

Rebuilding an MGBGTV8 – Damask 0450 (Part 28 of a series of reports)



These notes were made when I rebuilt the rear brakes on Damask 450.

In the MGB Workshop Manual there is an excellent diagram of the rear brakes. Unfortunately, it doesn't state which side of the car it refers to, so here is a photo of the offside rear brakes, correctly assembled. The brown stains on the return springs are copper grease, which I use liberally.

When I removed one of the rear drums I found it to be badly scored. It would appear that the car had been driven for some time with the rear brake shoes completely worn out, so the copper rivets had scored two deep grooves into the drum. Worse than that, the brakes had then been fitted with new shoes, and the badly scored drum then proceeded to ruin the new shoes. When components reach this stage, it is best to throw them away. I have fitted new drums, new shoes, new cylinders and new adjusters.

When I fitted the new adjusters, I could feel that something was wrong - one of the nuts just kept on turning. Here is the reason - one brand new adjuster with a stripped thread! I do worry about the quality of some newly re-manufactured parts.



