

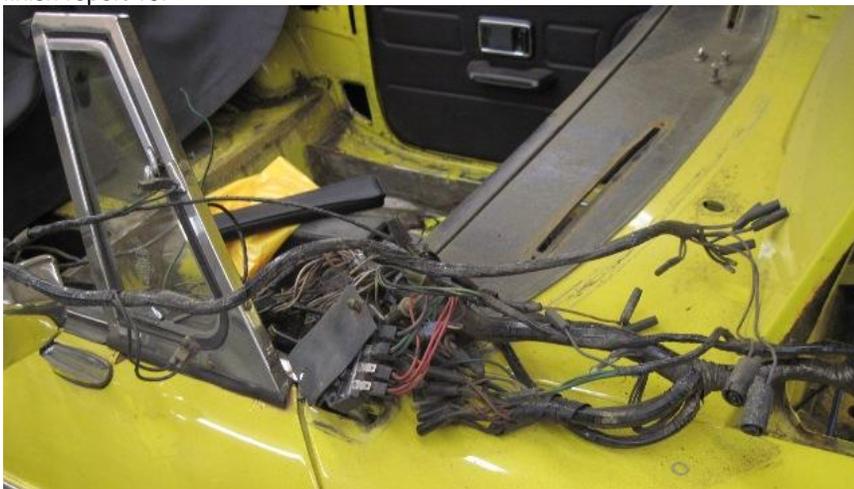
MGB V8 Roadster restoration project – Report 16

Tuesday 3rd March 2015

Yesterday morning was spent clearing up the workshop and putting stuff back where it was meant to be, so I could start work again afresh in a tidy workshop. After lunch I went back into the shed and looked at the wiring. The intention was to decide where to locate all the bits attached to the wiring loom.



After looking at this lot in the two photos, I decided I would go on the computer and finish report 15!

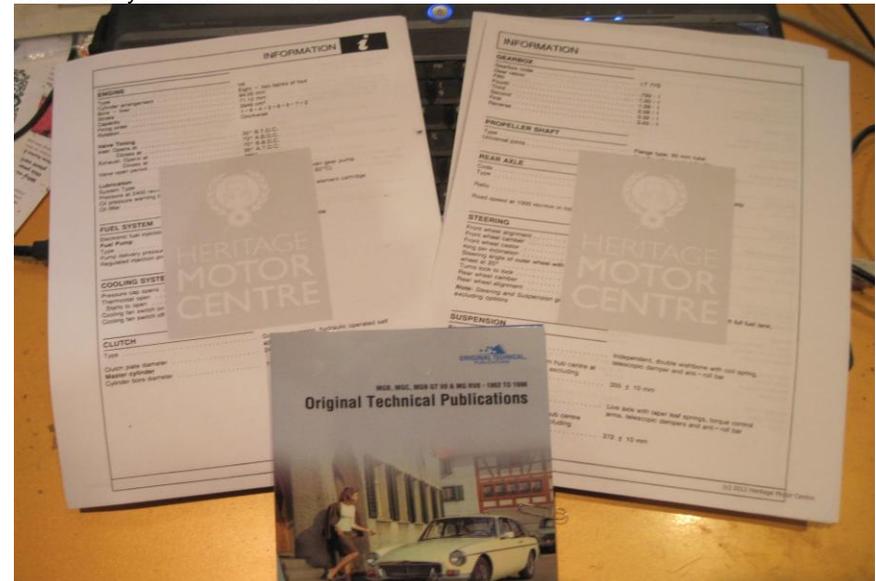


Wednesday 4th March 2015

Yet another day gone. I can't believe how, as you get older, how time begins to fly so quickly. Will I get this MG finished for MGCC Silverstone? I daren't look up the date of the event at the moment! Where has my enthusiasm and motivation gone? Then along comes John! He suggests we remove the hard plastic covering on the RV8 loom and get rid of the wires that are not needed for the EFi fuel injection system. Excellent idea, won't take long – 3 hours later – the two of us had removed most of the hard covering (plastic split conduit). I can't believe how amateurish the original RV8 wiring loom looks. By lunch time John was knackered, he is still recovering from pneumonia. He went home and I had lunch. After lunch the sofa looked inviting and the next I knew it was nearly 4pm so I thought I would start report 16 before the Saga Louts Wednesday night out at the Black Boys.

