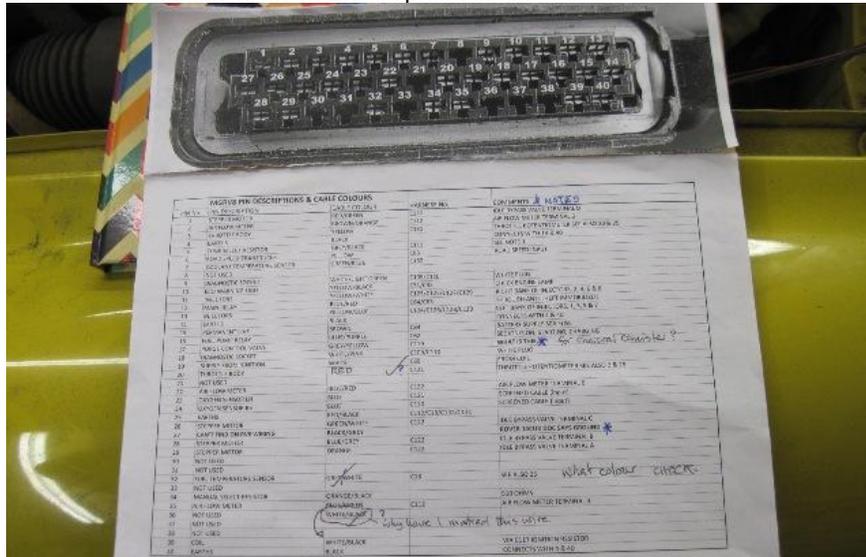


MGB V8 Roadster restoration project – Report 22

Thursday 26th March 2015

I had a good night out at the Black Boys pub with the Saga Louts. The washing line discussion continued from last week with the best way to hang trousers up to dry. Apparently they dry quicker if you hand them up by the trouser bottoms! John has got to go in to hospital to have a camera stuck down his neck. We joked about me being able to do it with my USB inspection camera and email the photos to the hospital as he hates going to hospitals. This reminded me that I promised to put some photos of inside the MGB box sections in the reports. I might have a go this afternoon. Today I want to get my head around the fuel injection ECU and the wiring to it. This took all day. I have checked out all the pins from the plug on the ECU and listed them all on an Excel spreadsheet.



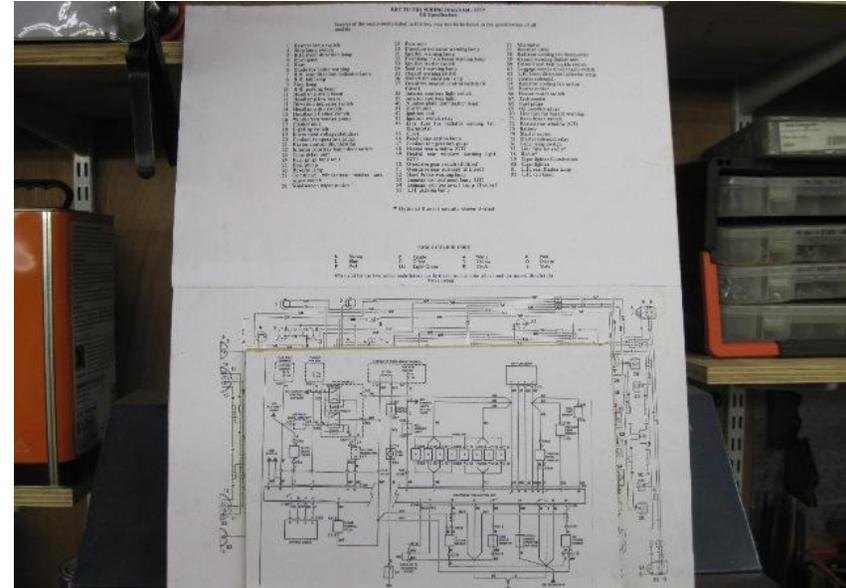
So far so good. Now for the problem. The loom that comes from the engine has 7-cables that do not go into the ECU connection. They terminate in a male plug. After that the loom has been cut off. Oh what fun this playing with old cars is! The seven cables coming from the fuel injection engine loom are: 1. White / Brown, 2. Green / Blue, 3. Brown / Yellow, 4. Pink / Blue, 5. White / Purple, 6. White, 7. White/Black.

