

Rebuilding an MGBGT V8 – Damask 0450 (Part 32 of a series of reports)



Take care when refitting the gearbox crossmember – it's got a left and right side!

Barrie Jones has been enjoying driving his rebuilt MGBGT V8 but became aware of a minor niggle – the gearbox lever was too close to the right hand side of the chromium rim.

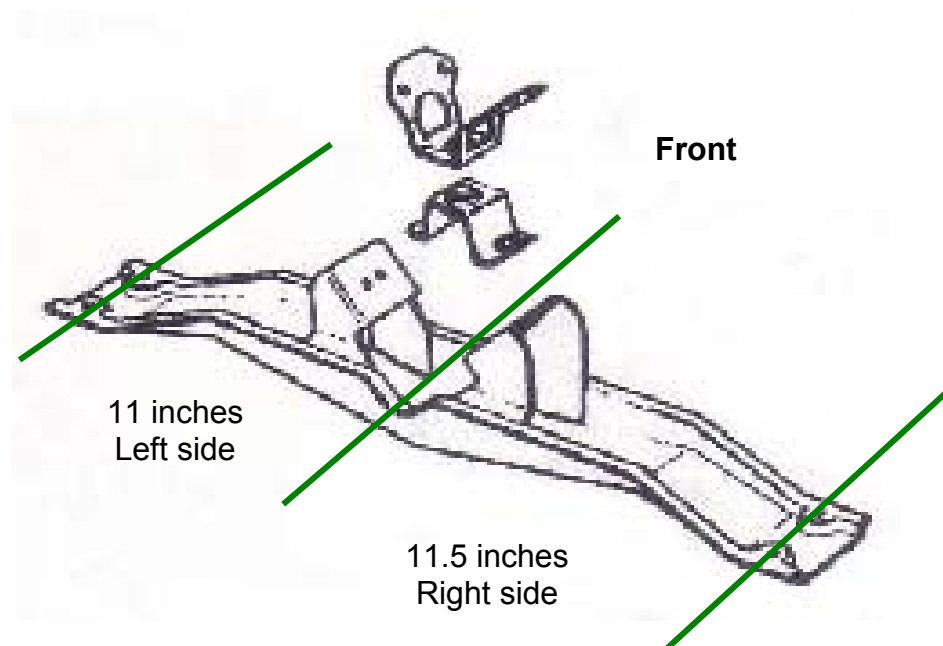
Fortunately he has an inspection pit, so he was able to measure the width of the removable crossmember that supports the rear of the gearbox. Lo and behold, it is not symmetrical. To the left of centre it was about 11 inches, but to the right it was more like 11½ inches, so there was half inch difference, the source of the misalignment Barrie had seen from inside the car. During the rebuild the crossmember had been fitted with the shorter side on the righthand side, so Barrie needed to refit it.

He supported the gearbox on a jack, spreading the load with a block of wood. He then removed the cross-member and re-fitted it the other way round. This is quite a fiddly job because the speedometer cable and the exhaust pipe both need to be

disconnected, and the tie-rod mechanism is only just accessible using a ¼ inch drive socket.

Climbing back into the car Barrie was delighted to find that the gearknob was now central in the chrome ring – problem solved.

Barrie says "It never ceases to amaze me, no matter how many years you work on these cars you are always finding some small quirk that you need to tuck away in your memory for future use! This is certainly one of those useful tips you need to highlight for fellow members. I hope this sequel to my V8 Rebuild series may prove helpful to someone in the future!"



Gearbox crossmember AHH8430 with the lower gearbox bracket AHH8432 above and the top bracket AHH8431 above that.