

MGB HOOD STRUT INSTALLATION by Harry Midgley

How many of us have worked over our motors and done injury to our craniums due to the diminished access provided by the standard MG hood strut. A wonder of British Engineering! The Japanese would have found a much better way. I remember seeing an MGB with the two hydraulic struts at the ABFM in Vancouver two years ago and thought it a great idea. Indeed, when Jonathan showed up with his new V6 MGB which also had this modification, which opens the hood up to almost 90 degrees from horizontal, I knew I had to do it to my cars too. I had ordered a set from Moss to put on my '74 MGB at some point during it's restoration, but as I had the poor set up in my '68 GT, I decided to install them on that car first. The hood support on my GT was made worse by the fact that it was poorly installed, with the rod securing bracket mounted forward of the radiator instead of behind it. Head injury almost certain during any small job under the hood!

The part: Moss lists their Dual Strut Hood kit, part # 900-072 for \$54.99 USD. It comes with all hardware and good, clear instructions for installing. You can also get a pair of struts for the trunk if you use a luggage rack like I do on long trips.

The work: I used a long piece of wood to support the hood while I removed the original support rod; saved with mounting screws for future boot sale. At a precise point in the hood frame you must drill two precise holes for the support hardware, after using a centre punch so the bit doesn't wander and being careful not to go through the frame and then into your hood skin. I wrapped some tape around the drill bit but found that using low speed and care, there was no problem. This procedure is obviously completed on both sides of the hood frame. The upper brackets are secured with sheet metal screws.

The lower strut support bracket is mounted just forward of the fourth panel bolt from the firewall and inset ¼ inch from the rail edge. I did have to enlarge the holes on both sides to get the 3/8 bolts to fit properly. With the brackets installed you can now install the struts, after first compressing them once, by just pressing them on the ball of the fittings. Lower the hood gently to check the fit.



OH, OH ! The passenger side does not sit down properly. As the instructions say...“On some MGBs it may be necessary to lower the fuse box a little”. So after removing the two fuse box screws and plastic nuts, I centre punched and drilled a new hole about 1 ½ below the original hole and installed a new bolt with a 3/8 nut. Of course the lower fuse box hole now is in mid air. The box itself is not able to move due to the wiring but you could attach a bracket from the lower hole to a wiring harness securing screw below.

A successful job with very pleasing results.

Harry