

## MGB V8 Roadster restoration project – Report 21

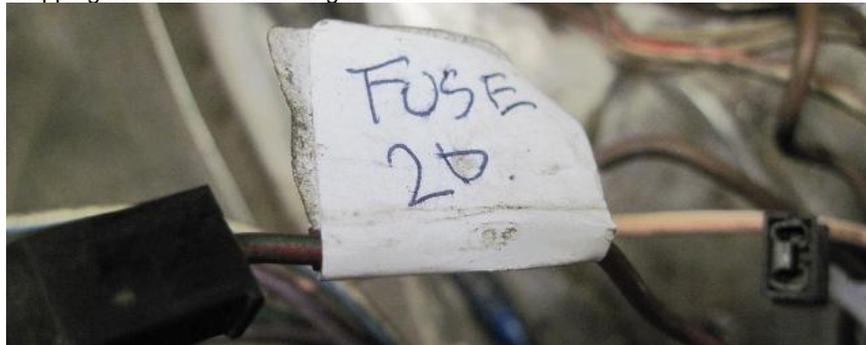
Monday 24<sup>th</sup> March 2015

### Wiring

My plan with the wiring is to integrate the MGB wiring loom into the MGRV8 fuel injection wiring loom. The MGB was a cheap sports car compared to the BMW 2002 and BMW CS models I have been used to for the past 30 odd years. The 02 models were probably three or four times more expensive than MGBs. I have never been impressed with the MG fuse boxes mounted on the RH inner wing and the number of push in connectors is horrendous. Dirty connections are a problem with most of BL cars. My idea is to try and do away with as many of the push in connectors and have the main part of the loom that runs along the RH inner wing mounted across the bulkhead, where I shall locate the fuse box is to the left of the heater with its connections in the passenger compartment. I want the fuses to be accessible from under the bonnet as it is a nightmare trying to locate a faulty fuse when you have to grovel about in the passenger's footwell. I started today with stripping the insulation off the loom, starting from the very front. I marked the cables with labels so I know what components the various cables fit.



Stripping the loom and labelling the wires started.



Each wire or collection of wires marked with labels.



How can you expect electricity to flow through these bullet connectors? Even if you were lucky you would get a high resistance and a volt drop.



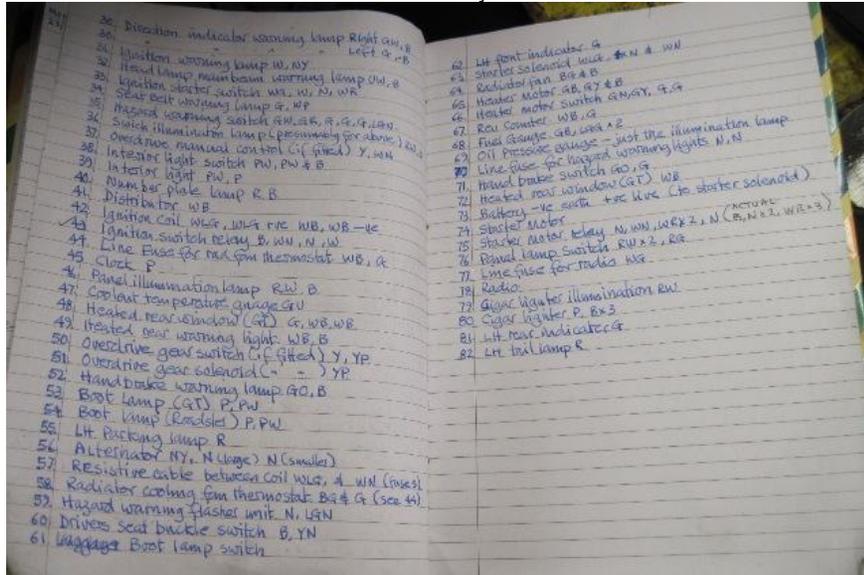
Even the fuse box connections are corroded. The markings are so that I know which wire went of which fuse. Each wire that came off was marked with the code number eg. 4B, 4A, etc.

