

Gillspeed Express Delivers Parts To Your Door.

Save Time: Record This Phone Number (03)9568 0688

Many readers are still ringing Gillspeed on our original (03)9568 0864 telephone number and finding it's often 'engaged'. You will get much faster service when you ring our new hot line (03)9568 0688. Please delete the old number from your telex and record the new number.

Bleeding Problems.

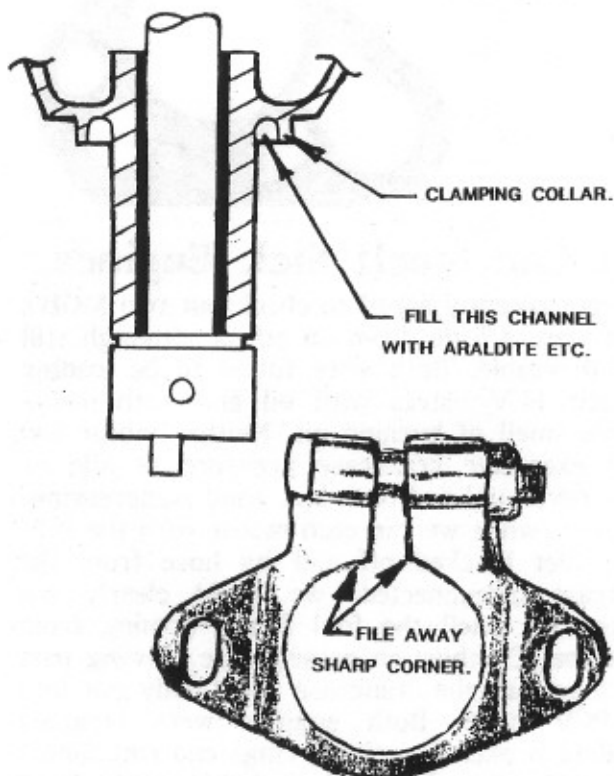
You can get into all sorts of problems bleeding brakes and clutches. In bulletin No.7 we covered how to fit front disc brake calipers the right way up to avoid problems. Another problem area is bleeding MGB and 1275 Midget clutches. They can be a nightmare to bleed, even when brand new cylinders are fitted. The master cylinder should be primed like a water pistol before it is refitted to the car. The pedal return springs must be also fitted. The clutch will not release correctly if the clevis pin hole in the clutch pedal or any clevis pins or yokes are worn out or sloppy. These must be repaired. If you are still unable to 'get a pedal' using normal bleeding methods, try this variation. Close the slave cylinder bleeder nipple. Next, fit a piece of plastic bag over the filler hole in the master cylinder reservoir and refit the filler cap over the plastic. Then violently kick the clutch pedal 50 times! (You should be sufficiently frustrated and angry by this stage to enjoy doing it!) More often than not this does the trick. Remove the sheet of plastic and drive away.

Goop Is Good . . . Sometimes!

Copper/asbestos and steel/asbestos head gaskets installed without sealant tend to weep water to the outside of the gasket. Water droplets are usually most obvious on the edge of the head gasket just below the spark plugs. These water leaks seldom cause any problems and eventually dry up themselves. The easy way to overcome these leaks is to coat the head gasket with a spray-on or brush-on sealant. Be careful not to slop on too much. We recently removed a 1275 Midget head with most of its smaller water holes gummed up with excess sealant. It's no wonder it had a history of burnt valves and overheating! Also, assembling engines, gearboxes, overdrives with excessive glue can lead to blocked drainage and lubrication holes. Some silicone sealants can turn to jelly when they come in contact with petrol and cause havoc in the fuel system.

Distributor Clamp Repairs.

If Lucas distributor clamps are over tightened they often distort the weak clamping collar on the distributor body. Eventually part of the collar breaks off allowing the distributor to come adrift and stop the engine. To overcome these problems, turn the distributor body upside down, push the collar back into shape with a screwdriver and fill the channel with a liquid metal or Araldite to give it more strength. If pieces are broken off, you can have someone machine away the broken section then machine up a replacement alloy collar and shrink it on. Finally, you can bend the clamp back into its correct shape and file the inside of the clamp as shown in the sketch. This will reduce the chance of further damaging your distributor body.

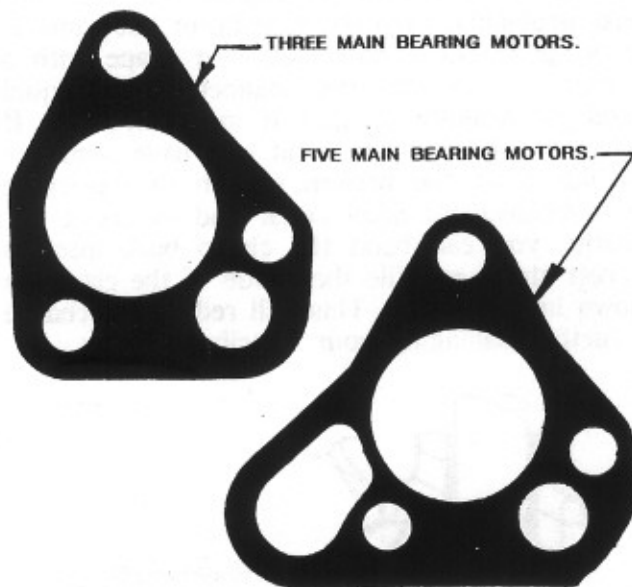


Blocked Rubber Brake Hoses.

