

1 **Supplemental Information & Instructions**
2 **for**
3 **280-498 Bushing Set (four 280-495 bushings)**
4 **Original for MGB GT V8, fits MG TD,TF, MGA, and all MGBs (BHH1123)**

5 **Parts Involved**

- 6 (A) Wishbone pivot pin, which has large flanges on each end (A1).
7 (B) Lower control arms, which have tubes on the inner end (B1)
8 (C) Rubber bushings, which you are replacing.

9 **Before You Begin**

10 *It is important to understand how the bushing works. The bushing consists of the metal*
11 *tube (G) and the rubber around the tube (F). During installation, the bushing coated*
12 *with liquid soap and is then pressed into the tube at the end of the lower control arm*
13 *(B1).*

14 *It is important to know that the once installed, the bushing will not rotate inside the*
15 *lower control arm. There are two reasons: First, the soap evaporates and the rubber of*
16 *the bushing (F) bonds to the inside of the tube at the end of the lower control arm*
17 *(B1). Second, the metal tube in the middle of the bushing (C) is rigidly clamped between the*
18 *outer washer (E) and the flange on the wishbone pivot (A1, K). This is why it is so*
19 *important to use soap- not oil, grease, or silicone when doing the assembly. The*
20 *bushing will not work correctly if it rotates.*

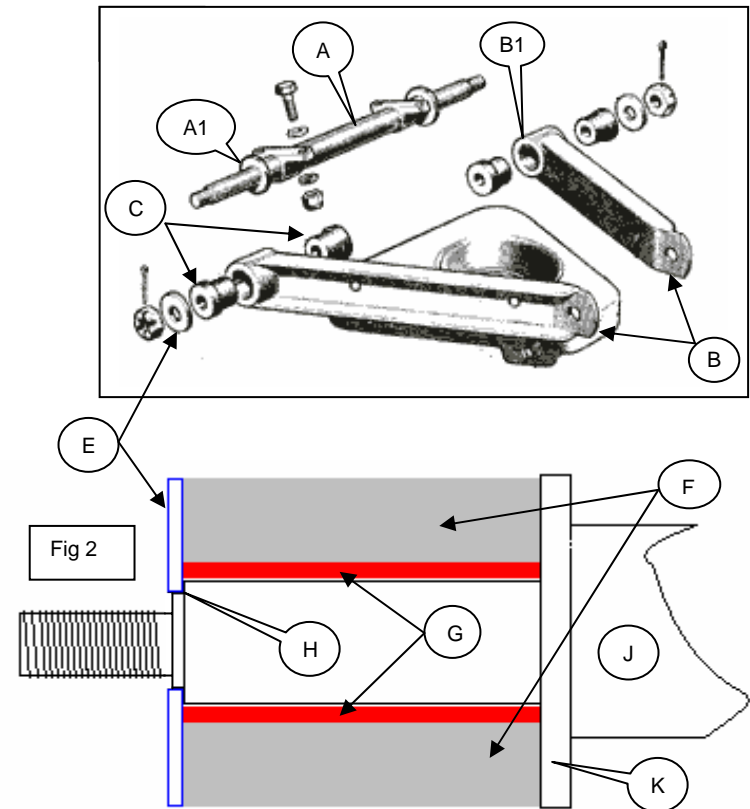
21 *Instead of rotating, the rubber bushing flexes in torsion. The proper washer 264-510 (E)*
22 *actually fits on a step machined on the end of the wishbone pivot (H).*

23 *As you tighten the slotted nut, the washer (E) is driven against the metal tube in the*
24 *bushing (G), pressing it hard against the flange (K) on the wishbone pivot.*

25 *The tube in the bushing is therefore trapped, pinched between the washer and the*
26 *flange. The rubber bushing is vulcanized on the metal tube. With the tube fixed in*
27 *position, the middle of the rubber bushing is also locked in place. The lower control arm*
28 *is fused to the outside layer of rubber. As the control arm moves up and down, the*
29 *rubber is flexing.*

