

## **Installation Instructions for the Daimler SP250 Anti-roll Bar**

Jack up the front of the car and insert axle stands. Remove the 2 front outer bolts from the lower wishbone spring trays on both sides and insert the 4 longer 3/8 " UNF bolts supplied with the kit.

Fit the drop link and its mounting bracket on either side using the new bolts, washers and nyloc nuts supplied and tighten the bracket - leave the drop links finger tight.

Position the roll bar mounting insulators in approximately the right position on the roll bar and attach the roll bar to the drop links using the nuts and washers provided.

Offer up the roll bar to the chassis and put a strip of masking tape on the areas where the two mounting bracket touch the chassis. Making sure each bracket is centrally aligned along the chassis member with holes facing rearwards, and mark the centre of the mounting bracket holes using a felt tip pen (this is why we put masking tape in place.)

Centre punch each of the 4 mounting points so that your drill does not "wander" when you drill the 4 holes, which is the next step. We find it best to start with a small drill bit and work up to the size that will accommodate the 4 x 3/8" UNF set screws provided with the kit. When the holes are completed, remove any masking tape.

Use a little copper grease on the threads of the set-screws and trial fit them into the captive plates to ensure the threads operate smoothly. Then slide one of the captive plates through the aperture in the front of the chassis – this is where the front bumper support irons are fitted – and manipulate it until you can screw both mounting bracket set-screws into the threads cut in the captive plate. Remember to fit a spring washer between the screw head and the mounting bracket. Repeat for the other side, tighten the set-screws and fully tighten the drop links.

Voila - the job is finished!