



**BROWN & GAMMONS LTD**

**Tel: 01462 490049 Fax: 01462 491940**

**www.ukmgparts.com**

**sales@ukmgparts.com**

## **MGB SUMP GUARD (STN1027K)**

### **INSTRUCTIONS AND ADDITIONAL INFORMATION**

#### **ABOUT THE MGB SUMP GUARD**

The MGB sump guard has been developed from Ron and Malcolm Gammons's extensive rallying experience with MGBs. It provides adequate protection with the minimum of cost and with a simplicity of fitting. It's not capable of being guaranteed to be absolutely impregnable but it covers most situations that we have come across!

It helps if the car can be positioned on a ramp but if this is not available please put the vehicle at adequate height on axle stands or similar with safety paramount. The car weighs enough to crush you so take care to ensure both your own and others safety.

Position the alloy guard as shown in picture 1 and lock into position with two mole clamps as shown. Position the rear bracket as shown in picture 2 and 3. When positioned correctly drill through the front cross member front lip using the holes in the guard to position the guard ensuring that the resultant holes in the cross member are in the middle of the lip but not too far back to prevent the nuts being turned.

Bolt the guard into position so that the rear bracket can now be drilled using the holes in the guard as the guide. Having done this now drill the holes in the floor of the car using the holes in the bracket as the guide for their location, having first ensured that the guard is not fowling the exhaust or anything else.

Bolt up securely using the bolts and cross headed screws as supplied (NB the countersunk screws are used in the alloy guard so as to prevent bolt heads providing lips for rocks to catch against).

It is sensible to retain an air gap between the guard and the engine sump to prevent localised overheating and secondly ensure that any debris, earth stones etc are removed for the gap.

Good luck and good rallying!

