

A-5311 FRONT PANARD BAR

This kit CAN NOT be used with modern cylinder style shock absorber kits

- 1) Attach the frame mounting bracket per illustration "A". This bracket gets sandwiched between the original shock absorber and the frame rail using your original shock mounting bolts, nuts, and lock washers. If your car does not have the original shock absorbers on it, we have included two 7/16 x 1" hex head bolts, nuts, and lock washers to attach the bracket.

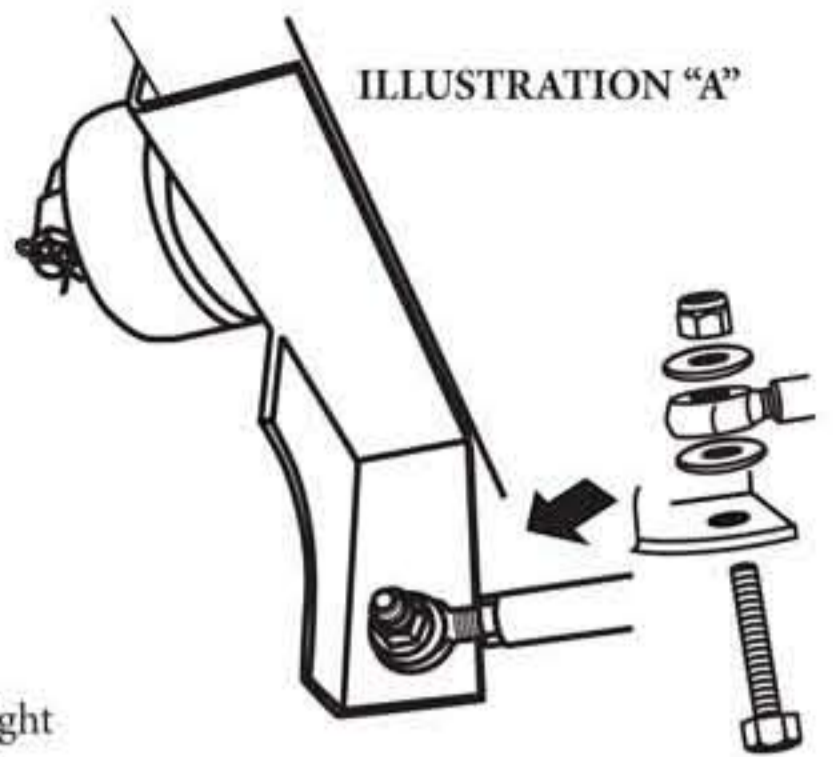


ILLUSTRATION "A"

ILLUSTRATION "C"

- 2) The bracket for the other end of the panard bar will attach to the right side spring shackle per illustration "B". Remove the two cotter pins and castle nuts holding the shackle plate to the back side of the leaf spring/perch. Replace the shackle plate with the panard bar mounting bracket per the illustration. Replace the castle nuts and install new cotter pins supplied in the kit.

