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Evolution II Anti-Roll Bar Kit Fitting Instructions

Front Anti-Roll Bar

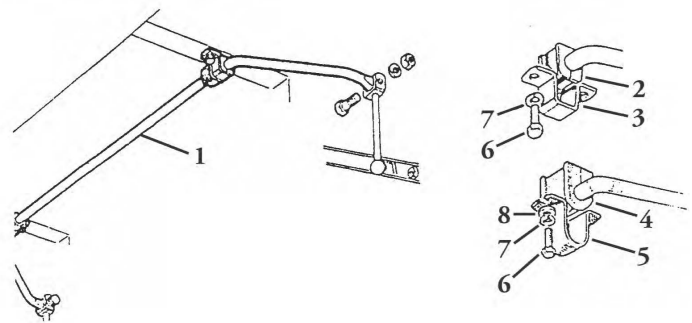
Note: Early chrome bumper and early rubber bumper MGB Roadsters may not have a front anti-roll bar fitted as standard. If this is the case then the following items are also needed:

- AHH5927 Front wishbone arm - RH
- AHH5929 Front wishbone arm - LH
- AHH6543A Anti-roll bar droplink - RH
- AHH6544A Anti-roll bar droplink - LH
- GHF204 (x2) Nut - drop link to wishbone
- GHF335 (x2) Spring washer
- AHC146 (x2) Bolt - droplink to anti-roll bar
- GHF224 (x2) Nut - self locking
- GHF303 (x2) Plain washer

Now proceed as follows:

1. Jack up the front of the car and support it safely on axle stands.
2. Unbolt the old anti-roll bar from each of the droplinks and inspect the condition of the rubber bushings in the droplinks. If they are excessively perished then they should be replaced.
3. Undo and remove the four screws and spring washers on the straps securing the old anti-roll bar to the car. The bar, rubber bearings and straps can then be discarded.
4. The new anti-roll bar can now be mounted into position using the new wider rubber bearings and ,U' shaped clamps. The clamps should be fixed using a screw, spring washer AND a plain washer provided in each hole. The plain washer will ensure that the slotted end of the ,U' clamp does not spread under load.
5. Reconnect the droplinks to the new anti-roll bar using hardware kit AHC146K provided.

Note: On cars prior to September 1976 check the clearance between the anti-roll bar and the radiator. Packing strips AHH6320 may be added or subtracted as required.



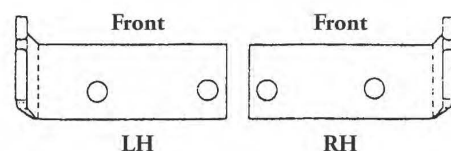
1. Anti-roll Bar
2. Old Mounting Rubber
3. Old Mounting Strap
4. New Mounting Rubber
5. New Mounting Strap
6. Screw - Mounting Strap
7. Spring Washer
8. Plain Washer

Rear Anti-roll Bar Axle Mounting Brackets

Note: September 1976 on cars are already fitted with a rear anti-roll bar as standard. This should be completely removed and discarded.

1. Jack up the rear of the car and place safely on axle stands. Support should be on the chassis, not on the axle.
 2. Starting on the right side (offside or RHD driver's side) slacken all the ,U' bolt nuts and then remove the two nuts and washers from the front.
 3. Identify the RH axle bracket from the diagram below and fit it to the front of the ,U' bolts flush against the bottom shock absorber mounting plate. When fitted, the flange with the chamfered holes should be forwards and outwards of the ,U' bolts.
- Note:** The chamfered hole is above the line of the spring and does not drop down to reduce ground clearance.

Axle Brackets Viewed From Above



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4. Refit the washer and nuts to the front of the ,U' bolts and then tighten them all up evenly. When fully tightened up ensure that the ,U' bolt thread protrudes through all the nuts.

