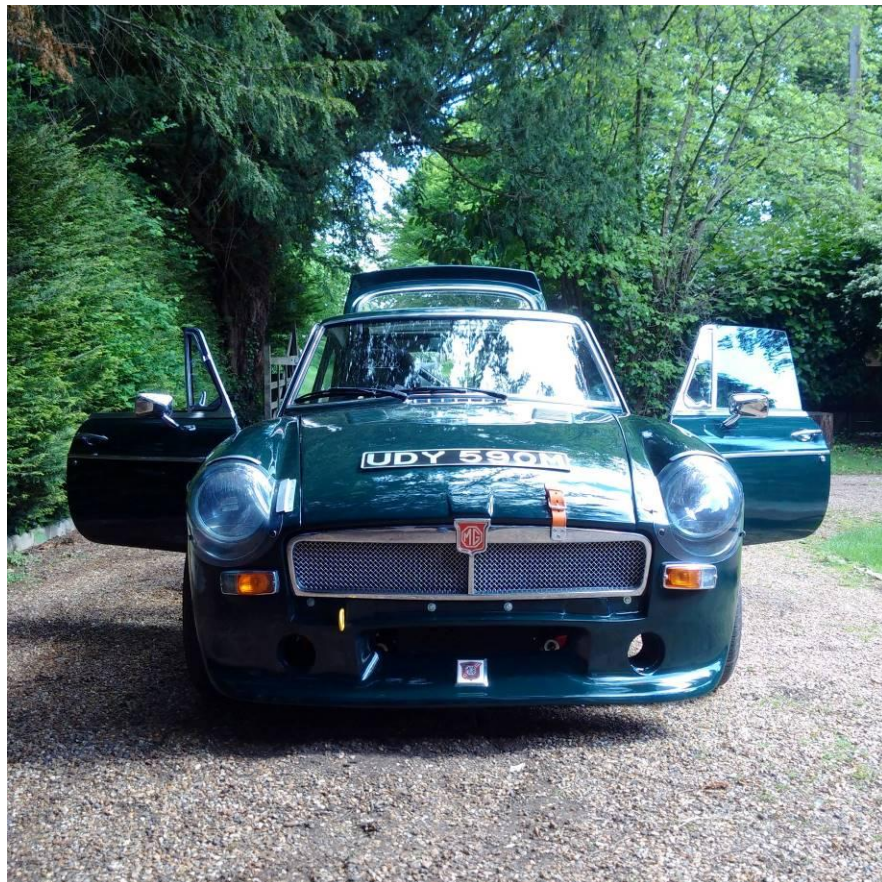


## MGBGTV8 restoration project

A few days out of the V8 rebuild to get my MGB GT on the road following its two year renovation.

MOT did not present any problems, taxed as Historic. Changed the number plates to non-reflective once it was taxed as Historic.



When the rust proofing chemicals had cured the body as sprayed with white etch primer.



## Back to the V8 rebuild project.

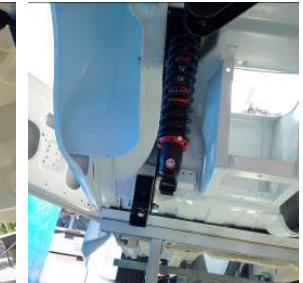
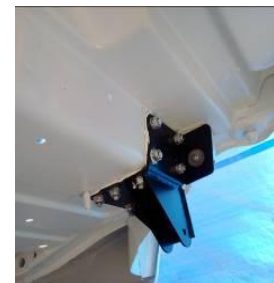
Having installed the **5 link rear suspension system** I removed it, prepared the underbody shell and internal floor pan ready for applying rust prevention chemicals, undercoats anti chip paint and top coat.

## MGBGTV8 restoration project

Once this coat was dry, **stone chip** was sprayed on the wheel arches and areas likely to be damaged by stones thrown up by the rear wheels. The stone chip paint is available in two versions, both black, one has wax included and is therefore not suitable for over painting. I chose the type that can be overpainted as I wanted the underside to be Glacier White.



The **5 link suspension system** was then reinstalled on the shell, through body penetrations for fixing bracket fixings were sealed using a polyurethane adhesive sealant to prevent water ingress.

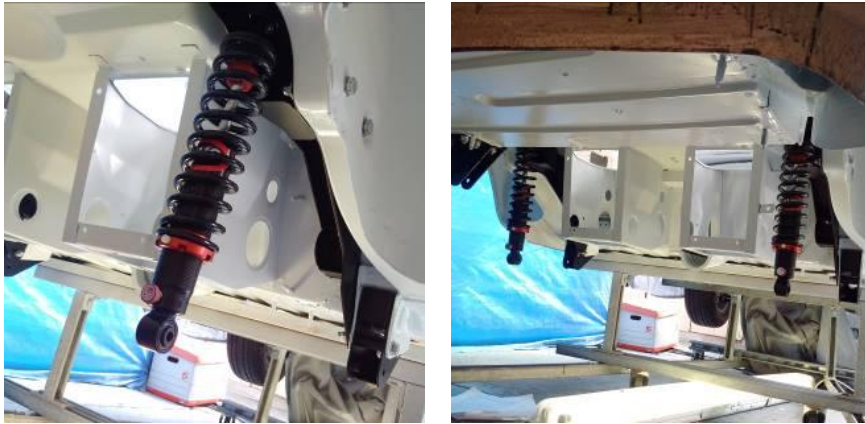


Once this was dry the underbody and internal floor pan areas were sprayed with white primer and then a Glacier White top coat.

Photos

The **rear suspension components** were given an additional coat of black paint for protection before re installing in the now painted shell.

## MGBGTV8 restoration project



The **installation of the Quaife** in to the back axle was carried out while I was away, this is the only part of the rebuild that needed outside help as it involves “stretching” the axle casing which requires specialist equipment.

Prior to the Quaife being installed the casing was cleaned de greased and sprayed black as were all other external components of the axle.

The **back axle was then reassembled** using new bolts gaskets and spring washers.



**New oil drain and fill plugs** were I installed coated with copper ease to prevent them seizing in the future. I also installed a **LR brass axle breather** on the axle in place of the plastic unit.



## MGBGTV8 restoration project

The **lower axle brackets** were positioned on the axle and the required holes were drilled through the modified spring mounting points.



Once the lower axle brackets were fixed the upper brackets were positioned on the axle and the U bolts installed through the upper and lower brackets. Tightening of the U bolt nuts was done sequentially ensuring that the threaded legs were all of equal length. The U bolts were tightened to 30lb ft torque.

Once the axle assembly was complete I jacked it up on the diff casing in to position under the body shell and connected the upper and lower trailing arms, the coil over damper assembly and the panhard rod.



I decided to **upgrade the rear brakes to a twin pot disk system**. These are available in kit form. As I have to visit Japan and Singapore for 4 weeks from the end of May to the end-June the kit will be delivered after my return.