

Using jacks with an MGBGTV8 and an MG RV8

WHEELS AND TYRES

Care of the jack Neglect of the jack may lead to difficulty in a roadside emergency. Examine it occasionally, clean off accumulated dust, and lightly oil the thread to prevent corrosion.

Jacking up
Fig. 1 The jack is designed to lift one side of the car at a time. Apply the hand brake, and chock the wheels on the opposite side to that being jacked; use a wood block jammed tight against the tyre tread.

Insert the lifting arm (2) of the jack into the socket located in the door sill panel. Make certain that the jack lifting arm is pushed fully into the socket and that the base of the jack is on firm ground. The jack should lean slightly outwards at the top to allow for the radial movement of the car as it is raised.

WARNING.—Do not work beneath the vehicle with the lifting jack as the sole means of support. Place suitable supports under the front side-members or rear axle to give adequate support and safety while working.

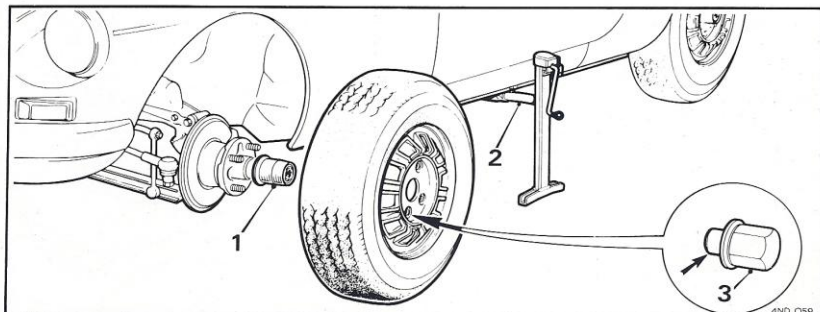
ROAD WHEELS

Preventive maintenance Owners are recommended to check wheel nuts for tightness each week in addition to checking the other items listed on page 64. Take care not to overtighten (see 'GENERAL DATA')..

Removing
Fig. 1 Apply the hand brake and take the weight of the car with the jack and slacken the wheel nuts (3). Raise the car with the jack to lift the wheel clear of the ground and remove the nuts (3). Remove the road wheel.

Refitting
Fig. 1 Fit the wheel onto the wheel studs. Screw on the nuts, ensuring the spigot (arrowed) of each nut engages in the stud hole of the wheel and lightly tighten the nuts. Lower the jack and tighten the nuts progressively in a diagonal sequence (see 'GENERAL DATA'). Remove the jack.

Fig. 1



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See V8NOTE453 - Tightening up the sleeved wheel nuts on an MGBGTV8
<http://www.v8register.net/subpages/V8NOTE453.htm>

MGBGTV8 jack



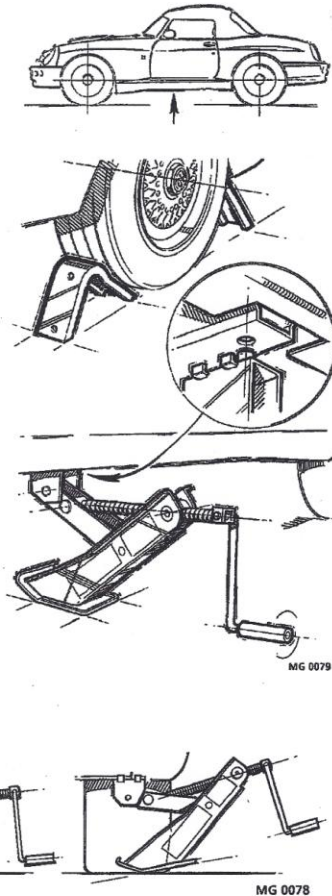
On an MGB, MGC and MGBGTV8 the tubular socket is the jacking point which is fixed to the underside of each sill. The jack supplied as original equipment with Factory MGBGTV8s has to slot into that jacking socket.

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WHEEL CHANGING

Positioning the Jack

1. Position the chocks on both sides of the wheel diagonally opposite the one to be changed.
2. Position the jack under the CENTRE of the jacking point on the side of the vehicle where the wheel is to be removed. Ensure the locating peg of the jack head fits securely in the jacking point cut out.
3. To change a deflated tyre: Position the jack so that the base plate is resting on the ground.
4. To change an inflated tyre: Position the jack so that the elbow of the base plate is resting on the ground.



Chris Yates' feels the jack supplied as original equipment with Factory MG RV8 is not very good at all, some might say dangerous. As a replacement he has opted for a more efficient, flexible (in that there are better stronger jacking points available), easier to use and more compact hydraulic jack which he obtained from Halfords a few years ago for about £14.00. It fits neatly inside the spacesaver wheel along with the electric pump and spare bulbs. Alongside is a photo of the contents of Chris Yates' RV8 spacesaver with pump, tyreweld emergency repair aerosol, bottle jack and spare bulbs. I keep the handles for the jack with the RV8 toolkit. To stop rattles I normally enclose each with bubble wrap or old dusters.

MG RV8 jack



You will note that the price of the jack has risen to £15.99 and that reviewers comment that it is unsuitable for wheels greater than 15". Here is the link to the product http://www.halfords.com/webapp/wcs/stores/servlet/product_storeId_10001_catalogId_10151_productId_215926_langId_-1_categoryId_255207