

MGB V8 Roadster restoration project – Report 7

I am back at the computer after a number of painful days with my neck. I visited the Chiropractor who normally sorts me out OK but failed this time. After taking lots of normal pain killers for days I visited the Quack (doctor). She told me I have a trapped nerve in my neck and also found I had a bad chest infection. Rest, powerful pain killers and antibiotics. Today is the first time I have managed to move the computer mouse. I did do some work on the MGB on Tuesday morning as a friend had come round to help me with the project, but the afternoon was very painful and I went to sleep.

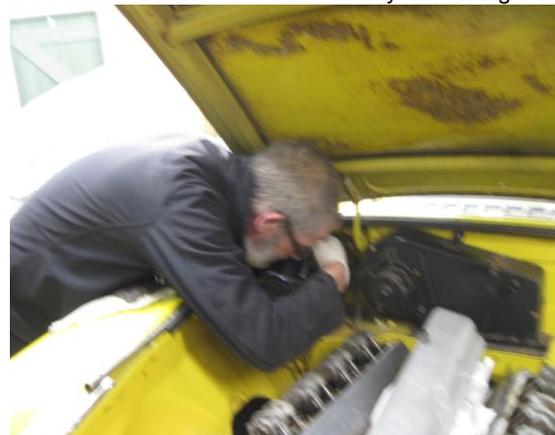
Below is a photo of the **plywood temporary 'rubber' engine mountings** that I used to find out why the engine was sitting too far forward.



I have marked the position where the slot position on the metal chassis rail mounting points are. I have highlighted it with Tippex so it shows up in the photo. The slot should be in the middle between the two holes. By the way, the arrows point to the back of the car. It seems that the last owner, who started the conversion, got the positions wrong when he decided to move the original mounting plates on the chassis rails. Although I can't move them at the moment because the engine is in the way, at least I can mark the position on the chassis rails where they should go. Maybe the whole conversion job may have been easier had I bought a late date 1800 MGB Roadster and then bought the parts to convert it to V8?!

The next step was **checking that the holes in the inner wing were in the correct place for the RV8 type exhaust manifolds**. The left-hand manifold fitted reasonably well, just a little fettling needed where the collector box welding on the manifold touches the inner wings. The right-hand manifold is a real pain! It would

not fit unless the brake servo assembly was removed. I noted in my note book that right-hand manifold will need to be fitted before the servo assembly. To remove the servo assembly was also a pain getting to the bolts. We had to remove the wiper mounting and the rev counter to be able to get to the bolts. A job that we thought would take 10mins turned into nearly a morning's work!



Left: John struggling with the brake servo removal. Below removing the steering column.

The next problem was the **steering column**. The pin that is used to hold the lower steering column to the upper steering column had sheared off. This meant dismantling the steering column to replace the shear pin. In fairness the column needed to come apart anyway as the lower bush was knackered.



Next time some photos are taken I shall have to get somebody else to take them so I get in the photo, otherwise you will think that I do not work on the MG and just get friends to do all the work!

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Eventually, we managed to **fit the right-hand the manifold in place**. The same problem with the weld on the manifold collector touching the inner wing happened on this side as well. The black marks on the inner wing are where the hole in the inner wing needs opening up so that the manifolds can be removed without jacking up the engine.



Going back to bodywork, this tool is called a **Muleskinner** and is ideal for removing rust and paint. It is a wire brush encapsulated in resin. I used only one on the complete restoration of Dugald's MGBGTV8.



Here I have cut away the thick black seam sealer that BL used. You can see that rust has developed in the seam and needs to be treated before new, more modern seam sealer is applied.



Any bare metal needs to be treated with a thin coat of acid etch primer as soon as possible after grinding, sanding or paint removal. This will stop any rust developing before you have a chance to paint with primer and topcoat. A 1-litre tin will last for a long time. I only used half a litre on the MGBGTV8 restoration.