

MGC ARB Drop Link Kit (H162)

Fitting Time 1 Hrs

Recommended Additional parts:

H066 3/4" Front Anti Roll Bar Handling Kit
H435 MGC Ball Jointed Front Suspension

Kit Contents:

A	LH Drop Link	x1	D	ARB to Wishbone Bolt*	x 2
B	RH Drop Link	x1	E	ARB Split Bush	x 4

*The ARB to wishbone bolts have been pre-installed and are patch locked into place. We advise against disassembly of this component.

Please read these instructions prior to undertaking the work

PLEASE NOTE

We strongly advise when reusing any suspension components that you carry out a full inspection to ensure they are fit for further use. We recommend that ARB bearings are replaced as a matter of course.

Prior to fitting:

The car should be on a firm, smooth and level surface. With the handbrake on, raise the front of the vehicle using a jack and secure using axle stands positioned appropriately under the chassis member. Safe workshop practice should be followed at all times.

Step 1 Removal of the Anti-Roll bar & drop links

- We suggest prior to disassembly that you apply a liberal application of a loosening agent to the ARB bearing straps and ARB links and allow the car to stand overnight.
- Using a socket remove the nuts securing the anti-roll bar links on the rear of the upper wishbone arms and set to one side for re-use.
- Depending on the level of corrosion on your vehicle it may be possible using a punch and hammer to drift the old ARB links out of position. If the links will not yield, removal of the upper wishbone assembly to a work bench may be necessary in order to drill out the old ARB links. (Please refer to workshop manual section 10B5 & 10B6 for removal procedure).
- Using a socket remove the four bolts and spring washers holding the bearing straps to the chassis rails and set to one side, exercising caution when lowering the front anti-roll bar assembly from the car.

Step 2 Removing the original anti roll bar bushes

- On a workbench, use two ring spanners to remove the ARB clamping bolts and nuts, securing the drop links to the anti roll bar.



Removing clamping bolts

- Select two sockets for drifting out the anti-roll bar bushes in a bench vice. The sockets should be of a differing size, with the smaller of the two capable of passing through the centre of the ARB eye. The larger socket should be deep enough to accommodate the ARB bush and sit securely within the jaws of the vice. (Alternatively the bushes may be drilled out and surfaces cleaned or removed using a press).



Drift out old ARB bushes

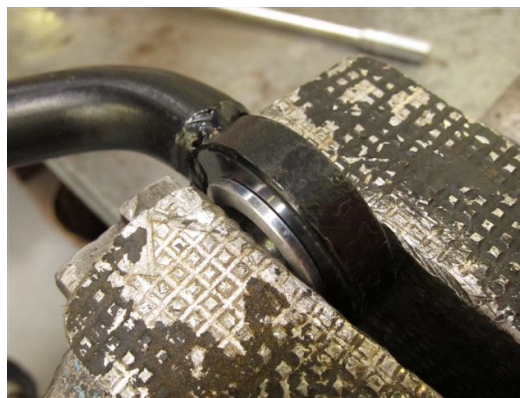


Removal of metalastic ARB bush

- Clean both ARB ends with a wire brush and remove the old ARB bearings.

Step 3 Assembly

- Locate and press the ARB split bushes into each end of the anti roll bar using a vice, taking care not to damage the bushes.



Press in new bushes

- Prior to fitting identify the links (the ARB link marked with a red tag should be fitted to the left side of car). Secure the ball jointed anti roll bar links into the front of the upper wish bone arms applying a small amount of copper slip along the length of the pin and secure at the rear of the upper wishbone arms with the ARB link nuts.

- Offer the anti roll bar up to the chassis rails, and loosely secure the bar using the ARB Straps, bolts and split washers previously set to one side. (We suggest applying a small amount of copper-slip to aid future removal)



Loosely secure ARB

- Secure the upper ball joints to the outboard side of the anti roll bar using the supplied nyloc nuts. Use an open ended spanner to hold the ball joint in place whilst tightening the in board nut with a ring spanner.



Ball Joint located outboard of ARB

- Use a tape measure to position the anti roll bar centrally between the chassis rails. Once satisfied that the bar is central, secure the 5/16" strap fixings.
- Finally secure the ARB locaters so that they abut the in board side of the ARB bearing mounting straps.

NB Exercise caution when conducting road tests, taking time to become accustomed to the changes and remembering to inspect, and tighten all fixings as necessary prior to and after initial test drive. Nyloc nuts should be used once only and the correct reassembly procedure followed. If you require additional nyloc nuts in order to carry out adjustments, please contact our spares team.

Troubleshooting:

Should you require technical assistance at any point either during assembly please do not hesitate to contact our technical sales team, weekdays 9am to 5.30pm or Saturday 9am to 12 noon on 00 44 (0) 1954 231318 or via email sales@mgocspares.co.uk