

## Anti-Tramp Conversion Kit - Tube Axle

**Part Number:** TMG30730  
**Description:** Anti-Tramp Conversion Kit  
**Applications:** MGB Chrome Bumper Tube Axle  
**Contents:** Description

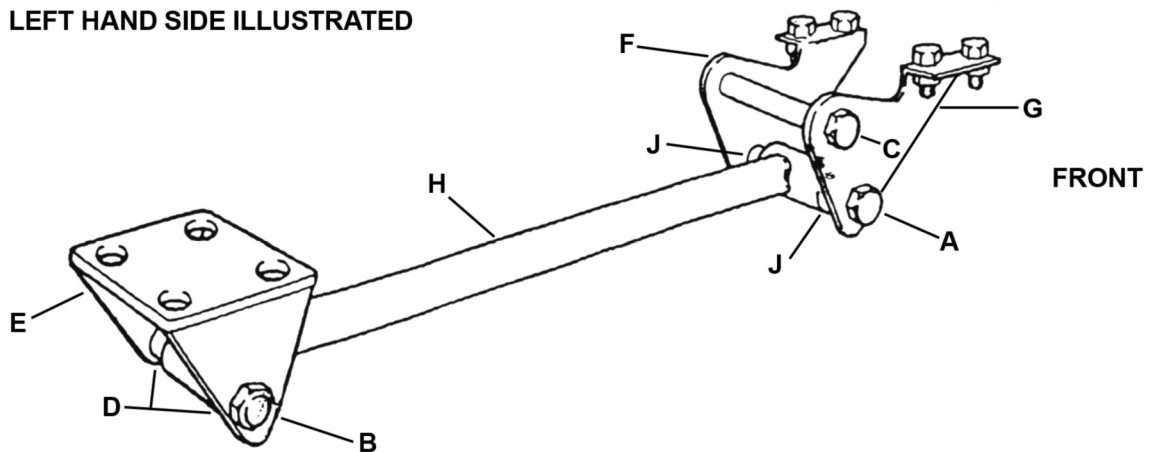
Description	Part No.	Qty.	Illustration
Spacer Short, Mount End, 7/16"	TMG3704	4	J
Spacer Long, Axle End, 1"	TMG3705	4	D
Support Plate, Front Mount, Square	TMG3706	4	
Left Hand Front Brackets	TMG3710L	2	F
Right Hand Front Brackets	TMG3710R	2	G
Axle Mount Brackets - TUBE	TMG3711	2	E
Tramp Bars With Bushes	TMG3712	2	H
Bolts Spring Pivot Mount, 3.5"	BH607361	4	A/C
Bolts For Mounting Brackets Large, 4.5"	BH607361	2	B
Bolt 1/4" UNF For Front Bracket	GHF101	8	
Nuts 1/4" UNF, Nylock	GHF221	8	
Nuts Nylock, 7/16"	GHF224	6	

### Instructions

1. For the BANJO type axle the separate kit is available under no. MGS30730 or we can supply the separate mounting bracket for the axle end on exchange.

2. The Anti-tramp bars can be used to incorporate the lower shocker mount if telescopic are being fitted, these will require the use of longer bolts and the necessary sleeves to adapt, as listed in the tuning manual.



**LEFT HAND SIDE ILLUSTRATED**

3. Jack up the car and support on axle stands just forward of the front eye bolt mounting for the leaf spring, this then allows the axle to swing free.

4. Support the leaf spring using a jack, disconnect the shocker link arm and the four 'U' bolt nuts and then slowly lower the jack to release the spring tension.

5. The front eye bolt now needs to be replaced with the longer version supplied in the tramp bars, whilst also fitting the front mounting support brackets either side of the leaf spring. Do not tighten this bolt up tight yet The extra mounting bolts face outwards when in.stalled on the car.

6. The leaf spring can now be jacked back up into position so that the new longer 'U' bolts can be fitted and the spacers fitted between axle and spring, make sure that the spigot is located both ways, to axle and from the spring. Tighten up the nuts to 26 Lbs/ft.

7. If the Spax/Koni conversion is being used the standard link plate or existing bracket will not be required, as the lower shocker mounting position can now be the pivot bolt 'B' of the tramp bars, as per the note above using sleeves to suit the internal size of the mounting bush.

8. Support the full weight of the car on the axle, so that the additional bolts can be fitted to the forward mounting position. Move seat to forward position, lift up carpet/mats and drill through the floor from underneath the four 1/4" UNF bolts. The sound deadening must be removed to clear the support plates above the floor, fit bolts through from above and on Rubber models install the spacers between floor and bracket 'F + 'G'.

9. After repeating for the other side, re-fit the road wheels and drop car onto the ground. Please then tighten all nuts and bolts.

NOTE Every effort has been made to ensure that the fitting of these parts is as easy as possible, but as variations from car to car can cause problems, so if any problems do occur please contact us.

Any parts proved to be of faulty manufacture will be replaced if notified in writing within 12 months of supply.

