

MGB V8 Roadster restoration project – Report 10

Dashboard removal

It's now Tuesday 10th February 2015. Since Saturday when my motivator John came round to have a chat and give some more enthusiasm, I have been attacking the dashboard and all the bits under the dash. In my last report there was one mistake. The picture titled "Zeus Data chart" is actually the back page of the "Tracy Tools" catalogue. I have taken loads of photos as I was taking it apart so that when the time comes to put it back together I can look through the photos. I won't bore you with loads of photos, but here are a few tips that may be of help to others in the future.

Before attacking the dismantling of the dashboard I thought I would look it up on the internet. The only helpful information I found was "take out the instruments first". OK, I managed to get to the fixing screws on the rev counter, and temperature gauge and put labels on the wires so I knew where they went. I tried undoing the other gauges but they were too tight to undo with my finger tips. I tried long nose pliers but all I did was pinch my fingers with the limited space available. Then I decided to take out the glove box. No problems there. It was just unscrewing crosshead screws and a bracket at the back. I thought I would try the key on the key ring to see if the lock worked. No joy. Not a problem as I don't often wear gloves! Anyway I am intending to put the fuel injection ECU behind the glove box lid. The glove box opens without having to use the key on this late model MGB.



Removing the steering column

I took the steering column out and laid on my back in the driver's foot well, fairly easy with no steering wheel in the way. I then just unbolted everything in sight including the side windscreen fixings. I noticed that the top wing fixing bolts were missing and made a note in my book that I must fit the wings back on before the dash goes back in. I did the same on the passenger's side, undid everything I could see on this side. I wiggled the dash and it came out on the wires that were still connected – Hey Presto! The rest of the gauge fixings then were easy to get to

and undid easily with my fingers. Again I labelled the cables that may be a problem later.

Removing the heater.



The cross head screws that BL used can sometimes be a pain to remove. Don't keep trying with a screwdriver and knacker the crosshead in the screw. Find a good quality socket type screwdriver end that fits well and tightly into the crosshead. If there is paint or muck in the crosshead indentation, clear this out with a scriber. Then gently try undoing the screw using a socket set. If it will not move anticlockwise, try tightening it up before trying to undo it again. If it still will not move. spray some Plus Gas or similar penetrating oil on the screw and leave overnight for it to sink into the rust. If it still will not move you may have to resort to a good pair of mole grips and possibly a bit of heat. I am lucky, as I have oxy/acetylene but I have used a cook's type of propane torch with success. I love



crème brûlée! I bought Jane the torch but she has never made me my favourite desert!

Dewalt screwdriver bits seem to last longer than the cheap ones. They seem to take more abuse.

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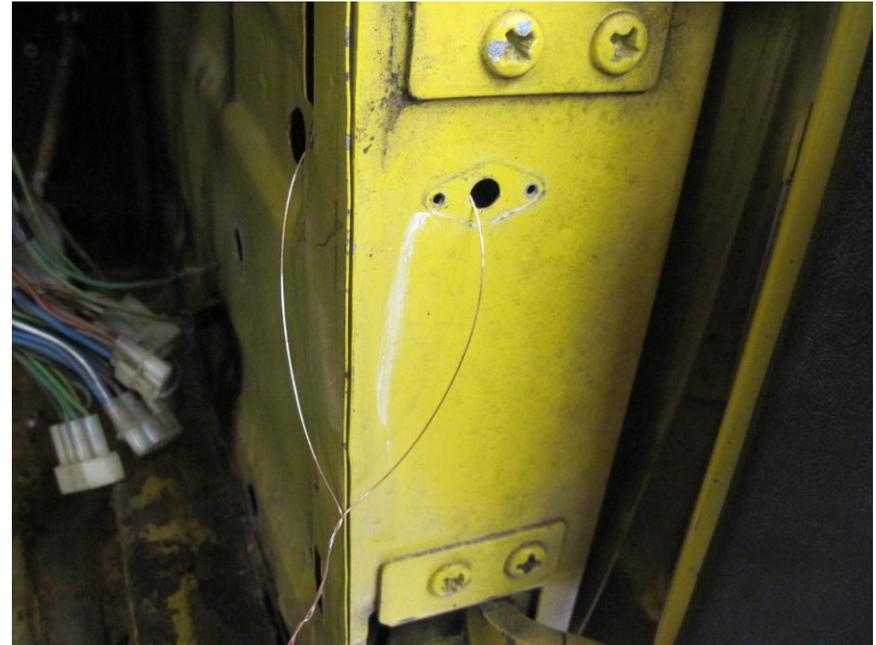


This screw holding the **hinged heater flap panel** on the bulkhead would not come out with a crosshead screwdriver. Left it soaking overnight and then used a flat bladed screwdriver that fitted into the slot. The screw then came out easily.



This is the bracket that I had left over from Dugalds MGBGTV8 restoration! I thought I better take a photo so I know where it goes this time. Dugald had started taking the dash apart before I bought the car, and that's why I didn't have clue where the bracket went. That's my excuse anyway.

Interior trim



When I pulled the **interior light door switches** out I wrapped a bit of MIG welding wire to them and have left the MIG wire there so that when it comes to fitting the switch back I can reattach the MIG wire back and pull the cable back through the A post holes.



I hate these "**Scotch Locks**" what is wrong with solder? You would not find one of these on an aircraft.

MGB V8 Roadster restoration project – Report 10



I have labelled all the wires that may be a problem finding where they go when it comes to reassembly.



Why didn't the person who took the heater out bother to take the rust out of the heater? They took it out to paint the under bonnet area and even replaced the seals. More work for me to do later! Originally I had planned to get the car back on the road in May, but with the amount of work I have to do in the time available this may be more than a bit optimistic.

After removing the dash etc. the **passenger compartment** looked like a bomb site.



All the parts ready to label up, try and put bolts back in the parts they came off or label them up in a bag and tape them to the major parts you have taken off.

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Socket sets



As I have three sheds that I work in, I have put my socket sets on wooden boards. In my motorcycle workshop they hang up on the wall and will just lift off to take into the other sheds. I should put some hooks up in the new shed but have not found the time yet.

Cleaning everything so welding can begin

Now the hard work begins with cleaning everything up so that all welding can be completed, the screw holes for the carpet welded, all the seams removed of the original tar type, any rust treated and the old sealer replaced with modern type seam sealers. I can't see the point of screwing the bulkhead carpet in place when we now have excellent upholstery adhesives and Velcro! Any hole drilled to the outside is a good place for rust to start. My intention is that this MGB will not need another rebuild for a long time to come.

What next?

Today is Wednesday and my wife's birthday and we are going out for lunch so not much, if anything, will get done on the MG this afternoon. If I get a chance I will tidy up the workshop and put the parts taken off into large stacking containers and find a home for them until I get around to restoring the parts.

The coming weekend I will take out the engine and gearbox, and then on Monday, Tuesday, Wednesday we will take the Transit to Cardiff to **collect the RV8 engine and gearbox** I bought the other day. We are now getting too old to travel that sort of distance in one day so we thought we would take the opportunity

of a couple of nights away. Friends are coming to dog and house sit while we are away. I have just heard from Dugald that he is coming to visit next Wednesday. I hope he comes in the MGBGTV8 and doesn't bottle out and take the train or borrow Virginia's VW Polo!

