

Rebuilding an MGBGT V8 – Damask 0450 (Part 18 of a series of reports)

This is the turning point. There is no more rusty metal to remove.

The new doors have been hung in order to provide a reference point for the outer sills, and the inner wheel arches have been welded into their final positions.



The rebuild begins

Note that the inner sill panels and the rear chassis rail have been given a good coat of rust inhibiting epoxy primer. Once the next layer goes on, these panels will no longer be accessible.



New NSR wheel arch



NSR spring hanger repair

In my spare time I have been checking the mechanical components that I previously removed from the car. Here you see the piston from the clutch slave cylinder. The rubber seal is very shiny and the rear of the lip seal has visible corrugations. It requires a replacement seal, and the cylinder bore will receive a light rub with 800 grade wet-and-dry abrasive paper.



Clutch slave piston

The V8 piston is only an inch in diameter, whereas an 1800 MGB uses a much larger piston of 1¼ inches diameter. Presumably the larger V8 clutch requires more force to operate, so the MG factory used a smaller piston in order to reduce the

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pedal pressure. I recognise this component (it was used on the 1275 Midget), and I calculate that the pedal pressure is reduced by 36%.