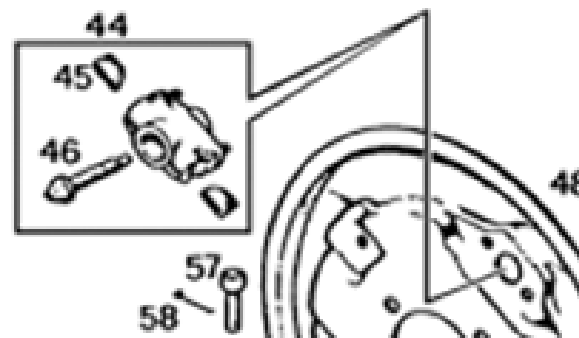


Rebuilding an MGBGTV8 – Damask 0450 (Part 31 of a series of reports)



Today is a big day. I took Damask 450 to my local MG specialist for its first MoT. But there was one nasty moment - when the tester stamped on the brake pedal, there was a snapping sound and the brake pedal fell to the floor!

You may remember that one of the brand new brake adjusters had previously stripped a thread when I was rebuilding the brakes, well the other one failed in a more dramatic way. See the attached photo and Rebuild Report 28.

www.v8register.net/subpages/damask0450rebuildproject.htm#28

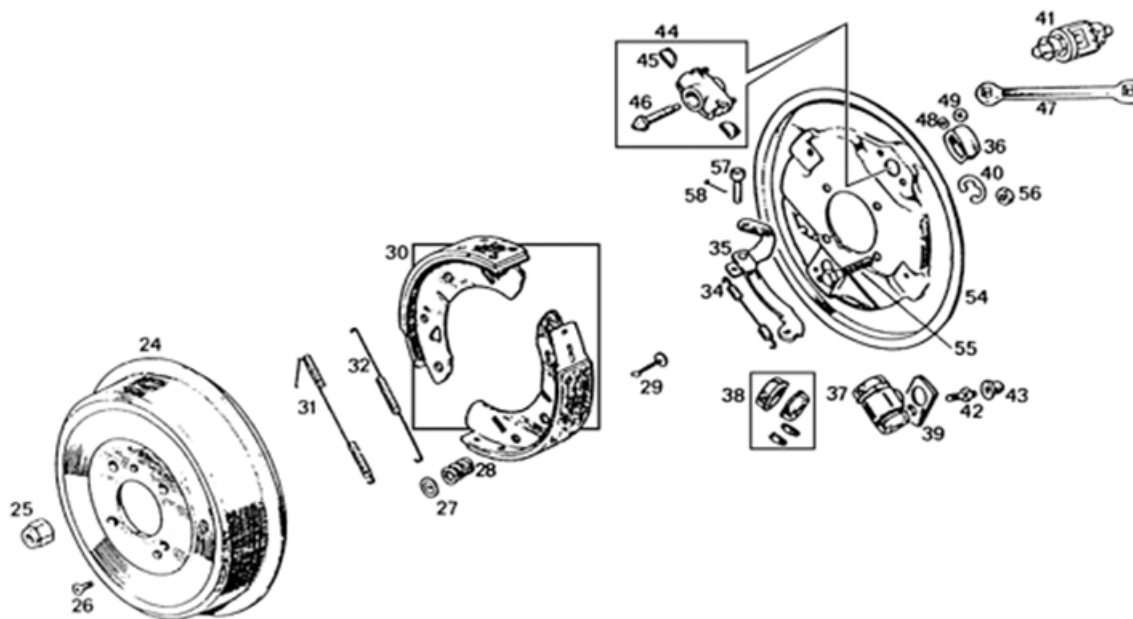
The broken part is the rear brake shoe adjuster mechanism. See part 44 in the diagram alongside and above.

I do worry that some of our new replacement parts are of very poor quality. Anyway, the adjuster was replaced with one from a different supplier, and Damask 450 then sailed through the MoT.

Yes, this is the final report. As soon as the weather is bright enough I will take some photos of the completed car. I plan to bring her to MG Live at Silverstone. See you there.

Important caution

Later Barrie added "I found the other brake adjuster that had stripped its thread in my 'black museum' of faulty and worn MG parts. When comparing it to the second failure it was obvious that they were a pair from the same manufacturer. I also dug out an old original one and a new replacement from a different manufacturer. I would guess that the failed ones were both made with a soft alloy that was far too weak for the job." See V8NOTE427



Source: www.moss-europe.co.uk/Shop/ViewProducts.aspx?PlateIndexID=12812