

My Hawk build Part 10 by Stuart Clarke

Finishing off the rolling chassis.

The first milestone is nearly completed. It's been a great learning experience and I'm very happy with the progress and result so far. I've based my benchmark on the rolling chassis that Gerry had in his workshop that ended up in the yellow beast at the NEC. The first of the few things left remaining was to install the prop shaft.

The prop shaft was sourced from Gerry. As the Ford to MG is not the most popular options it was made to order, but didn't take that long. It's a great piece of engineering, balanced up correctly and it fitted perfectly. A good tip is to grease the universal joints before installing it. It's much easier than trying to grease them after it's fitted. Trust me!

The splined shaft slides into the output end of the gearbox and the collar end bolts onto the MGB diff collar using 12.9 grade allen cap bolts. It's best to use shanked bolts that are cut down to the right length. I used Nyloc nuts hoping that they don't come undone. I've also ordered a prop shaft safety hoop just to be sure!



Fitting the fuel line was next.

I bought the fuel line kit from Gerry. It included all of the pipes that are needed to go from the fuel tank through to the carb. It also includes an inline fuel filter, all the fittings to go through the boot floor, the fuel pump and the Filter king regulator that sits in the engine bay. I had already fitted the blind grommets into the chassis outriggers. I drilled some 16mm holes in these and mounted the fuel line in the correct place.



I bought some 16mm insulated stainless steel P clips to mount the fuel line. As with the brake lines, the fuel line needs to be secured every 9 inches along the vertical face of the chassis member. This is all that can be done on the fuel line at this stage as the fuel tank is situated within the boot and the final fit needs to be done when the body is back on.

I wasn't happy with the mounting of the fuel pump as most documentation states, "fit the fuel pump with the cotton reel type anti vibration mounts!" I tried fitting the fuel pump with 2 anti vibration mounts, using the bracket provided, but then the pump just flops over. Not good.

So I made a mounting bracket so the fuel pump can be fitted using 3 anti vibration mounts. (2 to locate with the bracket supplied with the pump and a 3rd lower down to hold the pump vertically)



One bracket



Fitted with 3 AV mounts. Much better!

Next up is the panhard rod and anti tramp bars. The rear MGB axle is able to float on the spring mountings. The panhard rod and anti tramp bars, lock the axle in place whilst allowing for suspension movement. They are supplied by Gerry and come complete with all the mounting bolts and washers that are needed. The only thing that is necessary is to send the lower spring brackets that connect to the MGB drop links back to Gerry, at Hawk, to have some additional mounting lugs welded to them.



The anti tramp bars mount to the same position as the front mountings for the rear springs but they use the lower set of holes.

The other end of the bars, mount to the lowest bracket on the spring "sandwich".



The panhard rod clamps onto the rear axle at one end and mounts to the chassis at the other. The aim with this is to get it close to horizontal. I planned to fit this loosely and then tighten it up when the chassis was fully loaded.



Anti tramp
bar mount
point

All the bolts required to fit the Panhard rod and clamp are supplied in the Panhard rod kit.

I took the opportunity to start fitting the clutch line as it's a little easier to do this with the body off. I couldn't fit it completely as the exhaust headers and exhaust will end up in the vicinity and I had to make sure that they didn't clash. I had the flexible clutch line from Gerry it's a nice stainless steel braided hose with banjo connections at both ends. There's no reference to the hose in the manual but I was advised by a couple of chaps off the 289 Register Forum where it should be fitted (basically along the chassis rails around the front of the engine).



I picked up on the same bolts that hold the brake line in place.

The rest can be finished off at a later date.

The first milestone finished and a couple of months ahead of schedule. Can't be bad.