1. I am not sure where this goes to?
2. May be coolant sensor to the gauge?
3. I am not sure where this goes to?
4. I am not sure where this goes to?
5. Could be to the Purge Control? Or, to the oxygen sensors?
6. Could be for the oxygen sensors from the fuse box?
7. Could be from the coil?

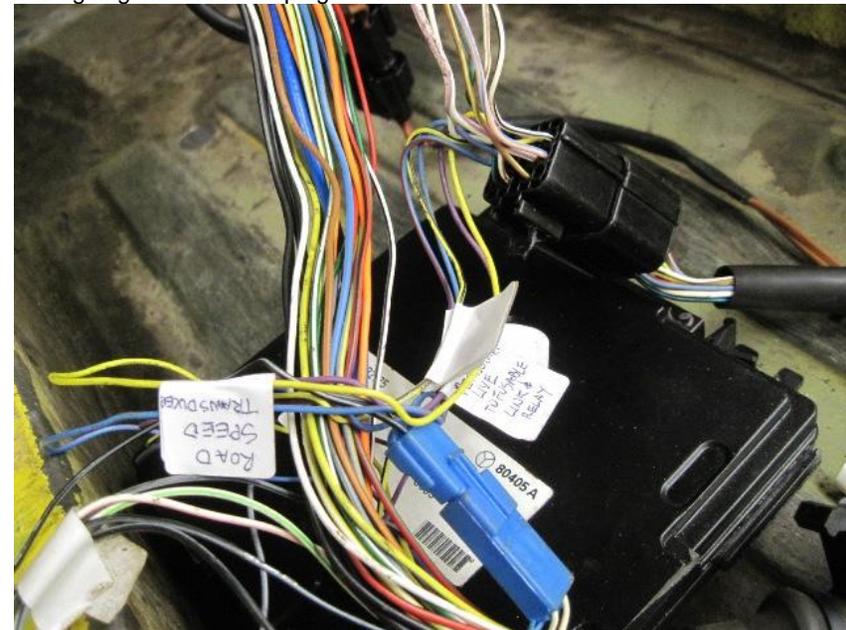
If anybody out there has an answer it will save me a lot of time searching for clues. Saturday 28th 2015

I spent the morning making plywood boards to glue a photocopied enlarged MGRV8 injection wiring diagram and the 1977 MGB wiring diagram.

This is so that I can refer to them in the workshop. In normal A4 format I find them too small to read.



These are the cables I still need to find out where they come from. They are the ones going into the black plug.



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Monday 30th 2015

After my last report, Victor sent me some links on cooling and cooling fans. In this information were details on the Revotec fan kit that they do for the MGBGV8. I already have two fans so I did not want to buy a complete kit. I emailed them to see if they would sell me the kit minus the two fans. Now most companies would say sorry you have got to buy a complete kit. But no, they rang me back and were pleased to sell me just the alloy brackets, fitting kit and the adjustable temperature switch that fits into the top hose. The parts arrived from Revotec the next day and I checked the kit would fit on the radiator mountings this morning.

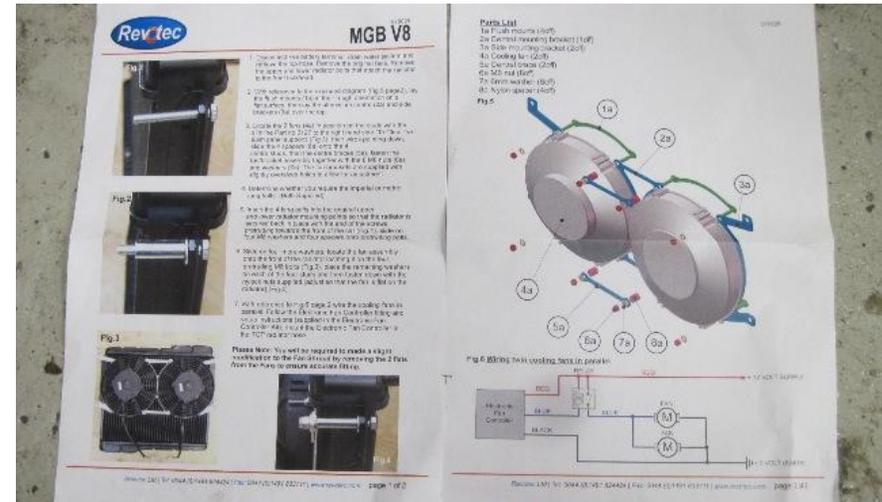


The Revotec fan kit loosely fitted on the radiator to check it was all there and that there were no problems. I only found one problem and that was that the top attached nut on the existing new radiator needs a tap put through it as the supplied bolt would not go through the thread easily. Before it comes to final fitting I will etch prime, prime and satin matt black the alloy brackets. You will then hardly see them through the grille. Am I fussy or what!



