

# Fitting Instructions

**Part Number:** TMK31152  
**Description:** Anti-Roll Bar Kit, front, 3/4"  
diameter  
**Applications:** MGC

## Safety First

When working under or on a raised vehicle, ensure that it is safely supported with axle stands supported on the body. Performance parts put higher than normal loads on all other components. All components should be inspected for wear and for damage. They should be replaced if there is any doubt as to their condition. Moss Europe Ltd accepts no liability whatsoever for damage, loss or injury incurred as a result of using this literature.



The kit includes the following components:

Part No.	Description	Qty
TMG31781	Anti-Roll Bar, front, 3/4"	1
GHF103	Screw, 5/16" UNF x 1"	4
GHF224	Nut, nyloc, 7/16" UNF	2
GHF223	Nut, nyloc, 3/8" UNF	4
GHF314	Nut, 1/4" UNF x 1"	4
GHF332	Washer, spring, 5/16"	4
AHH7927SPK	Bush Set, polyurethane, anti roll bar, 3/4"	1
2A5176SPK	Bush Set, polyurethane, rear spring shackle	1

## Notes

This is for models that are already fitted with a front anti-roll bar, if your does not then contact your local Moss branch for additional parts.



## Instructions

### 1. Prepare the Car

Jack up the vehicle and support on suitable ramps or axle stands. Please ensure the car is securely supported and safe before any work commences.

### 2. Remove Old Anti Roll Bar

Remove the old anti roll bar. Clean mounting brackets and inspect for damage.

### 3. Fitting the Handling Kit.

The front anti-roll bar is a straight replacement of the old one. Using the new uprated bushes and brackets fit the anti-roll bar. The existing link bars are retained and new nyloc nuts are supplied for the lower bolts. The anti-roll bar no longer uses the extra centre locators as standard.

**3.1** - To install the rear shackle bushes the car must be supported on the body with axle stands and a trolley jack should be used for the raising/lowering of the leaf spring.

**3.2** - The uprated bushes should be fitted to the spring eye and shackle pins. This means that the pin and spring eye should be cleaned up for before fitment. The bush will end up as a tight fit to one part (usually the spring eye) and a rotating fit to the other part (the pin).

IT MUST NOT BE TIGHT ON BOTH COMPONENTS AS THIS WIIL NOT ALLOW CORRECT SUSPENSION MOVERMENT

**3.3** - The bush internal may need to be worked for correct fitting tolerances, which should be with the shackle plates tightened up. They should be able to rotate under their own weight.

**3.4** - Once the installation is complete check all hardware is tightened.

