

MGB leaf spring and lever arm damper upgrade

You can do this job on all B's and V8's. Parabolic springs are more flexible and give you a more comfortable drive, you can get them from the MGOC spares. I will be looking for a set at Stoneleigh. The first job is to spray all the bolt threads with penetrating oil.



1. When the MG is raised, support the axle independently on the side being worked on remove the tramp straps and lever arm damper once they're unbolted. This MGOC fitting kit comes with new top mounting plates which fit directly into the old points. At this point it is useful to independently support the spring.

2. Undo the four U-bolt nuts then release the rear shackle and the front eye bolt from the front shackle. Remove the old spring (It helps to have more than two arms for this job). To fit the Koni shocks to the top plate with new polyurethane bushes. You can get a full set from any MG spares supplier (The blue ones are for road use).

3. Locate the new spring front eye and carefully drift its bolt into position. Next, finger-fit the nut before lifting the rear eye of the spring to locate its shackle. Now fit the plate pad and drop in the new U-bolts and rebound platform. Using an axle jack, lower the axle onto the spring, locating the centre bolt into the axle recess.

4. The bottom plate is swapped from the other side on the MGB. Fully tighten the nuts when the car is on its wheels, to place the weight of the MGB fully on them. The B might look a bit high at the back, you can remove a shim plate from below the leaves of the spring and put it above the spring. This puts the ride height looking normal now.

The old spring weighs in at 11.1 kg. the parabolic spring weighs in at under 8kgs.