

MGB, C, V8 & RV8 PANHARD ROD KIT

Our Panhard rod conversion is designed to locate the axle laterally.

Frontline's straightforward bolt-on conversion does this very well. It greatly improves the handling and control of the MGB, without adding harshness.



Fitting instructions

The panhard rod, when used with leaf sprung cars, locates to the body on the left hand side with a new body mounting bracket and to the axle with a new axle mounting plate.

Welding is not required.

1. Jack the rear of the vehicle and support on axle stands. With the axle hanging, remove the rear wheels. Then position the jack under the diff so it just supports the weight of the rear axle. Ensure the axle stands are stable and wheel chocks are in place at the front.
2. With the axle case supported, undo the right hand axle to spring U bolts and remove them. New U bolts are supplied. (New U bolt spacers are provided for pre-1967 Roadsters fitted with the banjo axle casing.)
3. Remove and discard the top metal axle locating plate which also locates the top rubber or polyurethane saddle pad bush. Replace this plate with the new axle locating bracket. The new location bracket will have the panhard rod mount towards the rear of the car. Refit the bush or replace with new if required. Fit and tighten the U bolts.
4. Bolt the panhard rod body-mounting bracket into position on the left hand side of the car using the droop strap mounting point on the body as a location guide (M). The hole in the panhard rod body-mounting bracket is oversize to allow for variances in the different models of MGBs. If this hole does not line up accurately you can enlarge it further or even drill an additional hole. The location here is not structural; it is designed to hold the bracket in place while you drill and bolt the other 10 holes. Remove any underbody seal or debris that might prevent the bracket from sitting firmly against the underside of the boot floor.

5. Using the bracket as a drilling guide, drill through the boot floor to provide fixing holes. Fix into position using the load spreading plates inside the boot (**O**) and the M10 bolts provided (**M**, **N & O** – picture N also shows coil over damper from 5-link rear suspension kit).
6. With the two new brackets securely bolted in place lower the car to the ground with the wheels refitted. Loosely bolt one end of the panhard rod to the new axle locating bracket and then adjust the other end so it locates easily onto the new body mounting bracket. Adjustment must be done with the suspension at normal ride height. It is advisable to compress the suspension, by applying weight to the rear of the car, and then releasing it. This ensures that the car is at a normal ride height before setting the panhard rod and so avoids the possibility of any lateral pre load on the springs.

The panhard rod is designed to locate the axle laterally and must not be used to alter or adjust the position of the axle relative to the body. This will cause premature wear and adversely affect the handling qualities of the conversion.

7. When you are satisfied that the panhard rod is located correctly and not pre loaded, tighten the locating bolts and the adjusting lock nut.
8. Finally, check and tighten all fixings and lock nuts securely.
9. Refit the road wheels and lower the car to the ground if not already done.

MK1 Roaster with Banjo axle Note

The Banjo axle is smaller in diameter and requires axle spacer brackets, these are included with the kit, also included is a new axle bush locating plate which must be used to accommodate the larger (later) U Bolts

As with the other models the top bush locating plate is discarded

RV8 Note

The RV8 is fitted with a rear anti roll bar. This must first be unbolted on the nearside and pulled away from the body to allow the new body bracket to be positioned. Once the new bracket is in place the anti roll bar can be re-bolted as normal.

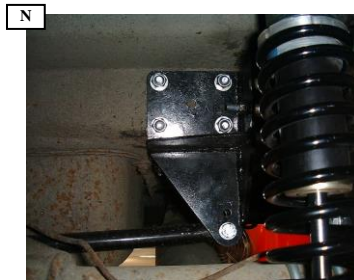
MGC Note

The MGC brake drums and lever bracket are larger than all other models, this may mean the Panhard rod may sit close to or make contact with the handbrake cable on the NS, if this is the case you will need to bend the hand brake bracket that is visible downwards to gain the required clearance, this can be done in situ with a large pair of grips or removed and bent in a vice

When first testing your new conversion we recommend you take time to get used to the difference. We suggest that trying out the limits of this, and any other product, should be done in a safe place.

After the initial tests we strongly recommend re checking all fixing points and further tightening if required.

Once fitted and in regular use, the panhard rod kit should require little or no maintenance for a considerable period of time, but periodic checking of the bushes and fixings is recommended to ensure maximum axle location.



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