5. Repeat the procedure for the LH side of the car.

Note: If the ,U' bolts are in poor condition they should be replaced with new ones, (AHH6452- banjo axle or AHC109-tube axle). On some cars it may be found that the standard ,U' bolts are too short, especially if telescopic rear shock absorbers are fitted. Longer ,U' bolts are available if required (TMG3751- banjo axle or TMG3752- tube axle).

Boot Floor Brackets

1. Using the templates provided mark the positions of the three holes (two on the boot floor bottom, one on the boot floor side) on each side of the boot floor. Drill a 1/8" hole as a pilot and then open it up (with a larger drill or round file) to give a 5/16" clearance. Treat the holes to prevent corrosion.

Note: These new brackets have wider spaced holes for better support than the original handling kit. If you are replacing an original handling kit by an EVOLUTION II handling kit and you do not wish to drill the floor again, then the original mounting brackets may be reused. Fit brackets to underside of boot floor using hardware provided. Make sure that flat washers are used on the inside of the boot to spread the load.

2. Fit the mounting rubbers to the rear anti-roll bar and place the straps over the mounting rubbers. Fit the straps loosely to the boot floor mounting brackets, using the supplied screws, nuts and washers to match the diagram below.

3. Check that the anti-roll bar is centrally positioned on the brackets and clears the fuel tank (3/16" to 1/4" is sufficient) and tighten up all the screws.

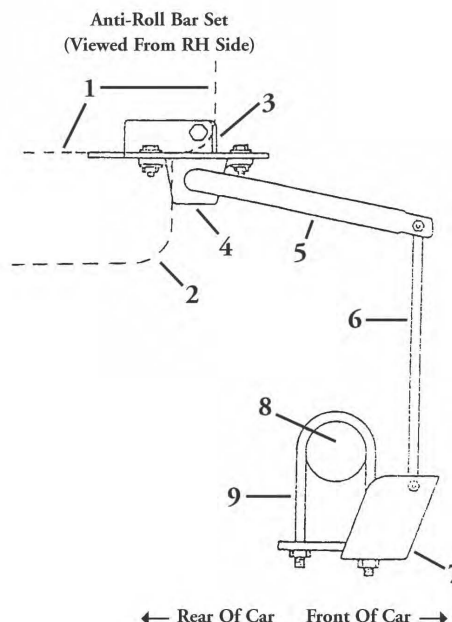
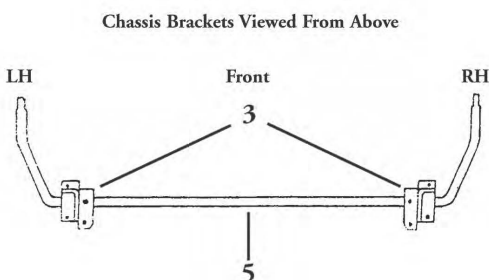
Roll Bar Links

1. If the anti-roll bar and axle brackets have been fitted correctly then they will both have chamfered holes facing outwards. The special links then fit on the outside faces so that the chamfer matches the tapered sections at the top and bottom of the link.

Note: The bracket is chamfered on both sides - please use the 7/16" flat washer provided between the bracket and spring washer/ nut.

