

PANHARD ROD FITTING INSTRUCTIONS (Quarter elliptic cars)

The panhard rod kit prevents side to side movement of the car relative to the axle so giving a more controlled drive.



When the kit is assembled on the car you should end up with the bracket bolted to the floor around the front and near side of the petrol tank.* The aluminium bar should be located on the bracket at one end and to the offside spring/radius arm mounting bracket on the axle at the other end.

The new locating bolt is positioned on the rear offside of the axle spring/radius arm bracket. The correct position should be determined by offering the whole assembly to the car and positioning the bar as parallel as possible without the bolt or bar fouling anywhere. Mark the point where the locating bolt should be positioned and drill a ½ inch clearance hole. Position the new bolt and ¼ inch spacer with the spacer between the axle and the rose joint.

With the axle locating bolt in place assemble the rest of the kit and offer up to the under side of the boot floor, mark the holes and drill to the appropriate sizes.

continued

Bolt the whole kit together and check that it does not foul the axle or the hand brake mechanism. The bracket is designed to locate the axle and should not be pre loaded as this would cause premature wear and may also have an adverse effect on the handling of the car.

The tie bar is fitted with opposite threaded rod ends. Adjustments are made by slackening the lock nuts and rotating the tie bar until the bar goes slack. This means that there is no pre load on the rod ends and is fitted correctly. Now tighten the lock nuts without rotating the bar. **NOTE:** this process should be done with the car at normal ride height and with the normal weight on the body.

* Petrol tanks vary in size around the lip, especially the reproduction ones. As a result the panhard rod bracket sometimes overlaps the lip of the tank. Usually this does not cause a problem as the foot of the bracket can sit under the lip of the petrol tank or be trimmed to avoid fouling.

If this is not possible you may have to drill through the lip of the petrol tank. This only occurs in very rare cases. **Extreme care must be taken with this.**

If you look closely at the lip of the petrol tank you will see a seam weld. Your hole **must not** damage or be on the tank side of this weld as this would penetrate into the petrol tank and could lead to an explosion.

Any modification to a petrol tank can be hazardous. To avoid potential risk we would recommend marking the position where the hole should be made. Then remove the tank, drain any fuel and fill the tank with water to eliminate the risk of explosion. After completing the drilling the tank must be drained of water and thoroughly dried out before refitting.

We realise that these instructions are long winded but we hope you appreciate that it is better to be safe than sorry.

If you have any questions please do not hesitate to contact us on the numbers below. We hope you enjoy this conversion.

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