

MGBGTV8 restoration project

Instrument Renovation March 2016



Tachometer and speedo renovation complete except new O rings required for installation.

The fuel gauge is next in line

It is a Smiths Instruments 2" type 273. The chrome bezel was very difficult to remove as there was a lot of corrosion on the instrument housing. Generous use of WD40 won the day. The outer scale requires re-spraying with mat black in areas, I will use my air brush it has a very fine setting which allow repair without affecting the lettering. At each stage I take pictures to aid the reconstruction.

The housing was sandblasted inside and out along with fixing bracket and knurled fixing nut. The outer surfaces were sprayed with galvanizing paint, the interior surfaces sprayed with duck egg blue. The top quadrant of the inner dial was painted white to reflect the back light on to the scale, this needed to be resprayed. After masking the scale I used the airbrush to touch this area. The lettering was touched up with a fine white paint marker. The bezel although very dirty was in good condition under the dirt and this was polished ready for re construction.

The connections through the housing are insulated from the case by several insulating spacers, these were very dirty and when cleaned I used a 100 V

insulation tester to check that they were reusable. Unfortunately the coil was open circuit and a new one will be required. I found a tatty instrument on e-bay for £4.99 and when I receive I will remove the movement and installed in the renovated housing.



Now for the oil pressure / temperature gauge

This is a 2" Smiths Instrument type 123 Black scale. Again the chrome bezel was very difficult to remove as there was a lot of corrosion on the instrument housing. Generous use of WD40 won the day again. The inner scale was equally difficult to

MGBGTV8 restoration project

remove, it is an interference fit in to the housing with cut-outs in the vertical surfaces to allow for back lighting. There is also a thin clear plastic "lens" that wraps round the scale. The scale lettering is slightly damaged but not sufficient to warrant a replacement as it will be touched up using a very fine paint pen and new rub down letters.

The pressure movement was removed from the case and cleaned. I used compressed air through a regulator to check the operation, all was well. Next I removed the temperature movement from the case however the bulb on the end of the capillary prevents case being separated from the instrument.

I sandblasted the case and the capillary / bulb with care and once done degreased and sprayed the case with galvanizing paint. The interior was spayed duck egg blue as it was originally. The pressure and temperature movements were installed in the case followed by the plastic lens and dual scale. The needles were re painted white with a black centre and installed in the needle movements. Before installing the glass I put the bulb in water and brought it to the boil, all worked fine.

The inner rim of the bezel was filled with black sealer. The glass was installed followed by the chrome bezel. The bezel is a bayonet fit and to ensure the glass is tight the tags on the rim need to be bent slightly inward at an angle to allow bezel to be pulled down on to the housing.

Although at close inspection the scales on both are not pristine I cannot justify the cost of around £100.00 each. Additionally the oil pressure gauge is low pressure as the V8 runs at much lower pressure than the 1800 B engine and not so easy to find.

Initially I thought I would have to replace all instruments so not only have I saved around £485.00 I have had the satisfaction of rebuilding them.

Next "evening" restoration project will be the heater.



MGBGTV8 restoration project

