

## MGB,C,V8 REAR TELESCOPIC DAMPER CONVERSION

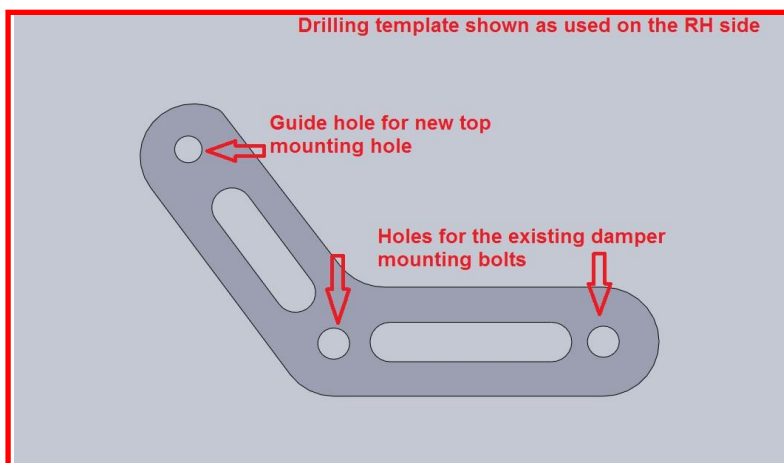
### FITTING INSTRUCTIONS

Frontline's MGB (for **MK1 roadsters** please see the special notes below) and MGC rear vertical telescopic damper conversion is a complete replacement of the original lever arm dampers locating new dampers in a vertical position for maximum performance and comfort.

#### Fitting:

- Raise the rear of the car on a jack and support the body on axle stands.
- Remove the rear wheels.
- Support the rear axle on axle stands
- Remove and discard the lever arm dampers and check straps.

The top mounting bracket will be fitted using the two existing bolt holes but will also require a third bolt hole. This is drilled in the chassis member which is a 50mm thick box section.



To drill the new holes:

- Bolt the new top mounting bracket to the wheel side of the inner wing using 7/16 x 3.5" bolts and the original two bolt holes. **Note: Make sure that the new hole is towards the rear of the car as shown in the diagram above.**
- Use a 12mm drill bit with a minimum length of 60mm and drill a new hole using the top hole in the template as a guide. **Note: Take care to drill the hole straight as the new brackets need to line up with this hole on the other side of the chassis leg.**
- Remove the drilling template
- Use a 16mm (or 5/8") drill bit and drill through the outer hole but NOT the inner hole.

- Insert the anti crush tube into the hole so that it reaches, but does not go through, the inner 12mm hole.
- Repeat on the other side of the car.

### Top mounting

- Remove the new top mounting bracket from the wheel arch side and bolt onto the inside of the chassis leg where the original lever arm mounted and with the 3<sup>rd</sup> hole rearward and up high on the chassis leg, this should now line up with the new hole you have drilled ( do not fully tighten these bolts until all the damper mountings are in place).
- Pass the new M12 bolt through the anti crush tube and through the new mounting bracket, slide the 10 mm thick washer over the bolt (this acts as a spacer to correctly position the damper).
- Slide the damper on the M12 bolt and loosely fit the nylocks nut
- Repeat on the other side of the car.



Right hand top damper mounted



**Right hand mounting  
bracket and damper**

### Lower mounting bracket

- Remove the lower damper mounting plates from the axle and fit the new ones, which are handed, new 3/8 nylock nuts are supplied. The damper mounting hole in the bracket should be forward and down from the axle.
- **MK1 roadster special notes** – the MK1 Roadster is fitted with a banjo axle, this has a smaller diameter where the U-Bolts locate, than the later tube axle type, to accommodate this we have included two new axle bush locating plates for the larger U-Bolts and two U-Bolt spacer brackets, these fit inside the U-Bolts and make up the difference between the two diameters

### Bottom mounting

- Insert the special machined bottom mounting bolt into the damper bush using an M12 nut & washer supplied.
- Locate the bolt into the lower damper mounting plate using an M10 nut & washer supplied.

- Repeat on the other side of the car.
- Now tighten all the mounting bolts securely

The damper internals are quite different from the originals. They have a modern design with a 14 point adjustment setting. For normal road use we set the dampers to level 5. To do this, rotate the adjusting knob anti clockwise to zero and then clockwise 5 clicks. Try this setting on the road and adjust to a softer or firmer setting to suit you and your car if necessary.

With everything fitted do a final check to make sure all the fixings are tight and secure.

Re-fit the wheels and lower the car.

### **Test and enjoy!**

*Note: When you first drive the car with the new suspension, please take time to get used to the changes. After initial tests and again after 100 miles we recommend re-checking all of the suspension mounting points to ensure that they are tight and secure.*

If you have any technical questions or you are not sure about something please consult Frontline or a competent engineer for advice



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