



NTG Motor Services Limited

282 - 284 Bramford Road Ipswich Suffolk IP1 4AY

Tel: ++44 (0)1473 - 406031 & 406032

Fax: ++44 (0)1473 - 742087 Email: sales@mgbits.com

www.mgbits.com

www.bmcfarina.com

Directors: M.Green P.Banyard

Company Reg.No. 1262476

V.A.T.Reg. No. 289 5422 17

C813SS T Luggage Rack

Introduction

This luggage rack is designed to fit TA, TB and TC cars using the two existing holes in the rear of the chassis, it will also fit two seater PA/B and NA cars but these will need holes drilled in the chassis to fit the rack. It is made from high chrome content 'stainless steel and should provide a lifetime service if used properly. The rack can be cleaner using normal cleaning components and may be re-polished using any mild abrasive polish such as G6.

It is designed to carry a maximum of 35Kg (75 pounds) spread evenly across the rack. Avoid high point loads as this may cause the rails to bend. The rear rail is designed to provide a "crumple zone" to prevent damage to the car in the event of accidentally reversing into something and will be more susceptible to being bent if subject to a high load, for example by sitting on the edge of the rack. If the rack is accidentally damaged it can be replaced separately.

Canoe roof rack straps, obtainable on the internet, are ideal for securing luggage.

Assembly

The rack should be assembled before fitting to the car, You will need a 13mm spanner and 5mm allen key.

1. Remove the domed nuts from one side of the of the rack leaving the domed allen bolt and washer in place.
2. The side supports fit on the outside of the rack supports with the bend facing inwards.
3. Screw, finger tight, the allen bolt into the side support. Take care it is not cross threaded, the thread in the side arm can be stripped very easily.
4. Re-fit the domed nut and while holding the allen bolt with the allen key, tighten the domed nut using the spanner. It is advisable to add thread-lock before fitting the domed nut to ensure it does not come loose.
5. Check the side support can be easily rotated, if not loosen the domed nut and allen bolt and re-tighten. Do NOT over-tighten the allen bolt as this can cause the domed nut to come loose when you raise and lower rack.

Repeat steps 1 to 5 on the other side of the rack.

Fitting T Type only

The rack is designed to be fitted using the existing two holes in the rear of the chassis. There are usually six holes (3 each side) on the end of the chassis. The rearmost pair is used to feed the wire from inside the box section to the number plate/stop lights. The rack is designed to fit into the remaining forward pair of holes. Once fitted, there should be sufficient space to remove the spare wheel with the rack in the "down" position.

Fitting MMM only

MMM cars do not have the necessary holes drilled in the chassis to fit the rack and these will need to be drilled with an M8 clearance drill. When positioning the rack, ensure it is fitted sufficiently far backwards towards the rear of car to allow the spare wheel to be removed. The best way to drill the holes is to mark out and drill only one of the two holes on each side, fit the rack support arms using an M8 nut rather than the supplied plate and drill the second hole through the support.

Fitting to the car:

The rack is designed to be easily fitted to and removed from the car.

1. Remove the 4 bolts, lock washers and 2 plates from the bottom of the side supports.
2. Using the black index pins lock the rack in the up position (the support arms almost parallel to the rack) Raising and Lowering the rack over page).
3. Offer the rack up to the car and locate the four bolts into the chassis holes (do not forget the lock washers) This will hold the rack in place.





NTG Motor Services Limited

282 - 284 Bramford Road Ipswich Suffolk IP1 4AY

Tel: ++44 (0)1473 - 406031 & 406032

Fax: ++44 (0)1473 - 742087 Email: sales@mgbits.com

www.mgbits.com

www.bmcfarina.com

Directors: M.Green P.Banyard

Company Reg.No. 1262476

V.A.T.Reg. No. 289 5422 17

4. With the wider part of the plate towards the front of the car, insert the plates on the inside of the chass and locate on the bolts. BE CAREFUL not to trap any wires.
5. Screw the four bolts finger tight. It may be necessary to lift the rack slightly to align the bolts properly and prevent them binding on the chassis.
6. Tighten the four bolts.

Removal is the reverse of the above. Unscrew the bolts and remove the 2 plates, leaving the bolts in place to support the rack.

Raising and lowering the rack

The rack is raised and lowered by withdrawing the two black index pins, moving to the new position and re-inserting the pins.

These pins are spring loaded and designed to lock in the withdrawn position to make it easier to raise and lower rack and avoid scratching the side support. To lock them in the withdrawn position, pull out and turn 1/16" of a turn to un-lock, pull out and turn 1/16" of a turn.

It is important that BOTH pins are inserted when the rack is in the up and down position.

You may find the pins become tight and difficult to withdraw. This is because the two support arms have moved slightly on the chassis. Gently lift or lower the offending side of the rack while pulling on the pin will free it.

Similarly after raising or lowering the rack, check the pins have located properly, gently lifting or lowering the side until they click into place. If they still do not click into place, check they are not locked by pushing on the black plastic head.

Our cars are not made to the same high accuracy of the rack and in the unlikely event the pins are stiff, the locating holes can be relieved using a round file. However, do not make the hole too big or the rack may rattle.

Disclaimer

The luggage rack is designed to take a maximum of 35Kg (75 pounds) of luggage. It should not be overloaded. Heavy weights placed towards the rear of the car it may reduce steering stability at higher speeds. This would include heavy luggage placed on the rack, a full tank of petrol and/or luggage stowed behind the seats.

NTG Motor Services Ltd. cannot accept any responsibility for damage caused through the inappropriate use of this luggage rack.