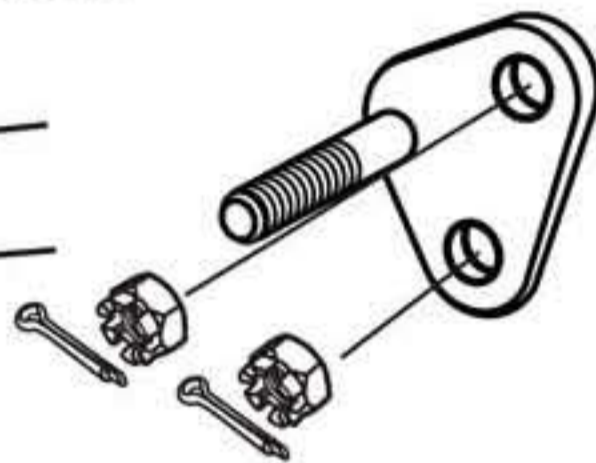
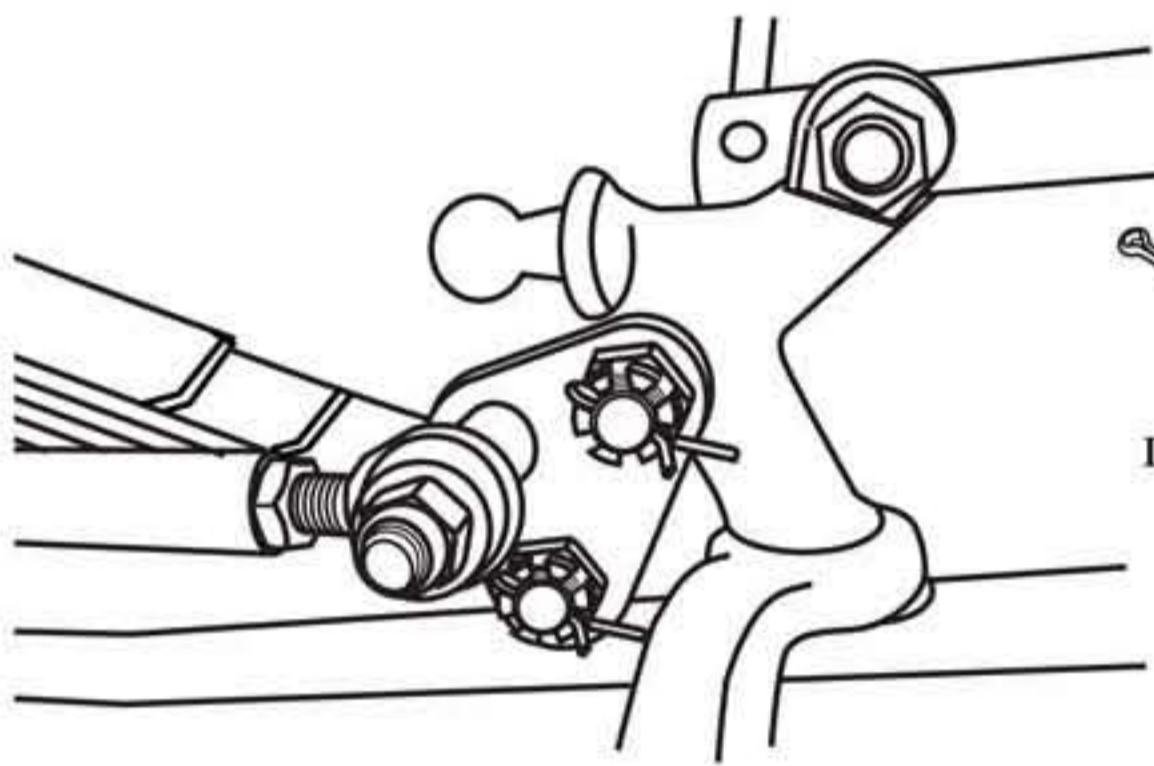
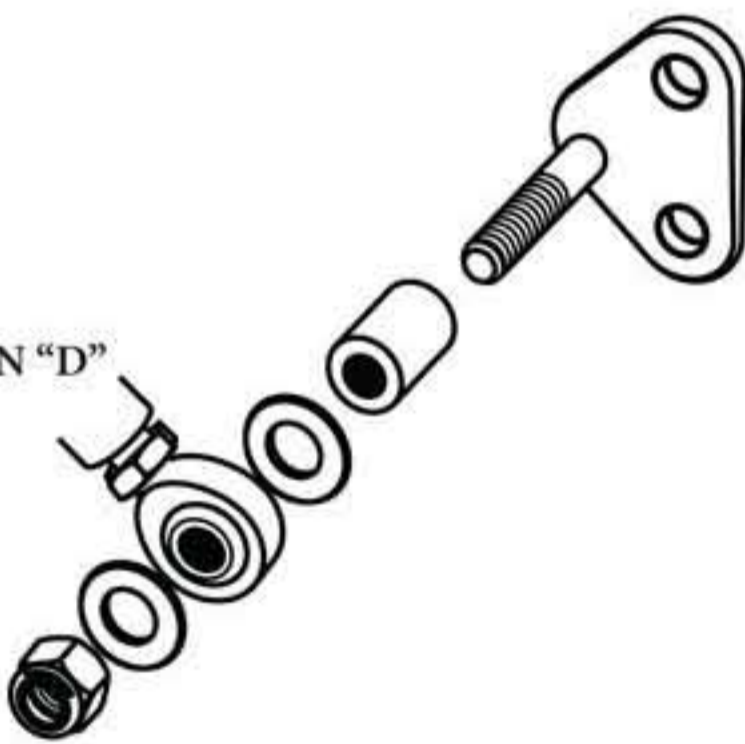


ILLUSTRATION "B"

ILLUSTRATION "D"



- 3) The next step is to attach the panard bar to the brackets. Attach bar per illustrations "C" and "D". It may be necessary to adjust the eyelets in or out to align the mounting hardware. Adjust an even amount on both ends. Once all hardware is tightened, tighten the jam nuts to lock the eyelets on both ends of the panard bar.

Notes from John Barrett of the Model A Ford Club GB

Having just completed the installation of this rod I thought a few notes might be useful:-

ILLUSTRATION A

When installing behind original shocks I had to ease the bolt holes in the bracket to align with those in the shocks and chassis.

Before fitting the bracket check that the pivot bolt clears the hole in the bracket.

ILLUSRATION B

I found that I could not remove the rear link on the shackle due to the load from the spring.

The method I used was to jack up the front axle and remove the wheels.

Use stands to support the chassis and lower the axle to unload the spring.

Place blocks of greased hardwood between the spring eyes and the axle beam.

Gradually raise the axle with the jack until the load comes off the shackle and you can remove the link by hand. By adjusting the jack the new link should slip on easily.