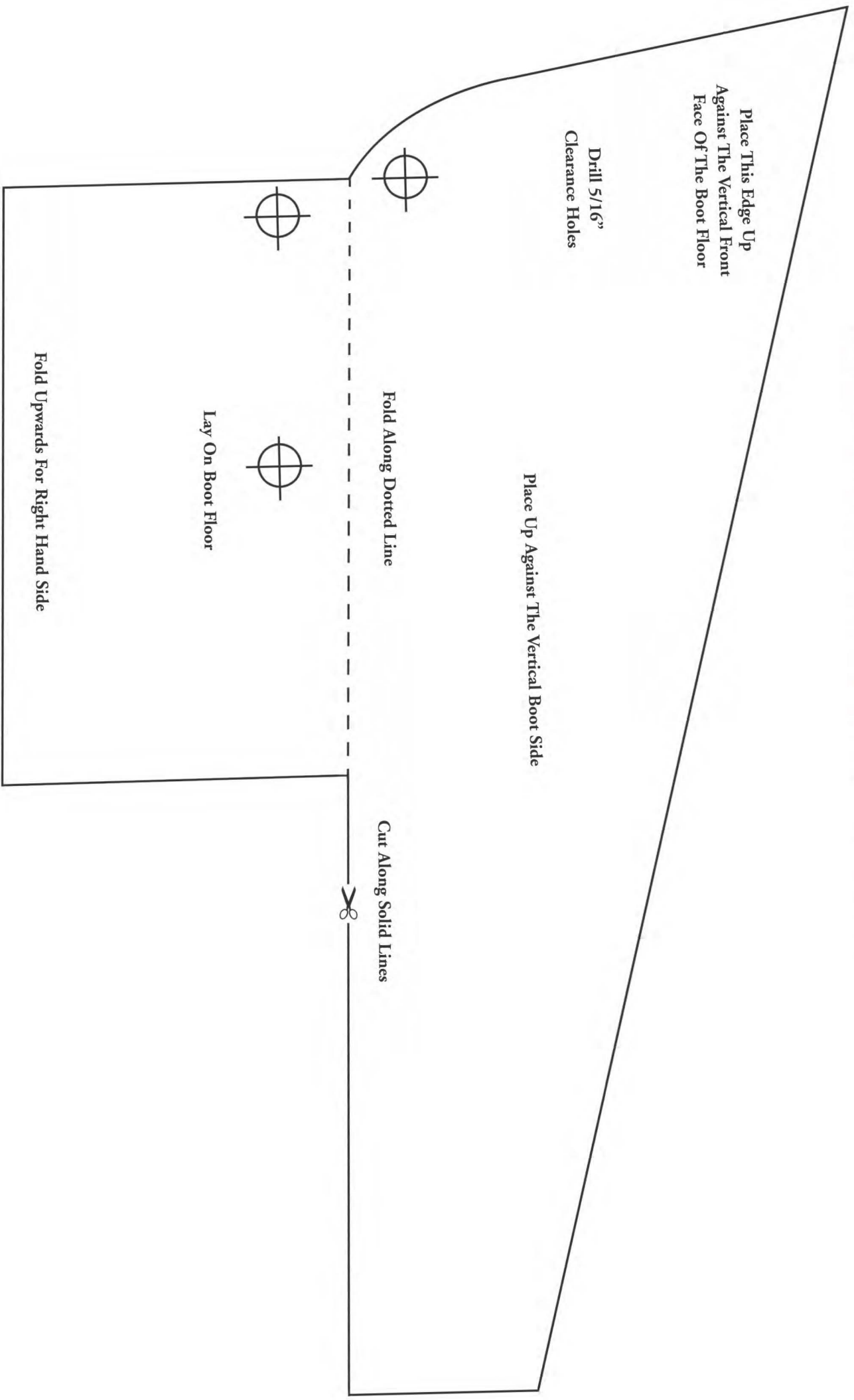
2. Fit the spring washer and nut. Tighten up the links by hand - do not use a spanner yet.

3. Transfer the axle stands from the chassis to the axle, this should ensure that the axle will be at its normal ride height (if necessary add some extra ballast to weigh down the rear end of the car). With the springs now in their normal running position tighten up the nuts on the links with a spanner.



1. Boot Floor
2. Petrol Tank
3. Boot Floor Mounting Bracket
4. Mounting Rubber and Strap
5. Anti-Roll Bar
6. Roll Bar Drop Link
7. Axle Mounting Bracket
8. Axle Tube
9. ,U' Bolt Over Axle

**THIS TEMPLATE IS TO BE USED FOR THE RIGHT HAND SIDE OF THE CAR.
USE INSIDE THE CAR IN THE FRONT CORNER OF THE SPARE WHEEL WELL**



**THIS TEMPLATE IS TO BE USED FOR THE LEFT HAND SIDE OF THE CAR.
USE INSIDE THE CAR IN THE FRONT CORNER OF THE SPARE WHEEL WELL**

