

Rebuilding an MGBGTV8 – Damask 0450 (Part 2 of a series of reports)

Rebuilding progress reports from Barrie Jones

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The first time I rebuilt a V8 I didn't remove the engine. Whenever I lifted the bonnet I always regretted that decision and I vowed never to make the same mistake again. This time everything is coming out.



Whilst the engine is out, it makes sense to check everything over and to make some subtle improvements.

The **gearbox** has a large inspection plate at the side and, having suffered a broken 2nd gear which destroyed the layshaft on my Aconite V8, this time I have inspected every tooth of every gear most carefully.

The **overdrive** unit contains a pair of gears that drive the speedometer cable. These are both made of nylon, and replacement of the larger gear is an engine-out operation, so this is the time to check and possibly replace them. When removing the overdrive unit, I noticed that the eccentric cam which drives the oil pump had slipped from its correct location next to a circlip on the output shaft of the gearbox. PANIC. This cam is keyed to the shaft by a tiny ball bearing. Fortunately, the ball was still in place. In 1974 the Factory modified the

gearbox to delete overdrive on 3rd gear. Apparently, this was done because so many overdrive units were being replaced under warranty. I have therefore decided to make the same modification myself.



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The parts manual shows that two parts were changed. The selector lever 22B386 became 22B726, and the switch operating plunger 22B406 became 22B727. Fortunately, both of these parts are still available.

I have attached a photo of the old and the new plungers, showing that they are very different. On my previous Damask V8 I merely modified the selector lever, and it never felt right. Whenever you changed up from 3rd to 4th you could feel a baulking notchiness. Hopefully, the correct factory parts will feel nice and smooth. Time will tell.

When stripping this part of the gearbox, I had difficulty removing the interlock mechanism, until I remembered that it will only come out if you first select 4th gear.

I also tested the electrical inhibitor switches for overdrive and reverse gear. Needless to say, one of them was faulty.



Finally, I noticed that the gear lever could not move sideways sufficiently to touch the circular gate bolted to the top of the remote unit. The gear lever is prevented from rotating by two dowel bolts, and adding one washer under the head of each bolt was all that was necessary to provide sufficient clearance for the lever to operate properly.

Barrie Jones

Overdrive on third gear on the MGBGTV8 is not so rare

See an article published in Safety Fast! in January 2008 and as V8NOTE which lays to rest the myths.

www.v8register.net/FilesV8WN/Overdrive%20on%20third%20myth.pdf

Rebuild reports to be continued as further reports come in from Barrie Jones.