

Please check your front brake hoses

When I rebuilt my MGBGT V8, Damask 450, I fitted new flexible brake hoses. However, I was never totally happy with the front ones because they appeared to be too tight when the wheels were put on full lock.

I believe the Original Equipment front brake hose supplier for the MGB GT V8 was Lockheed, now part of the Caparo group. All the catalogues I have checked agree that the overall length of the hose should be 356mm. However, it is the length of the rubber flexible hose that is the critical dimension, and that will vary depending on the length of the metal fittings on each end.



I have measured new rubber hoses from five different manufacturers - Moprod, Veco, Brovex, Classic Gold and a genuine Lockheed hose. What is immediately apparent is that the length of the crimped metal ends varies quite a bit. The original Lockheed hose had metal ends 25mm long (excluding the threaded portion). The others had 27, 30, 32 and 33mm ends.



The effect of a hose with both ends an extra 8mm long would be to reduce the flexible portion by 16mm compared with a genuine Lockheed hose. If the flexible part is not long enough then there is a possibility that the hose may be overstretched when the steering is on full lock, which could possibly lead to premature failure of the hose.

I think there may be a general concern with some makes of hose currently being supplied for the V8, so I propose to conduct a survey of fellow MGBGT V8 owners.

Please would you put your steering wheel on full lock and inspect the hose? It should be clearly visible behind the protruding front wheel. Does it look OK or does it look a bit tight? Either way, could you estimate the length of the metal end protruding out of the calliper? The steering movement may not be identical on both locks, so please could you do the other side as well?

I attach a photo of my hose on full lock. If you could send me a photo of yours on full lock, that would be even better.

If I get enough replies I will publish a summary.

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