



PANHARD ROD FITTING INSTRUCTIONS

(Semi elliptic cars)

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* and the aluminium bar located on the bracket at one end while the other end fits to the tube marked with a white band as described below.

The tube should be welded to the off side (drivers side on UK cars) damper mounting plate on its upper inner edge with a ¼ inch overhang, shown by the white marking, to the rear of the plate.

With the tube welded 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.

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.

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

* 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.

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