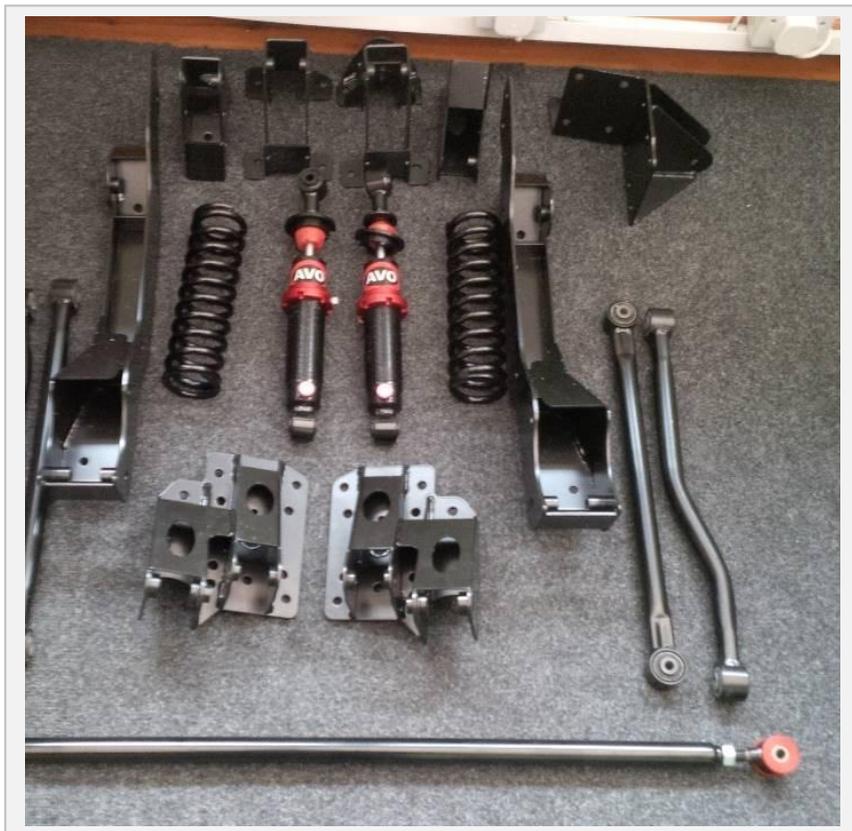


## MGBGTV8 restoration project

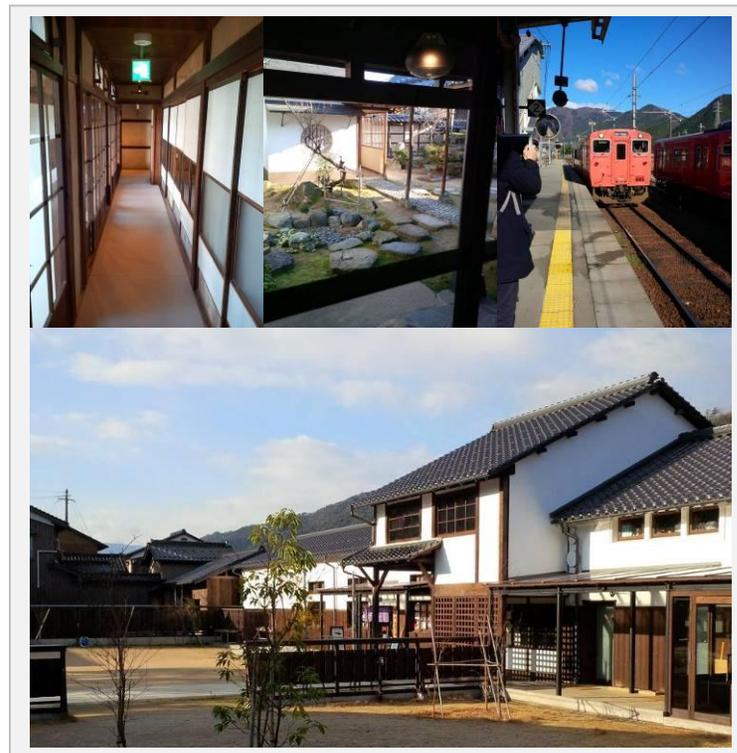


Work got in the way of the restoration again, this trip took me to Shanghai, Japan and Hong Kong. Whilst in Kobe I contacted the Kobe MG Car Club and arranged to meet them in April.

One weekend I visited a 400 year old Sake distillery which has been converted to a hotel and spa, very beautiful and relaxing. Only 4 rooms at the hotel each very well luxurious.

While in Japan the best and cheapest form of transport is the train, they run very frequently and are always on time. Toll roads are expensive although not all that busy at weekends.

The train journey to the hotel is on a single carriage single track railway that takes about 2 hours winding up the mountain with outstanding views round every corner.



Now back and ready to start again on the V8 restoration until the next trip in April to Hong Kong and Kobe.

### The Restoration March 2016

Last month saw the completion of the front suspension and steering systems now to tackle the rear suspension. I am up grading the rear suspension and installing a 5 link suspension system which consists of parallel trailing arms, axle and body locating brackets. Coil over gas dampers and panhard rod.

