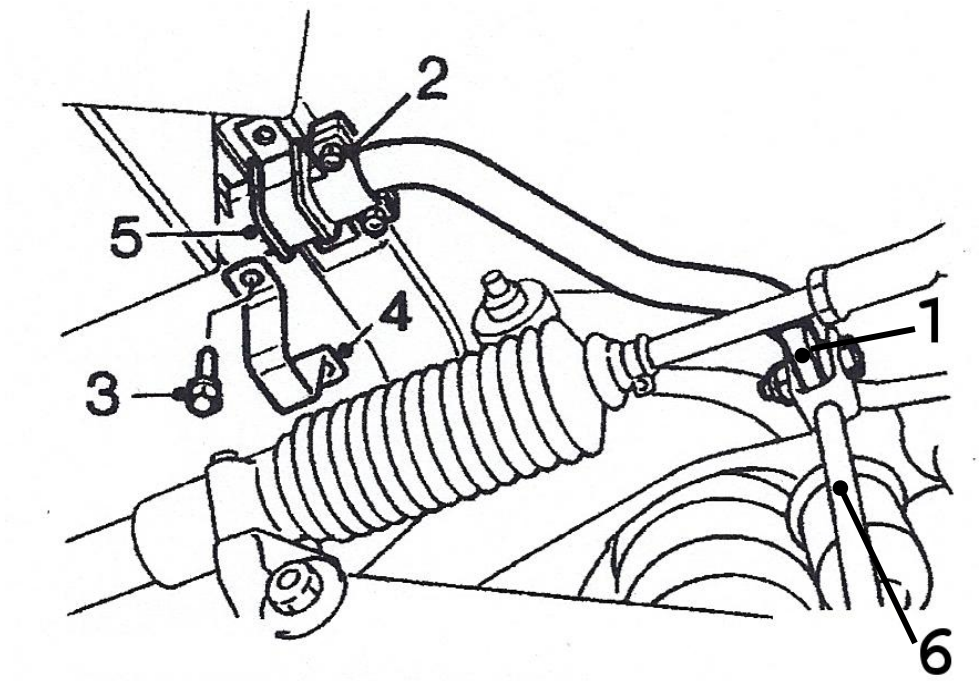

Replacing the bush in a drop link eye at the end of the anti-roll bar

Replacing the bushes in the drop link eyes (**1** above) at the end of the bar and the bushes (**5**) under the clamps (**4**) securing the anti-roll bar to the main frame rails will necessary from time to time. Over time the bushes degenerate and allow some movement of the bar and drop link fixing which will reduce the effectiveness of antiroll bar as part of the suspension system. The rubber bushes need to be in a good condition if the anti-roll bar is to work efficiently. The drop link (**6**) attached to the end of the anti-roll bar needs to be able to transfer the full wishbone movement to the anti-roll bar so, through a twisting action, the bar can resist that movement.

Two service repair notes in the RV8 Repair Manual AKM7152ENG cover removing and refitting the anti-roll bar and the drop link (60.10.01 & 02) but DIY enthusiasts may puzzle over how to remove and refit the bushes in the drop link eyes at the ends of the antiroll bar. This note covers replacement with a standard rubber bush and replacement with a poly bush.

Standard rubber bush replacement

With the anti-roll bar removed from the car, the standard bush would normally be removed by pressing it out using a steel, or any other metal, item with an outside diameter of slightly less than the rubber and steel bush you are removing. You will need to position a female tool (possibly a suitably sized socket) on the other side of the eye at the end of the anti-roll bar so as to allow the bush to be pressed through. This is often carried out in a vice of a reasonable size or you can do it in a proper press. This method enables a force to be applied to the existing bush and provides a space on the other side for the bush to emerge and become free of the bar.

As a new standard rubber and steel bush has not got a shoulder on each side like the poly bush alternative, you can insert the replacement bush using either a vice or a press to push the steel backed bush in. Using a small amount of lubricant can help with inserting the new bush.

Poly bush replacement

Replacement poly bushes are supplied by Clive Wheatley and recommended as an upgrade by Roger Williams in his “Expert Guide to MGB Problems and How to Fix Them” saying “they transmit more suspension movement to the ant-roll bar and improve roadholding at the expense of increased road noise”. Clive Wheatley says they are manufactured with a density of poly material (“shore factor”) suitable for the loadings and wear expected on the drop link eye in the anti-roll bar.

The key difference between the poly bush and a standard bush, other than the poly material used to manufacture the bush, is the shape of the poly bush which has a shoulder on both sides (see the red bush to the right). A similar arrangement to press the poly bush through is needed, preferably with a “female” receptacle to accommodate the shoulder as it is pushed through. Again using a small amount of lubricant can help with inserting the new poly bush.

The replacement poly bushes are made in the UK for Clive Wheatley by a specialist in the Wolverhampton area. The bushes are specially made for the RV8 with a plated metal tube in the centre of the bush insert. When replacing these bushes Clive feels it is better to replace the rubber bush in the anti-roll bar clamp plate too. Clive Wheatley also does a poly replacement for that bush.

Which type of replacement bush?

This is a question enthusiasts will consider as poly bushes elsewhere on the suspension system are regarded as a worthwhile and popular upgrade.

Replacement poly bushes for the drop link eyes on the anti-roll bar are recommended as an upgrade by Roger Williams in his “Expert Guide to MGB Problems and How to Fix Them” saying “they transmit more suspension movement to the ant-roll bar and improve roadholding at the expense of increased road noise. Clive Wheatley says the poly bushes he supplies are manufactured with a density of poly material (“shore factor”) suitable for the loadings and wear expected on the drop link eye in the anti-roll bar.

An alternative view comes from Ron Gammons who feels that elsewhere on the suspension system where the **standard bush** is purely rubber, there is a performance gain by going to a poly bush reducing the flexibility, albeit with a loss of ride comfort and perhaps noise, but with the drop link (**6**) arm bush in the eye (**1**) at the end of the anti-roll bar the standard item has less flex than the poly bush. His view is you are better off with the standard rubber bush in those drop link eyes.

Brown & Gammons do not stock poly bushes for the drop link eyes as Ron feels they are a retrograde step allowing more deflection within the bush not less. He notes the original bush, which is a twin steel sleeve with a very small sandwich of rubber between, allows just enough deflection and insulation to take place against the much thicker polybush which will allow more deflection. He considers the inner of the two steel bushes forms a positive location for the securing bolt between the drop link and the bar which it is clamped against. He adds “on the race cars we use the standard metalastic bush”. Standard bushes are available from Brown & Gammons.