

Rebuilding an MGBGT V8 – Damask 0450 (Part 27 of a series of reports)



At long last I have the painted shell of Damask 450 back home in my garage. No doors, bonnet or tailgate at this stage. I have started the rebuild at the rear, fitting the leaf springs, rear axle, rear brakes and telescopic shock absorbers. There were a few problems:



The Spax telescopic shock absorber conversion is not straightforward on an MGBGT V8 because the kit was designed for a chrome bumper 1800cc MGB. On a V8 the front spring mountings are of the 'rubber bumper' design and the V8 rear springs have an extra leaf. As a result, I found that the Spax shock absorbers did not reach the lower fixing points. My solution was to fit the nearside top mounting bracket to the offside of the V8 and vice versa. This moves the top pivots backwards so that each shock absorber now sits more vertically than when fitted to a regular MGB. Note, on a rubber bumper V8 I think you would need to mount each bracket upside down.

From past experience, I know that the bottom mounting must also be modified otherwise the lower fixing bolt will foul on the V8 exhaust pipe. Instead of the spacer supplied by Spax, I have used a regular thin 12mm flat washer. I also turned the fixing bolt around, because the head of the bolt is thinner than a locknut, giving more clearance.

You can see more detail of the Spax conversion in a separate report on the V8 website at:

<http://www.v8register.net/FilesV8WN/Damask%200450%20rebuild%20report%2027a.pdf>