



Refixing the airbox to the carburettor flanges

Peter Berry has recently been having difficulties with the carburettors on his MGBGTV8 which has resulted in them being on and off the car more times than I can recall! He is pleased to report now that he thinks he has finally solved the problems but will be more confident in a few months' time. During the repeated fitting and removal of the airbox he found a need to replace a missing sleeve and here he describes what it is, where it's located and how he made and fitted a replacement.



I noticed that the two spacer tubes within the air box were missing. Although they were likely removed by me many years ago, as they are a complete pain to locate during attachment of the air box to the carburettors. If it was me, it was unlike me to do this but I don't recall now. I cannot find them anywhere in the garage, so maybe it wasn't me!

What is the purpose of the spacer tubes?

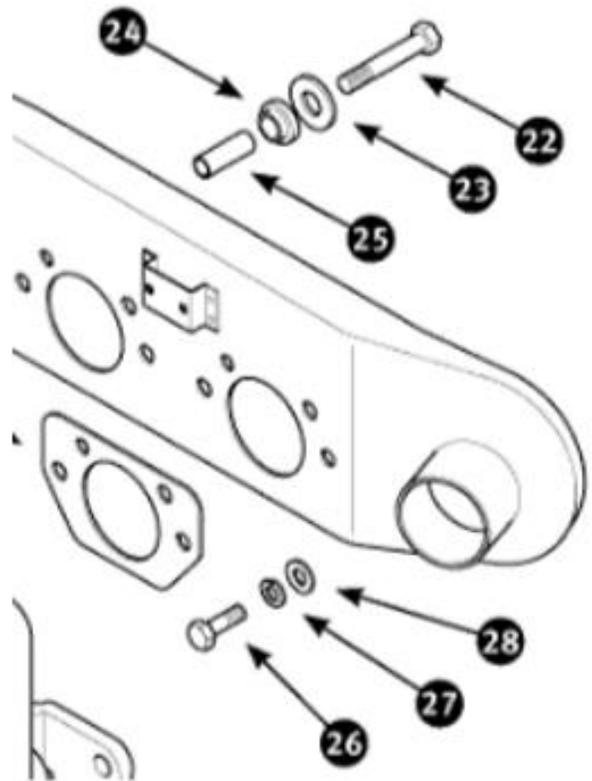
These spacers is to enable the two rear-mounted bolts holding the air box to the carburettors to be nipped up firmly without risking distorting the thin gauge steel of the air box itself

What did I use for the replacement spacer tube?

I was scratching around for a piece of suitable steel tubing which I could cut to length to form two new spacers but without success. I did, however, come across a piece of old 15mm copper central heating pipe. I know copper is a soft metal but it's better than nothing and its load bearing capacity end-on won't be so bad. This didn't quite fit the air box holes but with a little cleaning up resulting in a small reduction in OD meant that a good interference fit was achieved, as can be seen from the photo above. This has the added benefit of making reassembly of the air box onto the carburettors a much simpler business as the tubes are firmly held in place, prior to insertion of the bolts.

Ensure the length of each section of copper tube is flush with the face of the air box when installed. Although copper isn't the ideal material it does give the bolts something to tighten against, rather than the 'soft' nature of the air box structure.

Fixing the airbox to the twin carburettors on an MGBGTV8

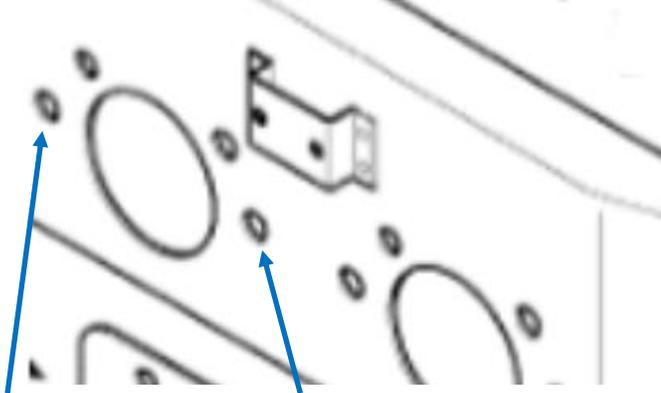


- 22 bolt
- 23 steel washer
- 24 rubber "shouldered washer"
- 25 spacer – approximately 1 3/4" long
- 26 bolt
- 27 steel split washer
- 28 steel washer

The airbox is held in place with two bolts per carburettor; one front-mounted (which insert through the carburettor flange and into captive nuts within the airbox, items **26**, **27** & **28** above) and one rear mounted, which passes through the airbox (and the spacer, item **25**) and into tapped holes within the carburettor flanges (items **22**, **23** & **24** above). Item **24** is a rubber 'shouldered washer', which inserts into the airbox hole and item **23** is a steel washer. There are no rubber washers on the front mounted bolts.

These bolts are tricky to access with the carburettors on the car (the heater box is very close behind the airbox restricting available space) and the insertion of the spacer is virtually impossible. Hence the reason I may have lost my spacer in the past!

Which holes in the airbox are used?



Short bolt into captive nut. Long bolt (from rear) into threaded flange on carburettor.

There are four holes per carburettor on the airbox and the gasket. Only two are used, the other two are redundant in the MG application. As stated, the front-mounted bolts secure into captive nuts within the airbox.

Reassembly

My top tip is to locate the bolts and spacers within the air box and then wrap a piece of fuse wire around the protruding threads to hold everything together. The two gaskets also need to be 'secured' behind the fuse wire. This is tricky as the gasket naturally wants to drop with each gasket secured only by a single bolt per side at this stage. With the rear-mounted bolt (longer) thread started, the gasket must be 'fiddled up into position' for insertion of the front-mounted bolt. Then once both bolt threads are started in the carburettor flanges, pull the fuse wire free and tighten everything up. All of this procedure is best done with the airbox and carburettors off the car.

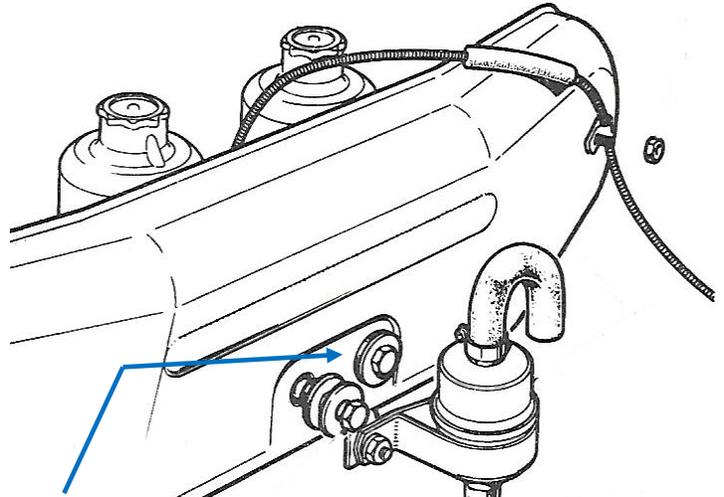
Airbox - front and back



Airbox facing the twin SU HIF 6 carburettors



Airbox at the back next to the heater box



Two bolts securing the airbox to the rear of the carburettors.

"Airbox, carburettors and pair of trousers" removed



"Airbox, carburettors and pair of trousers" refitted

