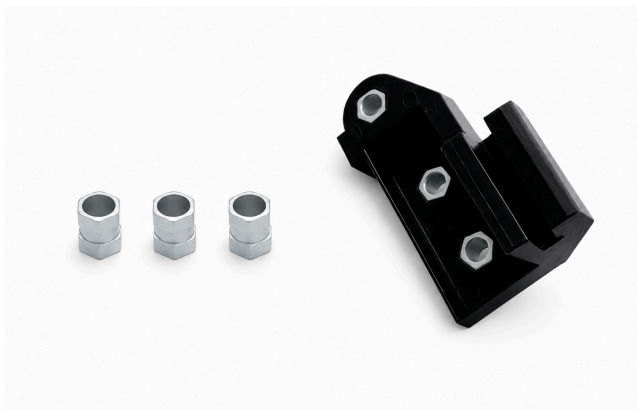
Molding. Controlled conditioning. Final assembly.

Automotive sub-assemblies leave no room for dimensional drift. When a component requires precise polymer conditioning and mechanical jointing, splitting the work across multiple suppliers introduces unnecessary risk. We manage the insert molding, the critical moisture conditioning, and the final assembly under one roof to deliver a drop-in ready component.

01 | THE LEVER SET

Structural molding, then pin assembly.

We mold the primary lever from 20% Glass-Filled (GF) Nylon-66. The centre pin is assembled into the RH lever after molding, not during the molding cycle. We also apply the product sticker shown on the lever. Because Nylon-66 requires strict moisture management to prevent brittleness, the part immediately undergoes a controlled moisturization process to lock in impact resistance and structural integrity before the final build.



02 | THE BRACKET

Three-part insert consolidation.

The mating bracket demands secure, heavily trafficked mounting points. We mold this lower component from unfilled Nylon-66, capturing three separate plain-bore metal inserts directly into the bracket in a single machine cycle. Their internal bores are smooth, not threaded. The bracket is then conditioned alongside the lever to ensure matching dimensional stability.



03 | THE FINISHED ASSEMBLY

In-house mechanical jointing.

We do not ship loose parts. The conditioned lever and bracket are precision-mated and permanently secured together using a centre pin. By managing the final fastening in-house, we eliminate fitment issues and deliver a completed sub-assembly that is ready for immediate installation on your line.

THE RISK: VENDOR STACK-UP

Scattered processes dilute accountability.

Procuring the lever from one shop, the bracket from another, and relying on a third for assembly introduces tolerance stack-up and administrative bloat. If the nylon is not conditioned correctly or the inserts drift, the assembly fails in the field, and accountability scatters.

THE SOLUTION: END-TO-END CONTROL

One roof. One process chain. Ready for the line.

We execute the entire lifecycle. We mold the components, load the inserts, strictly control the moisturization process, and handle the final centre-pin assembly. You get one point of accountability, zero handoff errors, and a fully realized automotive component that just works.