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Some of the cables I could not work out where they were from as the 1800cc engine etc. had been removed before I got my hands on the MG. As I could not get to sleep last night I went through my A3 size wiring diagram and listed all the

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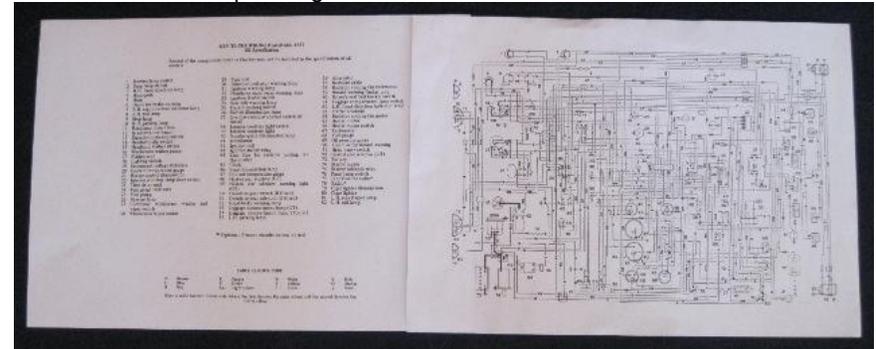
numbered items on the diagram with the colour of the wires going to each component. Who said “Get A Life”. This would help me the next day to identify the cables that I had left to discover what they did.



I will try and get around to putting this list of components on to an Excel spreadsheet as I found looking for a group of wires difficult. The spreadsheet can then be sorted to into wire colours, component numbers or descriptions. As I still found it difficult to decide which wires went to which component with this hand written list.



The last photo is of all the engine bay cables stripped back ready to rewire to the new fuse box on the passenger's side.



Wiring diagrams enlarged to A3 makes reading them a lot easier.

### Removing Metal That Is Not Needed

Next I decided to remove the extra box sections that are sitting in the area in front of the radiator that are not needed as the MG is not going to have rubber bumpers. I started with an angle grinder with a cutting disc fitted.



A part not needed when converted to chrome or no bumpers.

I then used the small Dremel with a cutting disc to get to the parts I could not get to with the angle grinder. I still could not remove the box section because I could not get to some on the metal, still holding it in place with either of the tools. I remembered I had bought an air chisel some time ago, found the unopened box and set about trying to use it to chisel the rest of the box section off. After three attempts it jammed! OK it was very cheap, but I expected it to work for longer than that. Always buy the best equipment you can afford. You get what you pay for! After abandoning the air chisel I went for the old method of a large chisel and a big hammer. The next job was to grind off the excess metal left from the disc cutting and chiselling. I could have drilled out the spot welds if I could have got to them

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with my spot weld drill, but there was no way the drill would fit in there with the bonnet slam panel above.



I used the angle grinder with a 60 grit flap disc fitted. I blew out the open box section with the air gun to get rid of any flaky rust. The rust inside isn't too bad. By then I was too knackered to attempt the LH chassis rail extension, so I packed up for the day and went in to put the photos on the computer and write my report. Then it was on my electric bike and down the pub for a couple of pints.

**Wednesday 25<sup>th</sup> March 2015**

Attacked the other chassis rail this morning.



It went a lot easier than the previous chassis rail as I knew what I was up against.



Cut off and ready for grinding smooth.



I found under the paint there was rust. The paint will eventually have to be stripped with paint stripper to reveal the rust and grind it out with the mule skinner. Parts that I cannot get to with the mule skinner will have to be treated with a rust treatment, before etch priming, priming and top coating.

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Welds and edges tidied up ready for a plate to be welded over the open box section. Note the corners taken of the top of the box section.



A nice clear area for the air to get to the radiator and the air filter.



The previous photo is of the towing and tie down eyes on the front chassis rails. I keep banging my head on them when I am working under the front of the car. I have the scars to prove it! They had to go. Out with the angle grinder again.



Ready for the scrap bin!



Checking the grille will fit.

I have got a bit of space to fill here before I can send the report off to Victor to load up onto the web site. So I am afraid that this is going to be some 'waffle' to fill the space left.

I am going to get on with working out the wiring for the RV8 injection system next. I need to do this to incorporate it into the modified MGB wiring loom. I have ordered a fuse box with 16-fuses. Hopefully it may arrive tomorrow. Victor kindly sent me a link to Revotec. [www.revotec.com](http://www.revotec.com) They do a twin fan system for the MGBGTV8. All I need are the brackets and the adjustable switch which fits into the top hose. I emailed them and they were happy to take my order for just the parts I needed. The plan for the area in front of the radiator is just for the two electric radiator fans and the RV8 air filter, which is of the K&N type. I want cold air in the engine not warm air from under the bonnet. The under bonnet area and the area in front of the radiator is going to be painted satin matt black. Horror of horrors some may say. Expensive cars often have the under bonnet this colour so why not mine. I want to make the MGB look more or less standard and have a bit of a wow factor when you open the bonnet. There will be the minimum of stainless steel flexible hoses. I don't like them. If they chafe something like aluminium they will wear through it in no time. In addition there will be no coloured anodized pipe ends. I want the engine compartment to look subtle and not garish.

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