

## Muffin's Axle Overhaul Part 5. – Final Assembly:

### Fitting the axle in the chassis:

Depending on the stage of restoration/refurbishment I now proceed in one of two ways.

1. If the body is on the car I build up the axle complete with springs, fit the wheels and roll the complete assembly under the car; or
2. If the body is not yet fitted on the chassis I fit the springs to the chassis then fit the axle tube/casing followed by fitting the hub and brake parts to the chassis.

On Rufus I fitted the rear springs then lifted the bare axle into place and bolted it down using Polyurethane bushes and a new fitting kit. With the axle in place I proceeded as follows.

1. Fit the brake backplates.
2. Fit MGA wheel brake cylinders.\*\*
3. Refurbish and fit the brake adjusters.
4. Fit the refurbished handbrake mechanism using new rubber gaiters.
5. Fit the brake shoes using a new fitting kit.
6. Refurbish and fit the hubs.
7. Refurbish and fit the brake drums.
8. Fit the rear brake pipes.
9. Fit the handbrake cable.
10. Fit the road wheels.

### Notes.

\*\* *These type of wheel cylinders are retained by a circlip which can be a bast\*rd to fit. The secret is to use a fitting tool as shown below.*

*The brakes will be adjusted after the system has been filled with brake fluid and bled.*



**The special tool for fitting wheel cylinder circlips.**



**Brake parts fitted.**



**Hub and drums fitted and springs wrapped in Denzo tape.**



**Movable once again.**

\*\*\*

#### **Finishing off:**

1. Tighten the hub nuts to 150 ft lbs and fit the split pins.
2. Level the axle and refill with a good quality EP90 oil, I used Castrol Classic EP90.
3. Briefly lift either end of the axle in turn to allow oil to flow down the axle tube and round the hub bearings.

\*\*\*

#### **Summary:**

A lot of work but now the axle is ready to give thousands of miles of trouble free motoring.