I also found that the threads on the centre brackets were too long. Another hate of mine is bolt threads that stick too far out of the nut. It adds to problems in the future when you try and remove the component.

I then checked that the radiator and fan assembly would fit in the correct position in the car.



Revotec can be contacted on 0044 1491 824424 or sales@revotec.com After fitting the kit I read the instructions – well I am a bloke. Which brings me on to a funny story – well I think it's amusing. At Jaymic, when we were training and supplying gas conversion kits to companies. At one of our weekly meetings the guys who were doing the technical backup said "We are fed up with people ringing up with problems, although the answers to the problems are easily solved by reading the instructions". As a joke I suggested putting a sheet of paper in the top of the kit box, above the instructions, with RTFI on it. A couple of days later I was down in the LPG stores and on the packing bench was a pile of A4 sheet printed in very large letters with **RTFI** on them. I told the stores guys it was only a joke. They replied "They work brilliantly". When the customer rings up and asks "what's RTFI mean?" We tell them - Read The F---ing Instructions.

Anyway, back to wiring problems. I put on the V8 Register bulletin board the details of the wires that I have listed earlier that I need to sort out where they go. Straight away the replies came in. No answers to the problem yet but Dave Morris emailed a load of information and wiring diagrams on the Range Rover of the same year. I have had a quick look and from this information I am sure I can sort out which wires go where.

Had a phone call from Roger Aldridge regarding a Technical Day in June for members of the V8 Register - MG Car Club. He expects around 25/30 to attend. During the day they have presentations on all aspects of owning a V8 MG, with a mix of speakers, some members who have carried out work themselves and others being professionals who will talk about what their business can do for owners. This year they hope to have members talking about cooling issues, a talk on ethanol implications, a talk on MGBGV8 and RV8 valuations and a talk on the

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"RV8 Manufacturing Story" by the authors. They also have Mark Wanstall from Fisher Services in Sydenham who has recently bought John Hoyle's engineering business to talk about how he is going to take that forward. Lastly there will be some updates on current issues such as historic tax etc. The **Technical Day is Saturday 6th June** and runs from 10am until about 3:30pm with a buffet lunch laid on. The venue is the John Thornley Suite, MG Car Club, Kimber House, 12 Cemetery Road, Abingdon, Oxfordshire, OX14 1AS. I have agreed to do a presentation on restoration and my rebuild project. At least it might give me a date to get the MG finished by! If you would like to attend contact Roger Aldridge on 07738 679706 or email roger.aldridge@talktalk.net



Have a look at this photo. It may be a warning to others! Who's a 'Silly Billy'? When I took the dash apart I labelled up the wires that went to various gauges, but I forgot the plugs and sockets as it looked obvious when the dashboard was in. Also, at that time I had not intended to move and expand the fuse box. Now I will have to search the wiring diagram to 'suss out' what plug does what. Don't do what I did – mark up everything you can and make copious notes. Unfortunately, tomorrow I have been volunteered to help with the annual stocktaking for my daughters BMW Classic Parts Company. I will have to take off my MG head and put my BMW head on. Hopefully I will be back on the MG tomorrow.

Wednesday 1st April 2015

April Fools Day. I feel in a muddle today. Lots of odd jobs to do, or finish, and all I want to do is get stuck into the MGB. PM: Finished the rotavator, put up the bird box and got back onto working on the MGB – Hooray. Sorted out the wires in the engine loom that did not go to the ECU. For others benefit they are:

White / Brown, is from the oil pump and must go to the oil pressure gauge.

Green / Blue, is from the temperature sender unit and presumably goes to the gauge via the voltage stabiliser.

Brown / Yellow, is from the alternator and would go to the ignition warning light (charging light).

Pink / Blue, is from the coolant sensor in the water pipe near the top hose take off. This is probably the control for the electric fans.

White / Pink, is to the Oxygen Sensors and is the cable that heats the oxygen sensors to get them working faster. The other end of the wire goes to terminal 87 on the fuel pump relay.

White, is from the coil, presumably to the ignition in the start position.

White / Black, is from the coil via a resistor and presumably goes to the ignition run position.

