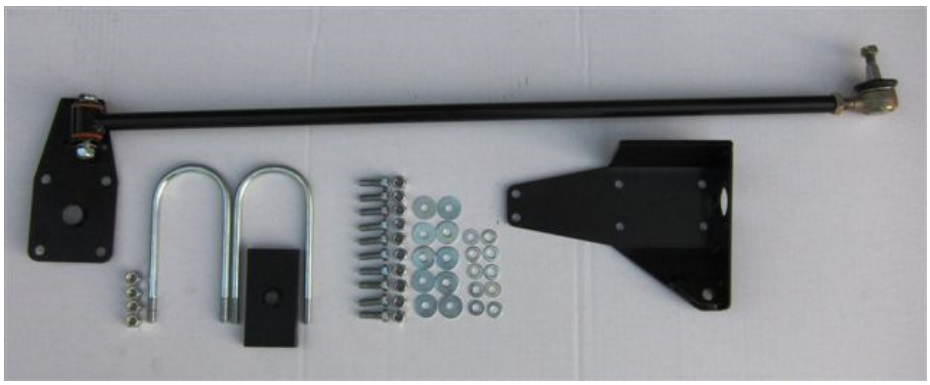
PANHARD ROD ASSEMBLY FOR MGB, MGBV8 & MGC
FITTING INSTRUCTIONS



PANHARD ROD KIT CONTENTS:

1 x Panhard Rod, with ball joint & Poly Bush
1 x Body Bracket
1 x Axle Plate
10 x M8 X 25 Bolts
10 x M8 Washer (Small)
10 x M8 Washers (Large)
10 x M8 Nyloc Nuts
4 x M8 Plain Nuts (for assembly only)
1 x M10 x 60mm Bolt
2 x M10 Washers
1 x M10 Nyloc
2 x U Bolts
4 x 3/8” UNF Nyloc Nuts
2 x Polyurethane Spring Pads

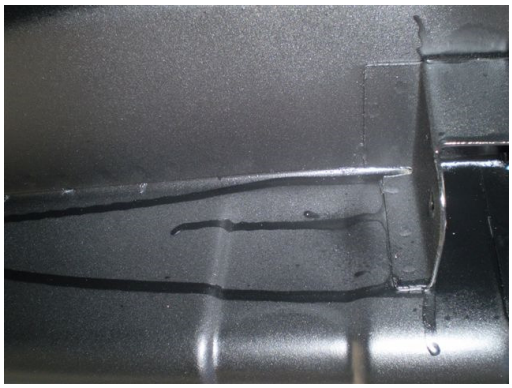
TOOLS NEEDED:

Electric Drill
8 mm drill bit,
3mm drill bit
Panel Marker Pen or Scribing Point
Scraper
Spanners:
13mm AF open/ring & socket,
17mm AF open/ring & socket
19 mm open end
1/2 inch and 9/16 inch ring / socket

STEP 1: BODY MOUNTING BRACKET

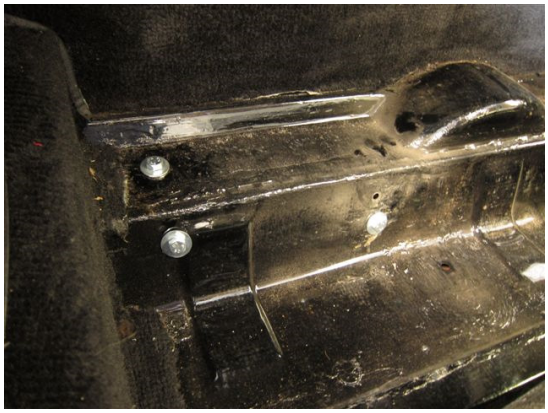
1. Remove and set aside the contents of your boot, including the carpet (if fitted) to reveal the steel body. (See Image below)

2. Loosen the rear road wheel nuts.
3. Jack up the car by placing a trolley jack under the diff housing. Support the car with axle stands under the front part of the rear springs, just ahead of the axle / spring mountings.
4. Body bracket location: Lhs of the car at the top and rear of the axle space: Scrape off any under seal / rust in this area. Check that the structure is in good condition. (See Image below)

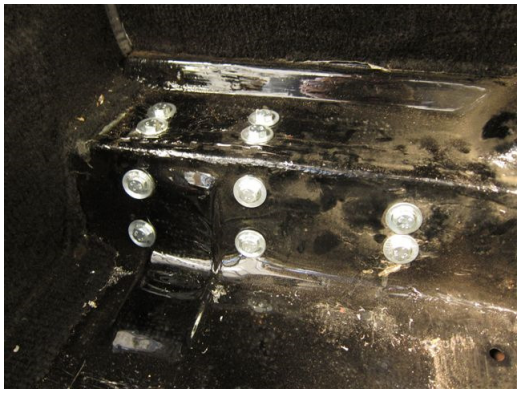


5. Offer up the body mounting bracket against faces A & B and hard up against the axle strap bracket. When happy that the bracket is a close snug fit to the surfaces use the bracket as a template to mark two well spaced holes on each surface to locate the bracket. (See Image below)

