

Fitting Anti-Roll bars

The Ami anti-roll bar, complete with it's end plates, fits as a direct replacement for those fitted to the Dyane. Assuming you have not found one, all is not lost. I happened to have a 1.7 litre Morris Ital in the garage when faced with this problem (the donor vehicle for my Marlin); it was fitted with an enormous front anti-roll bar that was surplus to my requirements. To my delight when offered up to the front of the Lomax it seemed about the right width. As there did not seem be to anything to lose I set about conceiving a bolted up arrangement which could be easily removed.

1. Obtain two pieces angle iron a minimum of 50mm x 35mm x 170mm long. These are fitted under the front of the chassis running fore and aft using the bumper fixing holes and 10mm bolts; the plates must be suitably cut and drilled to take the rubber bushed supports that come with the anti-roll bar, copy the arrangement as fitted to the Ital or Marina.

2. The ends of the bar are fitted with a "drop" rod bushed at each end, this may need dismantling and swapping from one end of the bar to the other so the free end bolts point outwards and line up with the front suspension arms about 60mm from the king-pins.

3. Two 75mm bore exhaust clamps are now required together with a piece of rectangular key steel which is drilled at each end to fit to the exhaust clamp bolts (the bolts will not be long enough unless the key is cut to approximately half it's thickness. One larger hole is drilled in the middle of the key and at right angles to the other holes to take the connection to the "drop" rod. The suspension arm is of welded construction and therefore not perfectly round, if the clamp is relieved in the area of the weld it will increase the resistance and help prevent the clamp from rotating on the suspension arm making the bar ineffective.

The system works really well, the car corners with no roll at all and the front seems stiffer. The only disadvantage is a harsher ride on a rough road as both wheels try to respond to each bump. The exhaust clamp could be replaced by a welded on bracket.

From Peter Davies:

Alternative Anti-Roll Bars

(25) 3/4-96

I note that Alan Caunt was having difficulty in sourcing a Morris Marina anti-roll bar and was looking for an alternative. I am sure that there are many, but I believe that one from the Triumph Herald/Vitesse/Spitfire/GT6 range would be eminently suitable. I have a complete GT6 front suspension for sale if anyone is interested (see Advertisements section).

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