



### Rear spring shackle

When changing the rear spring shackle bushes on his 1965 MGB Roadster on one of the rear shackles, one of the pins separated from the shackle. Here George Wilder provides an advisory note suggesting that careful inspection of the shackle is required when changing the bushes and if there is any doubt over the condition of the

shackle it should be replaced on a preventative basis.

When changing the rear spring shackle bushes on one rear shackle on my 1965 MGB Tourer, I found one of the pins separated from the shackle. The part is at least 29 years old and there is no reason to suspect it is not 48 years old, so no complaints there. The photo shows the

splined pin and the broached shackle plate.

What is also interesting is that the pin that remained fixed is no longer square to the plate, see below. This is probably not a major safety issue because of the design of the shackle.

The MGA, MGB, MGC, MGBGTV8 and RV8 have the same rear spring shackle which is part number **AHH5018** but the shackle for the RV8 is listed as packaged as a kit, part number **ZKC6758**.



For enthusiasts not familiar with the rear spring shackle the location is clearer in the diagrams below from the MGB Workshop Manual AKD3259.

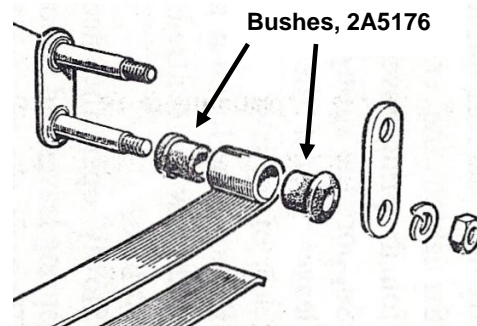
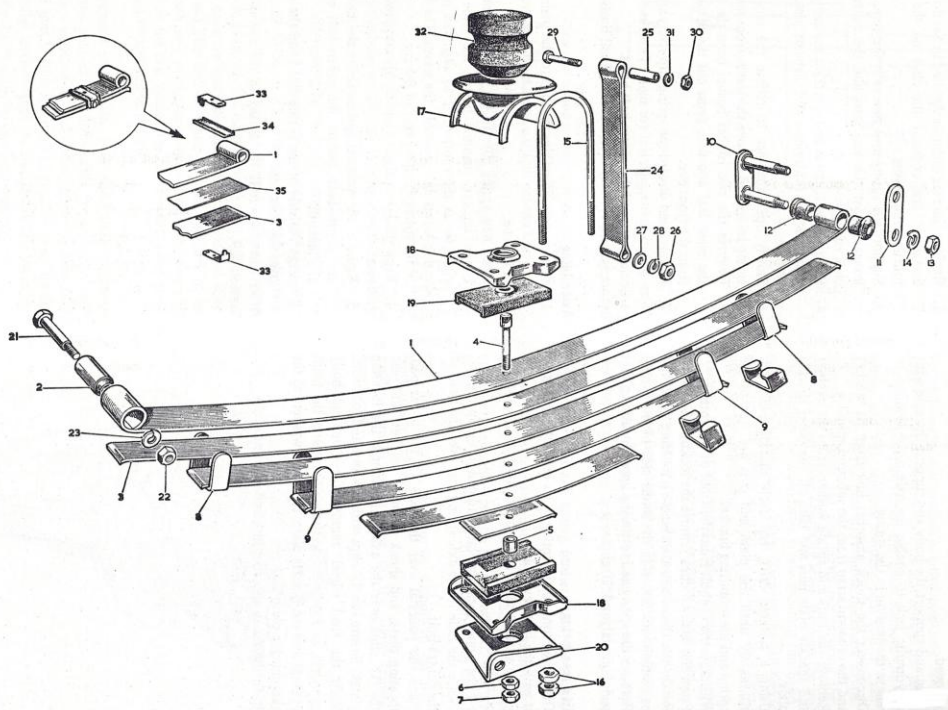


Photo above with the sideplate removed is from Roger Williams' "Expert guide to MGB & MGBGT problems and how to fix them" published by Veloce. See our review [www.v8register.net/subpages/bookreview.htm](http://www.v8register.net/subpages/bookreview.htm)