

MGB V8 Roadster restoration project – Report 12

Tuesday 24th February 2015

Removing the engine is easy!

With the right equipment removing the engine is easy. This is what I am trying to explain here. I suggested that my wife Jane and Bob Collins, another friend of Dugald's and I from College days, took the old V8 engine out without my help. Somehow they agreed and I would take the photos.



It all started so well! Bob was on the engine crane and Jane was on the engine leveller. Then Bob said "The engine won't lift anymore or pull forward".



Jane had a look and found that some idiot had not undone the flexible clutch pipe! I think that idiot was me! I have only worked on motor vehicles for 50-years! After trying to undo the clutch pipe unions and failing due to stretching the pipe, I cut the pipe in half with an angle grinder. Another item to purchase to write in the book. "What a Wally" I thought to myself.



After cutting the clutch pipe, removing the engine was a piece of cake.



Jane adjusting the angle of the engine, with the leveller to get the engine ready to pull forwards over the front bonnet slam panel.

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When the old V8 engine was in place I had marked the places that I thought the engine may touch and could now cut them out with a Dremel fitted with the “Clic” fit cutting disc.



Ready to clean up, make a metal plate to fit and weld in place.



This part was easier to cut out with an angle grinder fitted with a 1mm thick cutting disc. Who needs a hacksaw these days?



I finished the final cutting with the Dremel.
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