

weather further action was deferred. However the visible surface of the outer seal had looked perished since the car's purchase and a new one was obtained in preparation for its ultimate replacement.

Introduction

The tailgate outer seal is retained by an aluminium extrusion which in turn is secured by 10 self-tapping screws. Unfortunately these screws are inaccessible with the tailgate in position. Tailgate removal is not a job to be undertaken lightly as it is both awkwardly shaped and relatively heavy. Ideally its removal requires three people, two to support it while a third contortionist removes the four hinge screws. Lacking such assistance the writer's first task was to devise a method of supporting the tailgate while he played the contortionist.

Preparation

Several schemes were considered to support the tailgate while the hinge screws were removed. The basic requirement is height adjustment combined with a stable non damaging means of support for the tailgate. The problem was resolved by employing the folding properties of a Workmate together with a hydraulic bottle jack to provide the height adjustment. In the event this proved satisfactory provided the jack was positioned under the heavier (glass) end of the Workmate platform.



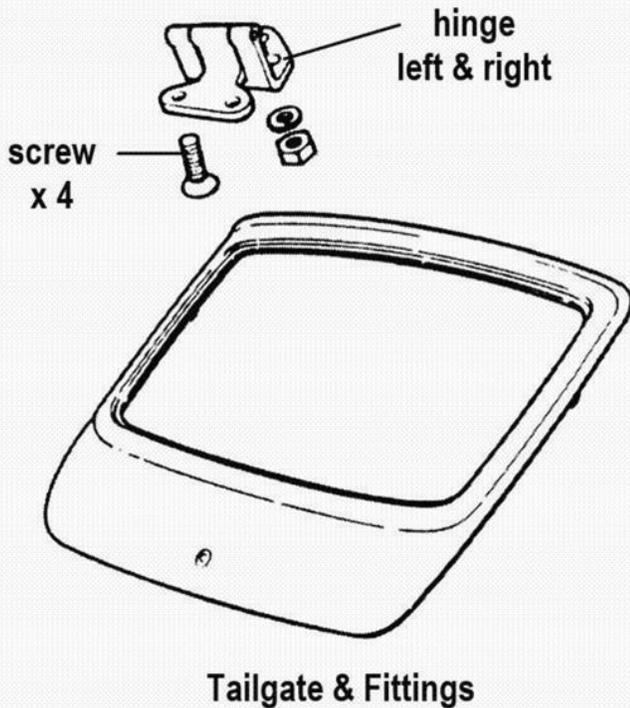
Tools, Parts and Materials

- Platform support as above.
- PZ4 bit and driver.
- Tailgate outer seal AHH9778.
- Evo-stick impact adhesive and adhesive remover

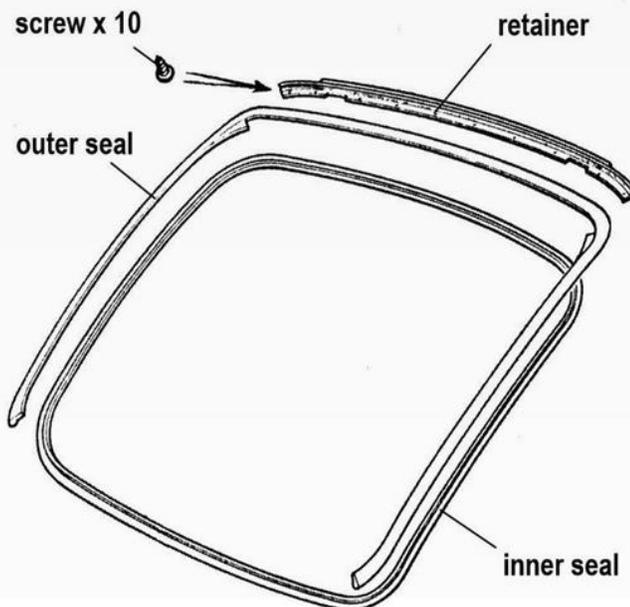
Procedure

Access to the rear 'seat' is required and the writer found this was facilitated by removing its cushion and tipping forward the backrest of the driver and passenger seats.

1. Position the Workmate on the rear luggage platform.
2. Fit padded extensions to support the tailgate. The writer used broom handles with foam pipe lagging.
3. Lower the tailgate until it is horizontal.
4. Using the jack raise the Workmate from its storage position until the padded supports contact the horizontal tailgate.
5. Remove both tailgate stays.



Tailgate & Fittings



Tailgate Seals

MGBGV8 – Tailgate removal and fit new outer seal

When V8 owner Jim Livingstone (Glacier White 1810) was caught in a sudden downpour it soon became apparent that his tailgate was leaking. Investigation failed to reveal a serious problem in either inner or outer seal and as the car's use is restricted to dry

6. Disconnect the bullet terminals to the heated rear window.



7. Using a PZ4 bit gradually loosen the four countersunk hinge screws.
8. Check that the tailgate is securely supported and fully remove the screws.
9. Either roll the tailgate backwards on the Workmate until the ten retainer screws are accessible or remove it with the aid of an assistant and support it vertically with its forward edge uppermost.
10. Remove the screws followed by the retainer and outer seal. Note: the position of the outer seal in the retainer and that it is attached to the tailgate with adhesive at its corners and sides.
11. Remove the remnants of old adhesive.
12. Inspect the inner seal and clean as required. Ease it out of its retaining channel at the top corners and sides.
13. Fit the new outer seal to the retainer in the position noted in step 10. Some adhesive applied at intervals along its length will help to retain it.
14. Apply fresh adhesive to the tailgate side of its top corners and sides and secure in position with the ten screws.
15. Refit the inner seal into its channel.
16. Reload the tailgate on to the Workmate platform or slide forward until the hinge tappings coincide with the holes in the hinges.
17. Insert the four hinge screws and tighten. **Caution: the screws have fine threads and care is required to avoid cross threading.**
18. Reconnect the heated rear window wires.
19. Refit the tailgate stays.

20. Remove the platform from the luggage area.
21. Check the operation of the tailgate noting that it might be harder to latch until the new seal settles.
22. Test the sealing of the tailgate by pouring water along its top surface
23. If latching is difficult or leaks are apparent it might be necessary to reposition the tailgate by packing the hinge to tailgate joint or adjusting the hinge to roof joint. This is a complicated procedure worthy of a separate note.



Appendix

The sectioned MGB GT at the British Motor Museum, Gaydon reveals details of the tailgate sealing arrangement which are helpful in understanding how it works. Note that the original inner seal was of foam construction like the outer seal. Commercially available replacements are hollow extrusions which explain the differences in performance characteristics.

