

My Hawk Build Part 9 by Stuart Clarke

The Rear end!

Gerry still had supply problems with the rear springs but he was kind enough to give me the specification. They are competition lowered springs or Chap 20 springs.

I managed to source some from my friendly MGB parts supplier as they also deal with racing B's. I needed to order a couple more bits such as bushes for the rear end and bumpstops. The bumpstops I ordered from Gerry as I didn't know which ones they were. It turns out that they are Mini bumpstops. At least I had the correct ones. I already had the special packer kit for the rear springs which was ordered with the kit from Gerry.

The first thing that needed to do was to remove one of the clips next to the front mounting eye on the springs as this part of the spring bolts into a recess on the chassis and if it wasn't removed, this clip would foul on the chassis.



Using a grinder with a slitting disk, this was soon off.

I then assembled the packers to the springs. The bolt in the centre of the springs needs to be replaced with the longer bolt provided in the special packer kit. As you can see, I used poly bushes in the packer sandwich. The galvanised spring plates need to have the holes enlarged as Gerry's special "U" bolts are thicker than standard MGB ones. The old ones off the donor car can be used, but I don't think so!



I'd bought my wheels and tyres and they arrived earlier in the week. Stainless steel wires and classic Vredesteins, I think that they look the bees knees! I fitted these to the rear axle and rolled it into place.



I then bolted the springs through the front eye to the chassis using the bolts provided in the kit. There are two possible holes that are used and it is the upper holes that are the correct ones. The lower holes are used for the anti tramp bars that will be fitted later.

Before I'd forget to do it later, I fitted the new drain plug and filled the Diff with EP 80 oil which is what the MG guys recommend. The correct amount is just over a litre which takes the level up to the oil fill / level plug.



I must get some more jeans!

It's quite easy to see where the springs fit to the axle. They are then clamped on using the longer than normal "U" bolts supplied with the special packer kit.



The bushes are then fitted to the rear eye on the spring and the rear chassis mount, smeared with the special poly bush lubricant and the standard MGB shackles are fitted and bolted up.



I came up with my own solution for the bump stops. The manual doesn't explain things that well and the mounting points that appear to be for the bumpstops would mean that the bump stops would impact on a round axle. I fitted the MGB crash stop plates with the Mini bumpstops mounted on them and this means that they would bottom out on a fairly substantial square section chassis member. I think that this was a much better solution (unless someone can advise otherwise.)



With these fitted I could turn my attention to finishing the brake pipes on the rear axle.



I was very happy with the final result.

The rear shocks simply bolt into place with the bolts provided in the rear axle bolt kit. There's not much more to mention other than I bought new drop links. These are standard MGB items and it is pretty straight forward where they fit. I measured up for the propshaft and sent Gerry the details.

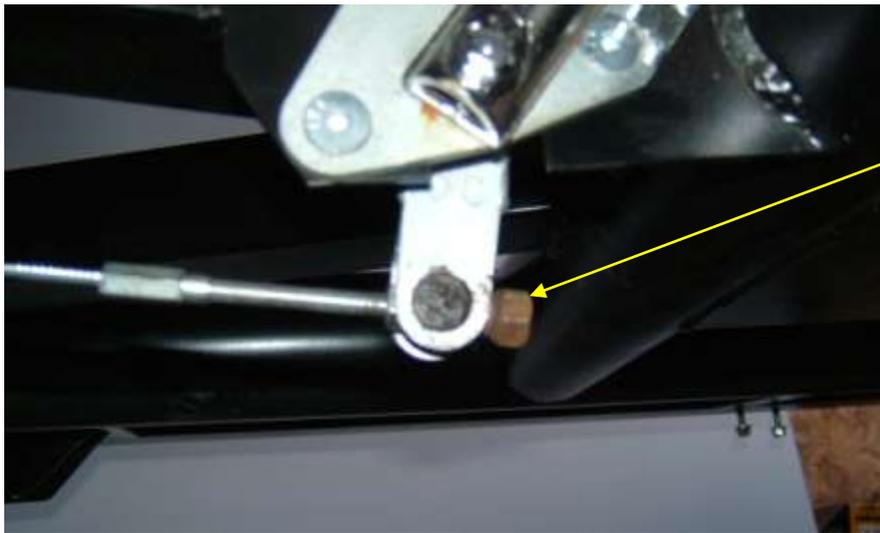
Not much left to do on the chassis but the next thing on the agenda was the handbrake cable. The cable for the Hawk is a shorter version of the MGB cable. Gerry has the correct ones and I bought one of these together with the Hawk Handbrake lever. The Hawk handbrake lever is an exchange item for the MGB lever off the donor car. The MGB lever can be fitted if it is a budget build but the Hawk one is much more authentic and shouldn't be one of the items that is skimped on.