30
31 **Specification for the ID of the tube in the Bushing**

32 *The V8 bushing needs to have an ID of at least 0.632 -0.634". The maximum OD of the outer pins on the OE AHH4003 wishbone pivot for the*
33 *lower control arm is in about 0.631". The reproduction wishbone pivots available today are slightly smaller in diameter. Due to the fact that the*
34 *bushing was designed to be clamped between the flange of the pivot and a thick washer, the differences between the ID of the bushing and the*
35 *OD of the pivot is not an issue. The bushing does not have to fit tightly on the spindle shaft. This is evident from samples of original V8 bushings.*



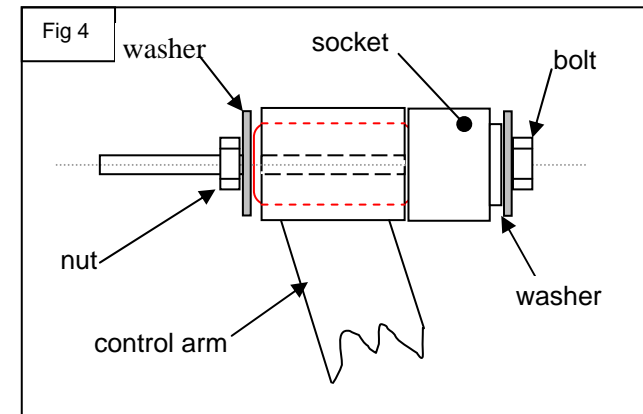
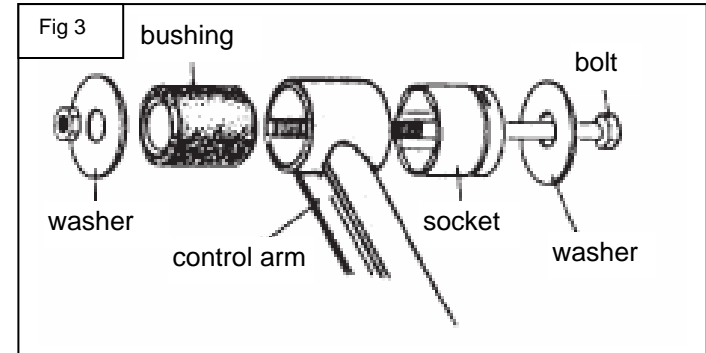
36 **Nulninstallation**

37 ***This is a supplement to, not a replacement for the factory workshop manual.***
38 ***If you do not have a workshop manual, obtain one.***

39 ***Support the front end of the car on suitable jack stands.***

- 40 1) Thoroughly clean and de-rust the ends of the wishbone pivot pin.
41
42 2) Put some light grease on the pivot before the lower control arm with the
43 bushing is installed. *Note: This is not to provide lubrication; it is to prevent*
44 *the pivot from rusting to the metal tube in the bushing.*
45
46 3) Check the inside of the tubes at the ends of the lower control arm (B1). If
47 they are not clean and smooth, take the time to clean them up.
48
49 4) Coat the outer surface of the bushing with liquid dish soap. *The soap is not*
50 *permanent- it evaporates and/or dries out.*
51
52 5) Press the bushing into the lower control arm using a press, or a large vice.
53 *If you do not have either, you can press the bushing into place using a bolt,*
54 *two washers, a nut, and a suitably sized socket. (Fig 3, 4)*
55
56 6) When finished, an equal amount of the bushing should show on either side
57 of the control arm.
58
59 7) Slide the lower control arm on the wishbone pivot and thread the nuts onto
60 the ends of the pivot, but do not tighten them. *Reassemble the rest of the*
61 *front suspension using the workshop manual as a guide.*
62
63 8) Lower the car to the ground. *It is very important to get the car back down*
64 *on the ground before the nuts are tightened. With the nuts loose, the*
65 *bushings are free to move on the pivots. As you lower the car, it will settle*
66 *on the suspension, but not at a normal ride height. Bounce it up and down*
67 *a few times to settle the car.*
68
69 9) Tighten the nuts at the end of the wishbone pivots and fit the cotter pins.

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