

MGB Front Lowering Brackets Installation

Jack up the front end and put jack stands under the front cross member so that the front wheels are hanging loose. This will have the least tension possible, almost negligible, on the front springs.

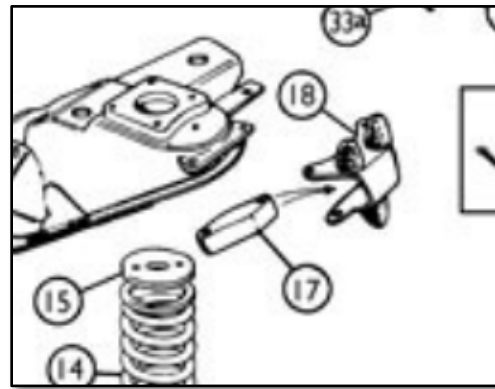
Put your jack under the spring pan and put just enough pressure on the pan to slightly raise the wheel. Loosen the four bolts holding the pan to the A-arms. One of these is the sway bar link that has a bigger bolt. The sway bar bolt may give you problems as mine did. I had to cut them off at the nut and buy new ones.

With the pan off, you can refresh the paint on it, the A-arms, and the spring, if you wish.

Mount the bracket with the bigger hole with the sway bar mount on the A-arm. Mount the other three brackets to the pan. Put the spring and the pan back into place and put in the remaining bolts to hold the pan to the brackets. You can use the jack to hold the pan in place while you start the new bolts.

Repeat these steps with the other side.

With the car lowered, you will now have less travel of the suspension, so you will feel bumps more. To compensate for this, you can replace the standard bump stop (item 18) with the shortened version and remove the spacer (item 17). As an alternative, you can cut the standard one down (remove the flat part joining the top and bottom halves) in order to remove the spacer.



Standard bump stop (266-550) and shortened version (266-590) from Moss Motors:

