

## RV8 engine mounts orientation – the “high” and the “low” of it explained!



### RV8 engine mounts orientation?

Replacing his engine mounts, Darren Jones wanted clarification on which way round to fit them, so he posted a request for help on the V8BB saying “I’m just about to re-fit my engine but forgot to note the orientation of the rubber mounts when I took it out and, as the single bolt thread that fits into the chassis mount bracket is offset, if I fit it the wrong way round, I think it could interfere with the steering rack. Can anyone advise if the bolt should be high or low?” (Apr 10)

**Peter Garton** in Germany responded that the mounts on Clive Wheatley’s website are different thickness - “the thin mounting goes on the left side and the thick mounting on the right.

**Darren Jones** clarified his query saying “sorry, I was referring to the orientation of the threaded stud on the rubber mount (see photo alongside), it’s offset so when it’s bolted to the engine mounts, it’s either high or low relative to the chassis mount that it’s going into depending upon which way up it is fixed. I was hoping to confirm if it should be in the higher or lower position. I’ve just found a picture in Roger Williams’ excellent book, ‘How to give your MGB V8 Power’, which indicates it should be low, I’ll go with that unless I’ve misunderstood Roger’s text.”

**Angus Munro** then responded with advice based on his very recent experience saying “I have just done mine on my RV8 and the studs should be ‘low’. This sits the engine in a high position, or rather, if you put the mountings in the high position the engine will be too low. Ask me how I know that . . . They are the very devil to get in, and then the nuts on, and I found that the use of a long and strong screw driver between the mounting and the mounting bracket to lever the thing really helped. I am sure that you will work it out when you come to it. I found that after 30,000 miles in 15 years my brackets were both crushed and shear distorted. Fitting new ones made the installation even more difficult than if I had re-used the original smaller, by crushing, original ones. The thin left hand one was the worst by an approximately 30% reduction in the thickness compared the new one. Worth changing though when you compare the new ones to the originals - and they are very little money in the great frame of things. I got mine from Clive Wheatley.”



Circular rubber engine mount with the “stud low”



Angus Munro said “I can understand fellow members might be confused regarding the ‘low’ and ‘high’ references in the recent V8BB thread. When writing of a situation which is so very current to the parties discussing the issue on the V8BB, it is easy to forget that the note will be read by others who have not recently lost pieces of skin and finger nails! However . . . the engine mounts are of such a shape that the metal backing plate that secures the mount to the engine bracket by two bolt holes centrally located to the rubber has a stud protruding through the rubber that locates on the chassis bracket. This stud is eccentrically located relative to the centre line of the rubber in the vertical axis and can therefore be located ‘high’ of the chassis bracket, or ‘low’ of it.