

Supplemental Information & Instructions for 268-126 Rear Tube Shock Conversion, Street MGB

Contents of Kit

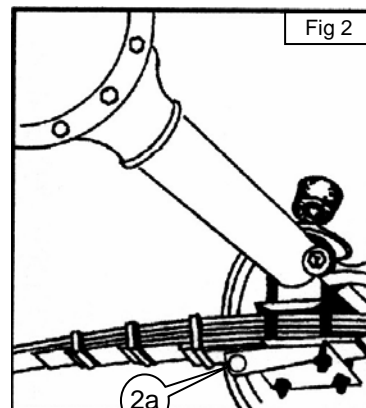


Ref	Part Number	Description	Qty Req'd	Comments
	268-150	Bracket Kit, rear shocks	1	
<i>Consisting of</i>				
1a		Upper mounting bracket, L/H	1	
1a		Upper mounting bracket, R/H	1	
1b		Flat washers, 1/2"	12	
1c		Nyloc Nuts, 1/2-UNF	4	One for each pin on the upper mounts, one for each bolt securing the lower end of each shock.
1d		Bolts, 1/2" x 20	2	Securing the lower end of each shock.
<i>Plus these additional components</i>				
	268-164	Monroe Sensatrac Shocks	2	Modified to use 1/2" mounting pins/bolts.
	220-136	Removable Thread locker	1	
	980-096	Instruction Sheet		This document

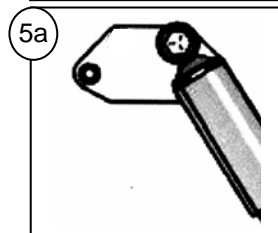
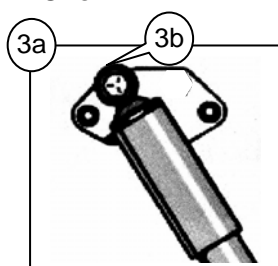
Installation Instructions

As with all instructions, read through these completely, and make sure you understand exactly what you need to do before picking up a tool. If you have any doubts about your ability to complete this project, have it done by a professional mechanic.

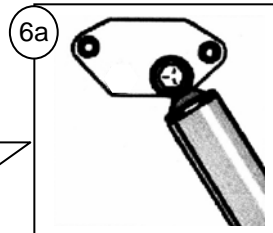
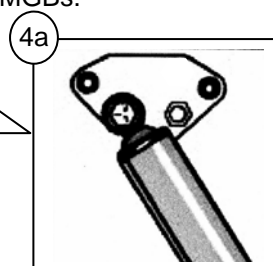
1. Chock the front wheels. Raise the rear of the car and place jack stands just the forward of the front shackle pin on the rear spring. **Be sure that the car is securely and safely supported! Confirm that the car is not being supported on the wheels/tires or the axle.** This **must** be done before doing any work under the car.
2. Remove the existing lever shocks and connecting links, referring to your workshop manual for procedure. We suggest keeping them so the car may be returned to its original 'as built' configuration at a later date.
3. Remove the nuts on the u-bolts holding the axle to the springs. Remove the shock link mounting bracket from each side but do not disturb the U-bolts, locating plates or pads.
4. Reinstall the left hand bracket upside down on the opposite (right hand) side of the car as shown in Fig 2. Repeat on the other side. Note that the mounting hole (2a) is now **below** the spring.
5. Bolt upper mounting brackets in old lever shock mounting locations, using the nuts and bolts that secured the lever arm shocks. Figure 3a shows the L/H mounting bracket as it would be on a chrome bumper MGB or MGC. This would also be used for a rubber bumpered MGB which has been lowered to pre- '74½ ride height. Figure 4a shows the L/H mounting bracket as it would be on a "stock" rubber bumper MGB, or MGA. On some chrome bumpered MGBs, the clearance between the upper shock eye and the trunk floor is minimal. This can make it very difficult to install the shock, or it can result in a rattle or squeak. The only easy remedy is to strike the trunk floor at the point of contact with a hammer from the underside to create up to ¼" extra clearance.



6. Upper shock mount for chrome bumper (to 1974 ½) MGBs.



- Upper shock mount for rubber bumper (1974 ½ on) MGBs.



NOTE: Two different shock installation angles are provided. Illustrations 3a & 4a show the LH upper shock mount installed with upper mounts in the **forward or softer** location, which we recommend for all types of driving. Try this first. If, after driving the car for 500 miles, you want to try a stiffer setup, the brackets may be reversed and installed as shown in illustrations 5a, 6a. This will provide firmer damping, which may facilitate faster driving on **smooth** surfaces, but you may find the quality of the ride overall to be too stiff for comfort.

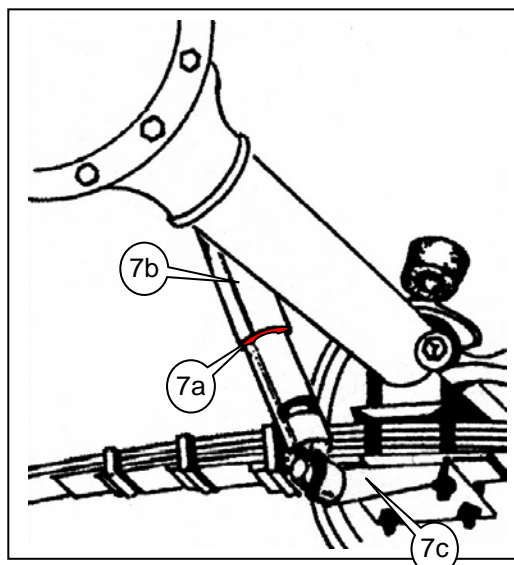
Do not connect the lower end of the shock yet.

Installation Instructions, continued

7. You will be measuring the difference between the extended and compressed length of the shock. To find the compressed length, push the lower/loose end of the shock up until you hit the internal bump stop in the shock. The shock is now fully compressed. Scribe a line (7a) on the shock body even with the bottom lip of the dust cover (7b).

8. Pull down on the lower end of the shock until you hit the internal bump stop. The shock is now fully extended. Scribe a second line on the shock body even with the bottom lip of the dust cover.

9. Secure the lower end of each shock to the bracket. Place one flat washer on the bolt and push the bolt through the lower shock eye. Place a second flat washer on the bolt, and slide the threaded end of the bolt through the hole in the bracket (7c). Place a third flat washer on the bolt. Fit the Nyloc nut, and tighten.



10. Check the shock travel. Bounce the car to settle the rear suspension. With the car at normal ride height (fully laden with a driver and a passenger) **at least 2"** of shock body must be exposed above the mark you made with the shock fully compressed. **NOTE: If the car has been lowered excessively and bump stops shortened, the shock may bottom out against one (or both) of the internal bump stops, which will damage the shock. The lines you made showing the compressed and extended length of the shocks will make it easy to see how close you are to the limits of travel.**

11. All nuts and bolts should be checked for tightness after 100 miles and every 2500 miles thereafter.

Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>. If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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