

Rebuilding an MGBGT V8 – Damask 0450 (Part 12 of a series of reports)

Barrie Jones is rebuilding an MGBGT V8 he has rescued from a fate which could easily have meant Damask 0450 might have gone to be broken for spares. Fortunately Barrie decided to buy the car as a rebuild project and he is providing fellow members with a series of interesting reports on his progress with the rebuild work. Here he continues his reports.

Separating the overdrive unit from the gearbox

I recently separated the overdrive from the gearbox in order to delete overdrive on 3rd gear.

Whilst the overdrive unit was on the bench, I cleaned the filter and the magnets, and I replaced the small O-rings using a kit that I bought from Overdrive Repair Services of Sheffield. They are very helpful people. Their website is at www.overdrive-repairs.co.uk or you can telephone them on 0114 248 2632.

I also inspected the speedometer gears, which are located at the rear of the overdrive. They consist of a small nylon pinion gear (which is easily removable) and an internal nylon speedometer drive gear (which is not). Why on earth they didn't make the internal gear of metal I have never fathomed. If the speedometer cable gets kinked and difficult to turn, these gears invariably strip their teeth, and fitting a new pinion gear by itself will not cure the problem. Alongside is a photo of a stripped speedometer drive gear:

Normally it cannot be replaced without removing the entire drive-train from the car. From the colour of the two gears (blue) I can tell that they are identical to those on an 1800cc chrome-bumpered MGB.

I had no further problems until I tried to re-attach the overdrive to the gearbox. I carefully lined up the oil pump cam on the gearbox mainshaft, so that the narrowest part was at the bottom. I lined up the splines inside the overdrive with those on the mainshaft and slid the unit into place. It stopped about ½ an inch from the flange and would no further. After three attempts I stopped and rang ORS for advice. They advised me that there are two sets of splines inside the overdrive and they were probably not lined up with each other. Sure enough, the furthest splines were misaligned and blocking the mainshaft. Fortunately, the far splines can be turned (anti-clockwise only) by careful use of a long screwdriver.



Photo of a stripped speedo gear. (Barrie Jones)

What's next?

My next task is an easy one. I shall make up a new overdrive wiring loom, because the old wires feel very brittle. This small loom is attached to the gearbox by P-clips, and runs under the remote, so now is the time to do it.

V8LIFELINE

The V8LIFELINE is a listing of specialists providing spares and services for MGV8s recommended by members of the V8 Register.

Overdrive Repair Services (Sheffield)
Unit 1
50 Rother Valley Way
Holbrook Industrial Estate
Halfway
Sheffield S20 3RW
0114 248 2632
www.overdrive-repairs.co.uk