

## Anti Tramp Bar Fitting Instructions.

Anti Tramp Bar fitting is not a complex job, but it is a job that involves a fairly long process. None of the jobs listed should be beyond the average 'Home Mechanic' who has access to a reasonable selection of hand tools. A trolley jack and axle stands are however considered essential.

Safe working procedures must be followed at all times as is the wearing of personal protection equipment such as goggles, overalls and where required work gloves.

The assistance of another at key stages is of considerable benefit.

The following relate to a later specification (2002 +8) but the procedure is very similar on all models and variants.

Remove.

Seats

Rear carpets (those behind the chassis crossmember)

Parcel shelf carpet and parcel shelf (Tool tray on later models)

Trimmed covers that go over the rear spring shackle front fixings

Seat belt lower fixing

Raise car and place axle stands under rear axle.

Get 2 friends to stand in car to compress rear springs (actually this could be done before seats are removed). From underneath fit wooden blocks (as big as you can get in) between the lower chassis rail and the leaf spring IN FRONT of the rear axle on both sides. (See Pic. 1.)

Remove enough wood from heel board to clear anti tramp bar, it sits alongside the spring so a simple eyeball job is good enough, the piece you remove should be about 2" High by 1 ½" wide (50mm by 40mm). When you remove the timber you will note that the floorboard sits on angle iron. It has been noted on some cars, when the car is jacked under the body and the wheels hang down the weight of the axle etc can sometimes bend the tramp bars on the vertical flange so grind or hacksaw a little off in a semi circular pattern. We usually mark where the angle has to be cut, unbolt from the chassis and cut it on the bench. When refitting, put it underneath the chassis rail, which will gain a bit of extra clearance.

Next fit a G clamp over the spring and chassis again in front of the axle, this is just for safety.

Change the axle stands so they are under the chassis frame and put the jack under the differential.

Manifold installation instructions. Version 1.0 2005-03-18

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Remove the front shackle pin, now slacken the G clamp and you will see how far up the axle will go!

Now getting to the U bolt nuts is easier. Remove the nuts, U bolts and lower plate.

Using your old U bolts the new lower plate (note correct way round, thick edge goes inboard) you can calculate how much to cut off the new U bolts, they are supplied long to cover all numbers of spring leaves. If you fit them long they are difficult to cut in situ. Remember measure twice!

Refit new U bolts, spring plate and nuts, now lower axle and try and fit new front shackle pin. It is fitted with the new Rose/sphere joint and will no doubt not align perfectly! Help from one of your assistants in pushing the rear wheel forward or rearward will have it aligned and the pin can be inserted.

When the front shackle pins are in, you can feed up the anti tramp bar from underneath and screw it into the rose joint, adjusting it later, do not connect the rear to the spring plate yet.

Now the axle stands go back under the axle to simulate 'loaded' condition and this is when you connect the rear of the anti tramp bars, you adjust them so that the bolt hole aligns with the spring plate. Tighten everything up, remembering the locknut at the front fixing of the anti tramp bar. (See Pics. 2 and 3).

Refit the spring covers, good news here, there is plenty of room for the bars to fit inside on the later cars anyway, so nothing to fabricate!

Rebuild everything earlier removed (Carpets Seat etc.).

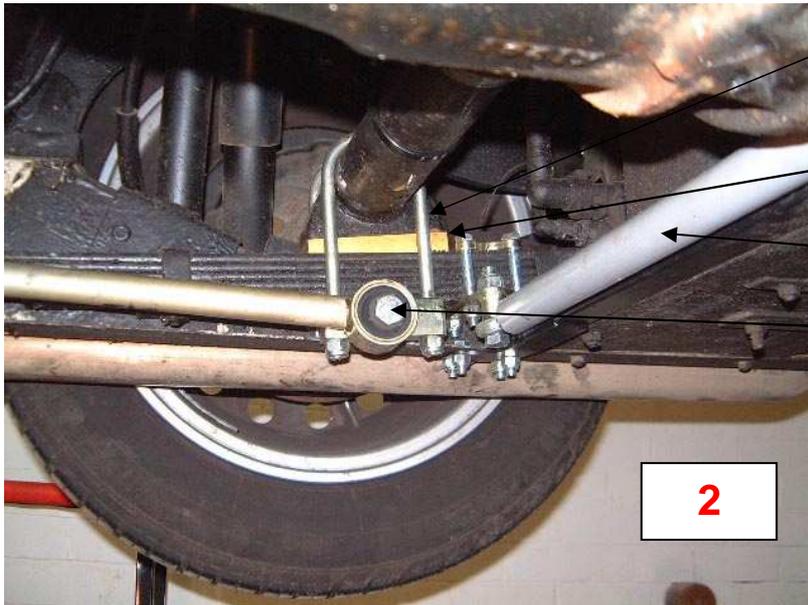
The photographs show the 'Full Monty' fitted, Panhard Rod, Anti Tramp Bars, Axle Wedges and extra rebound stops. All are available from Mulberry Fabrications.



Wood Block in Situ.

Anti Tramp Bar.

Front Shackle fixing, note spacer

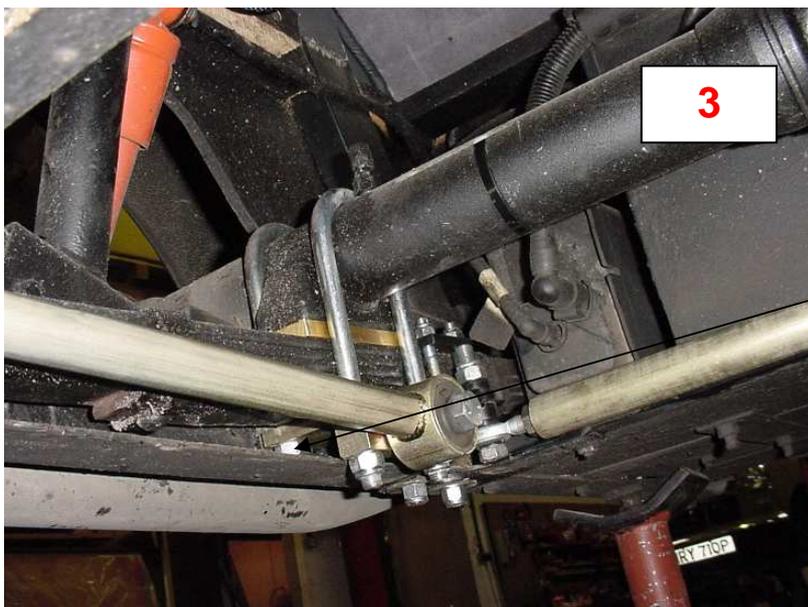


New U Bolts, cut to correct length

Axle Wedge in place

Panhard Rod

Anti Tramp Bar rear fixing



This is why you cut the inner U bolts prior to fixing!  
No room for working.