Thursday 5th March 2015

I bought the DVD of the Original Technical Publications the other day. Looked at loading it on my laptop and decided it was far too difficult for me. My son-in law, Peter loaded it for me. I said could he print me out the wiring diagram for the fuel injection system. Problems; first of all none of the RV8 information would come up on the screen! Apparently, Pete found that the programme was searching for files that did not exist. He then had to change the names of files so the programme would work. He brought me down the print out of the whole of the electrical system. No wiring diagram of the fuel injection system! I then looked into section on fuel Injection and still nothing – great! This morning I was up at 6am and decided to have a look through all the sections on the RV8. I thought the 'General Data' would be a useful section to have with me in the workshop, so I printed it out. The result you can see below.



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The information was covered by the Heritage Motor Centre Logo so you could not read all the information. So far it just seems to be the RV8 section that has the problem. I printed out the MGB 1997 wiring diagram with the Heritage logo as a watermark. More scrap paper. Thought I better tell the Heritage Centre about the problems. Looked on the folder that the disc came in and found no email address, no phone number - great! Now I can't be bothered to get in touch.

Friday 6th March 2015 - already!

Where does the time go? I posted a message on the V8 Bulletin Board about wanting the wiring diagram, went down the garage to start tracing the wires with an ohm meter and recording what I had found. Jane came down with the telephone and said Clive Wheatley was on the phone (RV8 & V8 Spares, 01746 710810 sales@mgv8parts.com). Chatting to Clive he told me I had received a reply to my posting already. John Cumming had given me a link to a website with the information: <http://www.britishv8.org/articles/rover-14cux-efi.htm>

After seeing the link I had remembered I had printed it out before and filed it away in a folder of the research I did back in December – it's not much fun getting old and stupid. Thanks John, it was just what I needed. I will update it to the RV8 engine and put it in my later reports.

Today the parts I ordered at the MG & Triumph show at Stoneleigh on Sunday turned up from MOSS Bristol. George Coward at the Bristol Branch at gcoward@moss-europe.co.uk 0117 923 2523, had rung me yesterday to say that they would be arriving, only a couple of bits had gone on back order. I checked through the order and listed the parts and invoice on my MGB V8 EFI file on the computer so I always know my total spend to date. Then I bagged and labelled the parts and put them with the existing similar parts so I hope I can find them when it comes to reassembly.

HOW MUCH ROOM DO I NEED FOR AN MGB RESTORATION

I have to put these items in as I think of them. I hope at the end of the restoration to have report with an index with where to find the information in the reports. If you are considering doing your own restoration you need S P A C E, if you have a one car small garage, forget it. Unless you have room to walk around the car work is impossible. You also need the space, shed, spare room, cellar or loft to keep all the bits you have taken off the car and the parts you have purchased. A two car garage is really the minimum, in my opinion. I am lucky; we bought a derelict barn, just outside the village, years ago with planning permission for a business and a home. The lawn, others in the village call it field grass, is getting smaller, with the number of sheds I keep putting up. Well, at least it gives Jane less grass to mow! It was a good idea last year showing her how to drive the ride-on- mower. I should have done it earlier.

Saturday 7th March 2015

Our 46th Wedding anniversary. At least I remembered!

CHECKING WIRING RUNS

Sometimes you have not got a clue where wires go. In the following photos I am trying to locate the wires from each of the pins in the connector that fits to the fuel

injection ECU (Electronic Control Unit). You use a multimeter on ohms (resistance). Connect one probe to the wire you want to check, then with the other probe, move the other probe (red in this case, but it does not matter which one you use) along the row of connector pins on the ECU plug and when you find the correct one the meter will read zero, in this case 0.00. Be careful with some wires if they are still connected to components, you may get a back feed and find that two or more pins connect to the same wire. Note down in your restoration book what you find.



What is this? I think it may be the EFI diagnostic plug, but I need to check. If you know perhaps you will let me know



Checking where wires go. What's the thing below? I'll have to find out.