To install this system various changes are needed to the body shell including the removal of the strengthening web between the front spring hangers, drilling additional holes for the mounting of the gas shock absorber and panhard rod mounting.

Prior to painting the underside of the car I decided to install the system making all of the changes then remove it and make good the body work. The only additional expense in doing this is buying fitting normal nuts in place of the self-locking type supplied with the kit so the integrity of the system is not affected.

## MGBGTV8 restoration project

Although this will take longer it ensures that the system fits correctly and that the body work gets the required coating to prevent rust from penetrating areas that have been modified.

Before I can install the majority of the system the back axle needs to be renovated and modified. Additionally it is my intention to fit a Quaife LSD.

Although I do most the restoration work myself I have a Quaife limed slip differential to install in the tube axle. This necessitates "stretching the diff housing and as I do not have the tool to do this I will take it to a local engineering company to do this work and set up the pinion end float.

As with the front cross member the axle has moss growing on it and before it is stripped I high pressure washed it. I then dismantled it removing the hubs, half shafts and differential cover.

The leaf spring seats require modification to allow the installation of the new lower and upper axle brackets.



After grinding off the front tab and the rebound strap mounting point I degreased the axle and painted it with rust prevention paint. All other components were degreased and where required painted.



While the Quaife was being installed I got on with the initial installation of the 5 link system.

The installation involves modifying the body by drilling additional fixing holes and cutting out various spring hanger components. I decided to install the system in total then remove it, spray the under body and inner surfaces with etch prime and final glacier white then reinstall to ensure that the shell is fully protected.

The first parts to be installed are the new sub chassis and the spring hanger brackets. On my car this involves cutting out the strengthening web between the existing spring hangers, drilling of an additional hole adjacent to the lever arm damper fixings for the coil over damper system and additional through body fixing holes for the sub frame and spring hanger.

The original lever arm damper mountings are used to locate the new sub chassis.



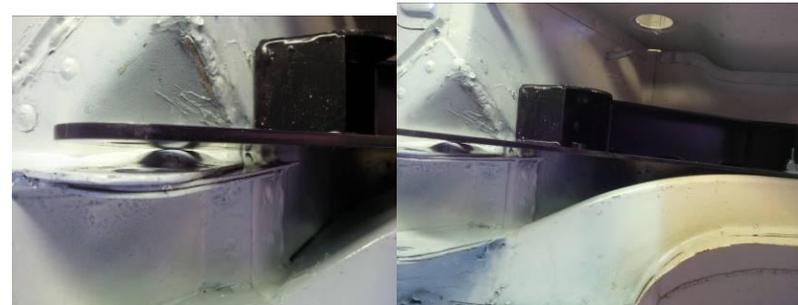
## MGBGTV8 restoration project

The web was quite difficult to remove due to the limited space between the spring hanger supports.



After cutting the web sides I drilled the spot welds out so that the new spring hanger mounting bracket will sit flush with the spring hanger.

I tried installing the sub chassis however the existing spring hanger has a protrusion on the outside that interferes with the fit of the sub chassis.



I spoke to the manufacturer of the system who advised that some cars do have this but many do not. To install the sub frame it must be removed to allow a flush fit. They advsd that it was not necessary to replace the section as the subframe gives the equired additional streghth.

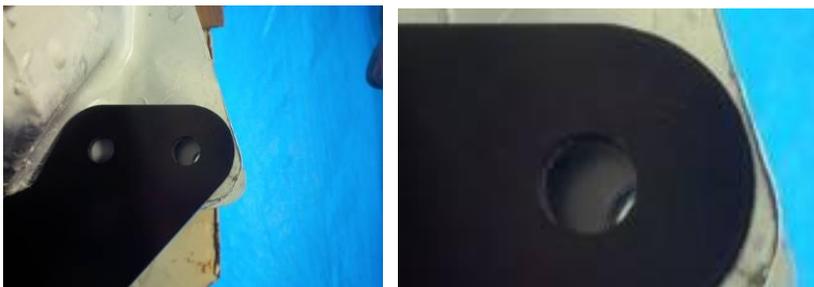
## MGBGTV8 restoration project



I then installed the new sub frame and the template for drilling the chassis leg for the new coil over spring damper.



Once installed I found that the hole in the sub-frame did not line up with the hole in the spring hanger.



Another call to the manufacturers who advised that this was not an issue as the sub frame uses the damper mounting point as the datum and therefore to install the spring hanger brackets align the new spring hanger bracket mounting holes with the sub frame mounting hole and modify the existing spring hangers accordingly.

The sub frame bracket is also fixed through the spring hanger in to the bulkhead behind the seats by two new bolts. This will provide the required location for the trailing arms. The conversion kit does not include strengthening plates for these however as I am installing a 4.0 l engine I intend to make these from stainless steel sheet to add to the integrity of the suspension.

No further progress is possible until the back axle is back from having the Quaife installed other than painting all of the rear suspension parts for additional protection prior to installation.  
Spent this month

Expenditure this month:-

Parts for back axle restoration including gaskets nuts and bolts	£33.00
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