

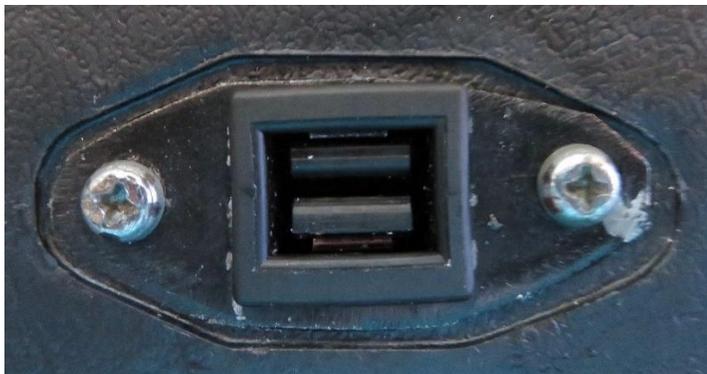
MGBGTV8 – Tunnel Console. Modification of Armrest Catch

V8 owner Jim Livingstone (Glacier White 1810) was unhappy with the excessive play in his armrest when it was latched and investigated how this might be cured.

Introduction

The key features involved in the investigation and subsequent rework are identified in the illustration above and described below:

1. **striker peg**, assembled into a plate which, in turn, is screwed to the underside of the armrest,
2. **catch**, assembled into the console,
3. **catch plate**, not listed in the official parts catalogue but available as a repair part from Moss (moss-europe.co.uk),
4. **nut plate**, fitted to the underside of the console to secure the hinge screws, and
5. **screw**, securing console to tunnel.



It was immediately apparent that the play was the result of the catch being fitted with its slot oriented transversely. The catch is rectangular and its assembled orientation is determined by the shape of the cutout in the catch plate which, in the writer's car, had its major axis disposed transversely. Removing the plate revealed a cutout in the

console which would accommodate the catch in either a longitudinal or transverse orientation. The striker peg has a square base and a simple trial with both components rotated 90 degrees demonstrated that with careful assembly of the hinge there was sufficient lead-in on the striker to assure engagement. This resulted in a more satisfying feel to the latched assembly. The writer contacted Victor Smith, editor of the V8 Register, who confirmed that on his car the catch was oriented fore and aft indicating that the writer's car had been assembled incorrectly in the past. Correction only required minor disassembly and the fabrication of a simple plate.

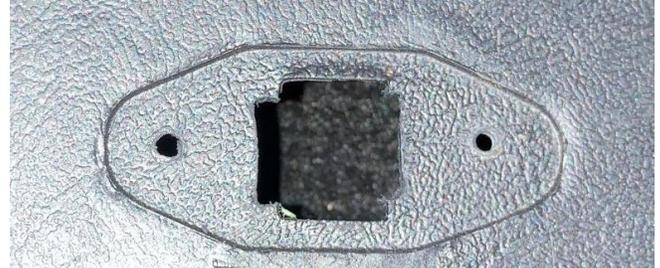
Tools, Parts and Materials

No special tools are required.

If a catch plate (item 3) is required, it can be manufactured from 20 swg sheet metal or procured from Moss Europe (moss-europe.co.uk) as repair plate part no BHH467RP.

Procedure

1. Remove the four screws securing the gaiter retainer followed by the retainer itself. Note the location of all parts for reassembly and that the front screw is shorter than the other three.
2. Remove the screw from the rear of the tunnel console – item 5.
3. Remove the console to a convenient workplace.
4. Trace out the outline for the catch plate using the moulded impression in the console as a template.

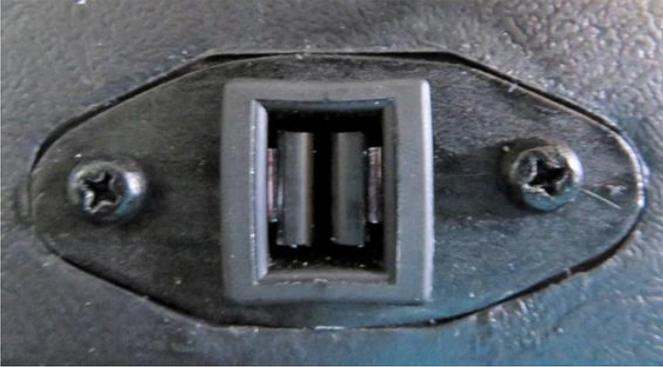


5. Transfer the tracing to sheet metal and cut out a blank catch plate.
6. Mark the centre of the blank and drill a 12mm hole.
7. Carefully enlarge this hole to 12mm x 17mm using a square file. Note that the major axis of the rectangular hole is now fore and aft. Drill two 3mm holes for fixing screws at 1½" pitch.



8. Finish with matte black paint and insert the catch.

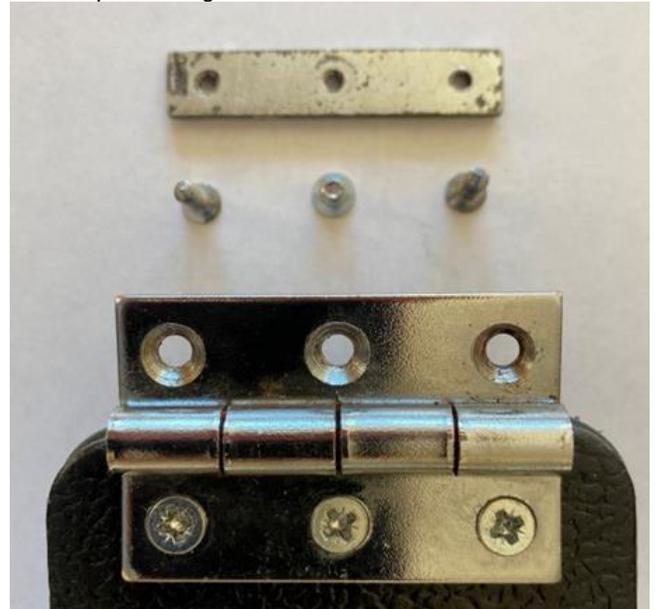
9. Secure the plate and catch to the console using sheet metal screws and spire nuts.



10. Remove the two screws holding the peg plate to the front underside of the armrest, remove the peg from the plate, refit at 90 degrees to its original position and reattach the assembly to the armrest.



11. Loosen but do not remove the three machine screws securing the hinge to the console. Note that these are screwed into a floating nut-plate – item 4.
12. Close the armrest and check that the peg engages cleanly in the catch.
13. Without disturbing this position of the hinge, reopen and tighten the three screws.



14. Recheck the closure. The optimum position is achieved when the peg is in the centre of the catch when the armrest is in the middle of its lateral play.
15. Refit the console in the reverse order of removal