If your foot brake pedal height changes for no apparent reason, you may have a flexible rubber brake hose that has collapsed internally. To find out which hose is faulty, gently clamp one hose at a time with a small clamp or some pliers. The clamped hose that solves the problem is the faulty one. Ring Gillspeed for new hoses.

MGB Oil Pump Gasket Trap.

Every now and then, someone rings up asking why they cannot build up oil pressure in their rebuilt MGB engine. The problem almost always boils down to someone having fitted the wrong gasket between the oil pump body and the cylinder block. Early 'three main bearing' MGB motors and later 'five main bearing' MGB motors have different gaskets! They are shown below. If the wrong gasket is fitted the oil pump ends up sucking air as well as oil. The sketch below shows the two gaskets.



MPH Per 1000 RPM.

There are six rear axle ratios available for Sprites and Midgets. If you have ever wondered what would happen if you fitted one to your car, the following chart, based on 5.20 x 13 cross ply tyres, will give you a pretty good idea.

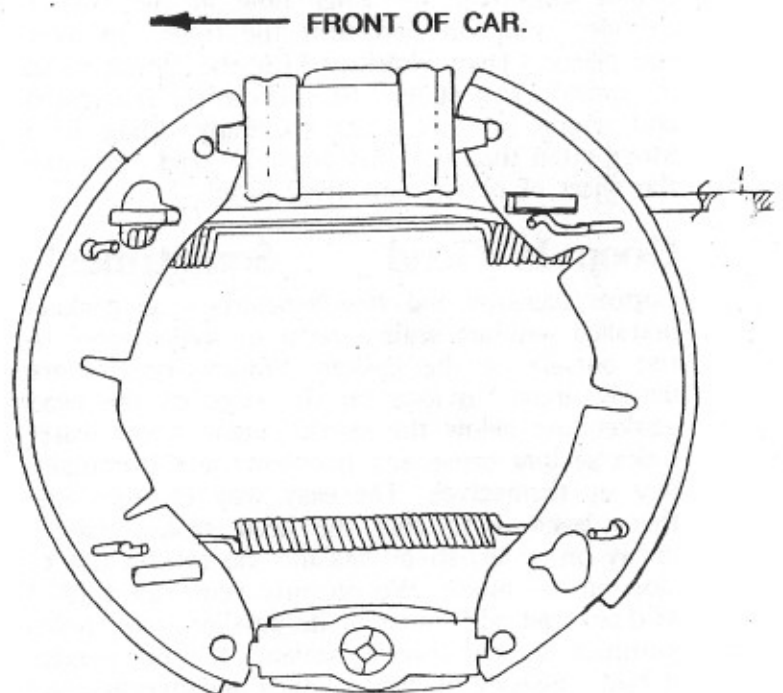
To work out your road speed at say 4000 RPM with a 4.2 rear axle ratio, multiply 15.5 x 4 (thousand RPM) to get 62 MPH.

Ratio	MPH/1000 RPM
3.7	17.8
3.9	17.1 (1275 'BL' & 1500 Midgets)
4.2	15.5 (All other Sprites and Midgets)
4.5	14.4
4.9	13.3
5.1	12.6
5.3	12.1

NOTE: Brand new 3.9 and 4.5 crown wheel and pinions are currently available from Gillspeed. We also stock a good range of used assemblies suitable for road and race applications.

Sprite/Midget Rear Brake Shoes.

The Sprite and Midget factory workshop manual does not have a clear drawing of the correct way to assemble the rear brake shoes and retractor springs, so here it is.



LEFT HAND REAR BRAKE ASSEMBLY.

You Can Smell Sick Engines.

We were recently asked to check out two MGB's which were a little down on power although still quite driveable. Both were found to be loading up their PCV valves with oil and both had a terrible smell of burning oil. Neither motor had really excessive crankcase pressure at idle or when 'reved up' and both had good compression. However, when we ran each motor with the PCV valve inlet blocked off and its hose from the crankcase disconnected, we could clearly see smoke and smell the foul fumes coming from crankcase. Combustion gasses were blowing past the rings into the crankcase and finally out into the PCV hose. Both engines were stripped revealing broken top piston rings and ring lands. Both had severely cracked heads with No.2 exhaust valve starting to burn out. So if this all sounds and smells a bit like your car, pull the PCV hose off and have a smell while the engine is running. If it stinks of burning oil and exhaust gas you may be headed for a full engine rebuild. When you are ready to start rebuilding, call Gillspeed. We have engine rebuilding kits in stock ready for dispatch throughout Australia.

If you need parts or have a technical problem, call Gillspeed We will be happy to help you. RING ON THE NEW HOTLINE (03)9568 0688.