6. Pilot drill the holes, re-drill to 8mm and then pass the bolts with large washers through the boot floor and secure the bracket using the plain nuts. (See Images below)



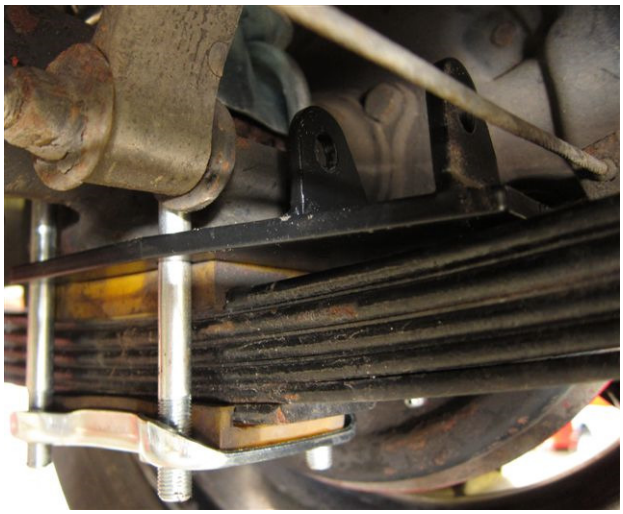

7. Ensure the bracket remains snugly fitted against the axle strap bracket and surfaces A + B before drilling the remaining holes.
8. The bolts should be fitted from within the boot, assembled with the large washer, passed through the floor and bracket before securing with the smaller washer and nyloc nut. It is preferable when mounting the boot floor bracket to have an assistant to help with the tightening of the fixings. NB Remember to replace the plain nuts with nylocs for final assembly. Tightening of the nuts will result in a dishing of the large washers. Torque to 20 ft/lbs. (See Images below)
9.




STEP 2: SPRING / AXLE PLATE

10. Location: Rhs / offside of the axle and rear spring: Loosen and remove the nuts on the axle U bolts and remove the U bolts (both to be discarded)
11. Dissemble the existing parts, leaving the shock absorber attached to the shock absorber bracket but rotated to one side. Hint: use trolley jack carefully placed under the brake drum to lift / take the weight of the axle.

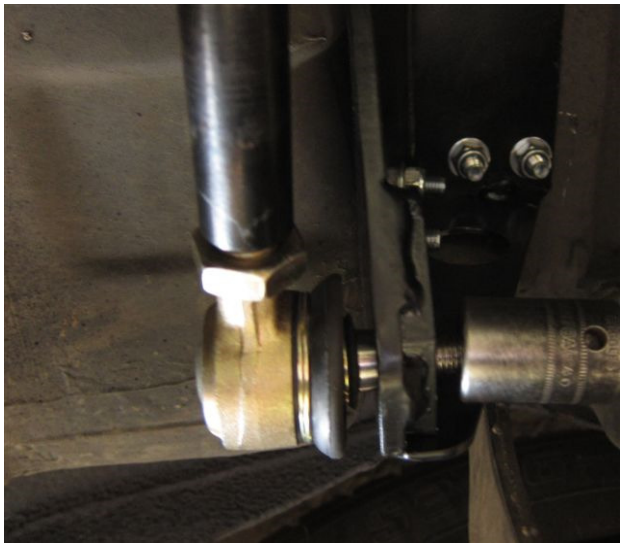
12. Discard the upper spring plates and re-assemble as follows: Place the pedestal over the axle tube as before using the supplied U bolts. Locate the Axle Plate underneath the axle but above the spring, with the fixing for the Panhard rod pointing upwards and towards the wheel arch and trailing to the rear of the car. Place a new spring pad between the Axle Plate and the leaf spring, and complete the reassembly underneath the spring in reverse order. (See Image below)



13. Assemble and evenly tighten the U bolt nuts. (There is no torque specified in the workshop manual for these but we'd suggest 25 to 30 ft/lbs)

STEP 3: PANHARD ROD

14. Fit the taper stud of the ball joint into the tapered hole in the body bracket, to aid assembly push into the tapered hole whilst tightening the nyloc nut (30 ft/lbs). (See Image below)



15. By screwing the ball joint into the rod attach the bush end of the rod to the axle bracket, do not tighten just yet. The rod length should be neutral and not required to be pulled or pushed to engage the Axle Bracket/Bush bolt cleanly. (See Image below)

16. Check everything is in order (i.e. adequate clearance of the petrol tank); if so then tighten up the rod locking nut and the nut and bolt on the Axle Plate.
17. Refit the road wheels and lower the car to the ground.

When driving the car following fitment of the Club Rear Panhard Rod, take time to adjust to the enhanced handling characteristics of the car, remembering to drive safely!
After testing recheck all fixings and rectify if necessary.

NB:
The Panhard rod has been developed to resist lateral movements of the axle. In addition to the manifold handling benefits, a Panhard rod also enables the fitment of larger wheels which previously may have fouled the inner rear wheel arches. Note, that it is especially important when choosing to fit larger wheels that the axle is centred on the vehicle prior to fitting the Panhard rod.
DO NOT USE THE PANHARD ROD TO CENTRE THE AXLE.