The Hawk handbrake lever bolts to the chassis using M8 countersunk bolts, washers and nyloc nuts that aren't included. It looks much nicer than the nasty MGB cranked thing with the plastic handle!



There are some additional bits that are needed to fit the handbrake cable from Gerry. The extra bits needed are the split pins and clevis pins that are standard MGB items. These are used to connect the cable to the levers on the hub backplates. You also need something to fix the handbrake cable in place. I salvaged the brackets off the donor car. After a clean-up and some Hammerite silver paint they looked as good as new. I also salvaged the brass tensioning nut off the donor car as this is designed to fit with this style of cable. Make sure a lock nut is fitted as this is an IVA requirement. This can be fitted when the cable has eased slightly but don't forget!

If the cable appears to be too short, then the brake adjusters on the hub back plates need to be wound out a bit.



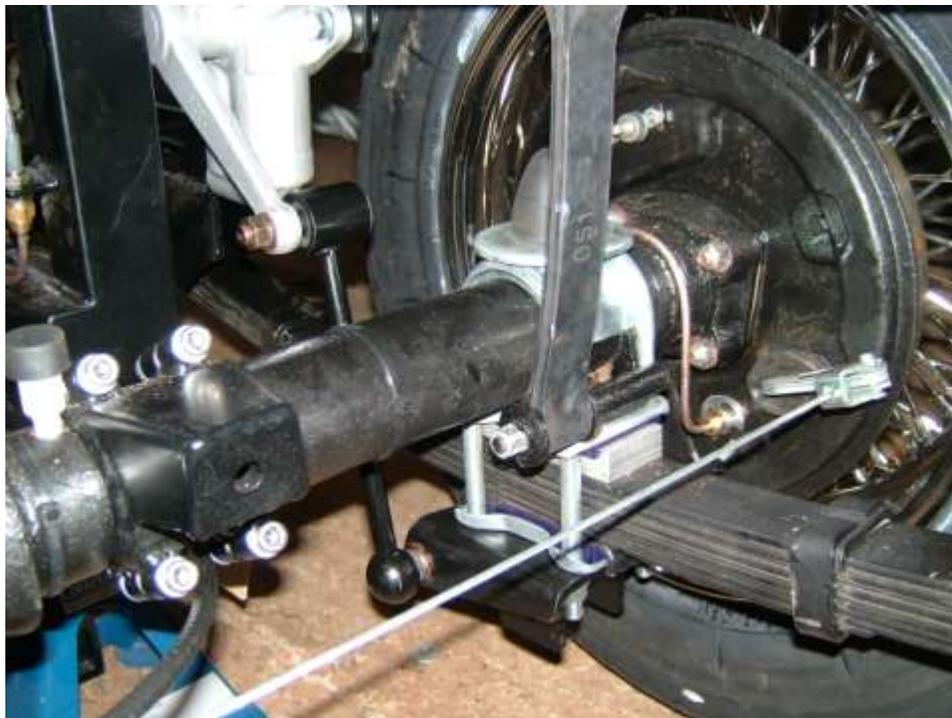
MGB
Handbrake
nut

At the back end, the cable adopts the pivot lever mechanism off the MGB. The pivot consists of two clamps that bolt together clamping the aluminum pivot nut on the handbrake cable. This assembled pivot then bolts onto the angled bracket that is attached to the diff cover. You can get new brackets but I cleaned the old ones up and painted them and they looked as good as new.

It is important to make sure that the handbrake cable is suitably secured and doesn't hang down below the chassis possibly getting snagged on something whilst driving along. I attached my cable in two places. Once off the old brake pipe mounting lug on the rear axle and also off the chassis, making sure that there is sufficient movement to allow for the suspension travel.



After a long wait the modified spring brackets arrived from the Gerry's fabricators. These brackets mount below the springs and connect to the shock absorber drop arms. The modification is to have two plates welded to them to accept the trailing arms (anti tramp bars). Unlike on the MGB, these are mounted upside down.



These brackets complete the sandwich around the rear leaf spring filling and it can be clearly seen where the drop links bolt to. Rear axle finished.