

Rebuilding an MGBGT V8 – Damask 0450 (Part 10 of a series of reports)

Having removed the nearside inner sill and castle section, this area is now seriously weakened. Before proceeding to remove the outer sill it is necessary to weld in a new castle section.



Nearside out-rigger replaced

In addition, the outermost part of the out-rigger has been repaired and the triangular plate under the spring hanger has been replaced.



New spring hanger

I have also been busy cleaning and restoring the SU carburettors. The throttle discs show signs of blow-by around the butterfly valve. Personally I do not like them, so I shall be replacing them with plain discs as fitted to the MGC.



SU throttle discs

Also, the metering needle has a distinct wear ridge all around it (in line with the screwdriver below), so these will also be replaced along with the jets.



SU needle

This kind of wear can be adjusted out by raising the jets to compensate. However, if you do this, then the carburettors will be weak throughout their operating range, which would result in poor engine response and possibly overheating.