



Replacing the spring on the tailgate stay assembly

Mike Russell sought help with replacing the spring on the tailgate stay assembly with a posting on the V8 Bulletin Board. The response was useful.

Mike Russell said "one of the spring hinges on my tailgate stay has broken and needs to be replaced. It looks like a straightforward unbolt, bolt on a new one type of job but is it? Things involving spring loading are usually tricky. Also, a new complete hinge from the usual spares suppliers costs in the region of £80 a piece but only £25 or so for a pair on eBay. Which is the way to go from your past experience or am I missing something?"

Ian Thompson responded saying "being a cheapskate I would go for the EBAY ones, or better still, wait for an autojumble or MG Car Club event and just buy one. I expect the usual MG dealers would have second hand parts for sale as well. In my experience old parts are generally of better quality than aftermarket parts and these do not break very often anyway. Replacing them is a straightforward job. Use a length of wood to prop the tailgate up while you do it."

Mike Russell responded "I picked up a new, not OE one, which was very simple to fit. There is no spring loading when it is in the 'opened out' state that it comes in. I was dreading fighting with a strong spring in an awkward space but all is done and working fine now. For how long, who knows. Close examination of these parts on eBay showed them to be very grotty indeed."

Jim Gibson noted a week or so later "bit of a coincidence here, one of my tailgate springs broke a couple of weeks ago; as we were about to set off on the Chesterfield MG Group's Marcham Road Run. It took the

they were rough looking was not a problem. But, nobody would have wanted to risk them on a car. The pivot pin and the corresponding hole in the lower arm were seriously worn (see below). Probably something we should be looking at on a well used BGT.

Changing the spring is not too difficult, can be done with well gloved hands. Pushing on the two caps is fiddly, they are easily dented. Adjust the positions of the two lower mounting studs so that both stays 'lock' evenly when the tailgate is up. Actually I get the feeling that the unchanged stay now has a weaker spring, so I might replace that spring with the other one from the eBay stay."

Left, tailgate stay assembly – 9 tailgate stay assembly RH (AHH7900) and LH (AHH7901), 11 spring cover (AHH7899), 10 spring (AHH8049), 12 cap cover large (AHH7578), 13 cap cover small (AHH7579) and 14 pivot stay stud (AHH7575).

Below: scary picture of the worn pivot pin on Jim Gibson's second hand parts. The pivots on his V8 get a drop of oil now and then and are in good shape.

