



Engine steady bar supplied by Clive Wheatley mgv8parts – [More](#)

V8 engine steady or stabiliser bar

In August 2002 Bryan Marshall posted a message on the V8 Bulletin Board asking if "anyone has any experience or advice on fitting an engine stabiliser bar to an MGBV8. I hear it helps prevent the lump moving around and cracking the exhaust manifolds. Any help or recommendations would be welcome". Well the responses to this seemingly simple enquiry produced many postings with comments and views from V8 Register members on why and how the bar can be sourced and installed including some useful comments from MGV8 expert Roger Parker which became [V8NOTE260](#). Following a query from a member on how you install the stabiliser bar, **Tony Lake** provides guide notes on the bar he fitted to his MGBGTV8.

How can you install a V8 engine steady bar?

- **Method to locate the position of the hole needed in the nearside inner wing.** Remove the engine lifting bracket, and then fit the engine support bracket (left above, which comes with the stabiliser bar supplied by Clive Wheatley mgv8parts) to the cylinder head. Using a square, project the centre line of the hole in the bracket for the steady bar across to the inner wing. Aim for $\pm 1/16"$, the more accurate it is the more pleasing the appearance when the bonnet is open. Drill a small pilot hole in the inner wing and then open it out to $1/2"$ dia to receive the steady bar. A touch of paint or underseal to protect the drilled hole is wise. Now remove the engine support bracket from the cylinder head. Follow the sequence below. You must tighten the nuts in the right order to equalise the steady bar position. Use the photo above as a guide to place the steel cup washers and rubber washers in the correct order.
- **The inner wing assembly must be positioned first.** Fit the two lock nuts onto the end of the steady bar with the longest thread, wind them up to the end of the thread. Tighten them firmly. You will need to use an open ended spanner there to hold the bar when you come to tighten the self-locking nuts. Then select the shorter of the threaded ends on the steady bar on the right side in the photo above. Offer up the cup washers and rubber washers in the right order to the bar, the oblong plate goes on last.
- **Poke the bar through the hole in the inner wing.** Position the wheel side washers and tighten the self-locking nut a couple of turns so that the steady bar is located and loose. You need to be able to waggle it about later.
- **Assemble the cup washers and rubber washers adjacent to the lock nuts at the other end.** Use the photo to get the engine side washers in the right order, the engine support bracket goes on last.

- **Attach engine support bracket using the screws from the lifting bracket.**
- **Slide on the remaining cup washers and rubber washers,** fit the self-locking nut a couple of turns, leave everything loose.
- **Tighten the inner wing self-locking nut progressively** so that the steady bar can just be rotated, no axial movement, able to feel resistance of the rubber washer.
- **Adjacent to the new bracket shift the lock nuts up to the cup washer and tighten until there is no axial movement** but you are still able to feel resistance when steady bar is rotated.
- **Tighten the self-locking nut** until some resistance can be felt when the steady bar is rotated.

This assembly method allows equal deflection of the rubber washers in either direction of engine movement due to torque reaction during a gear change or acceleration, deceleration or a misfire. The engine rests on a pair of rubber mounts as does the gearbox and overdrive assembly. The engine top hamper is significant, a simple restraint now protects the exhaust system from overload and a potential clash with the steering column.

After a bit of running-in it is worth a check on the steady bar, give the lock nuts and self-lockers a tweak - the bar shouldn't have axial movement or feel loose when rotated.



Engine steady bar fitted to Tony Lake's MGBGTV8