I will be able to check whether I am correct, when the time comes to integrate the engine/ECU loom with the original parts of the MGB loom. I better have the fire extinguisher handy when the time comes to start up for the first time!



If you have continuity between one end of a wire and the other you should get 0.00 ohms resistance with the meter set on ohms.



Just to prove it here is the other end of the white wire. Somewhere near where the coil would be.

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I then checked there were no other wires that I needed from the MGRV8 loom and cut off the rest of the loom that was not needed.



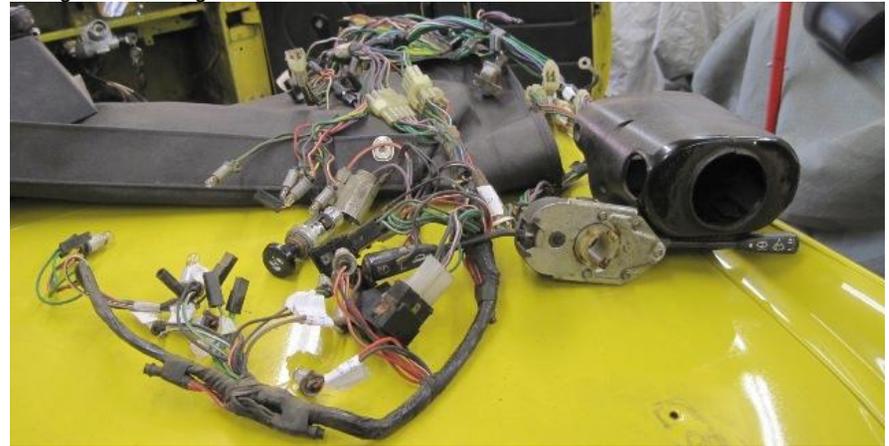
It looks a bit better now than all the spaghetti that was lying on the passengers floor before has gone. Also the rewiring now doesn't seem as daunting an operation as it did.

Back to the MGB wiring loom

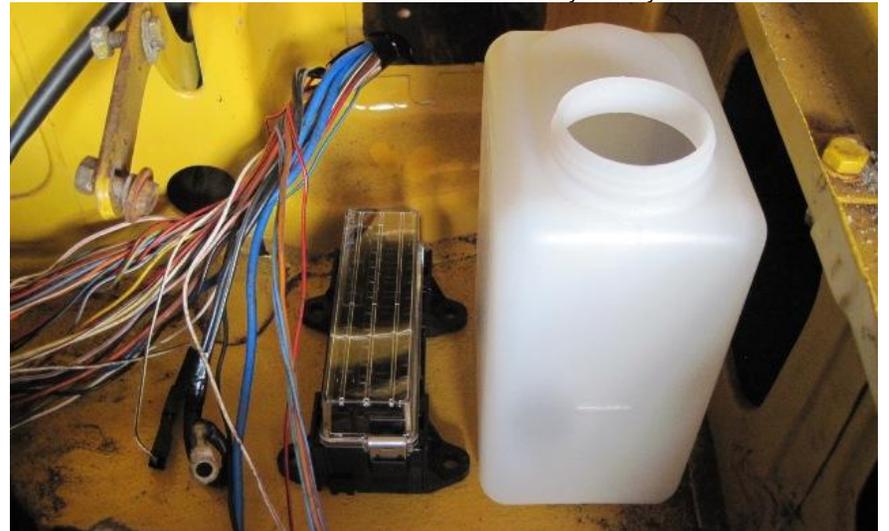


Someone has been here before me! The car must have had a new steering lock and ignition key switch replaced. In my opinion another bodge. Crimped blue push in connectors. Would you fly in an aircraft if they had these fitted to the fly by wire system! Why not solder the wires and seal with a heat shrink covering? I shall have to find out what the disconnected white wire was for on the connector.

Next I got out all the electrical parts that I had carefully put away and found out where they attached. Labelled the connectors as to what was attached to them. I noticed that a number of terminals were corroded; these will need cleaning before it all goes back together.



Tomorrow I will make up the brackets to bolt the RV8 fuel injection ECU under the bulkhead where the servo would fit above on the early factory GTV8s.



Above is the new 16 fuse box that I bought from Vehicle wiring products www.vehicleproducts.co.uk and 0115 9305454. They do a useful catalogue of bits and deliver out next day. They also sell a matching box for relays which I will probably purchase. Unfortunately the factory GTV8 washer bottle mounting frame is not available anymore so I will have to make a frame to mount the bottle and washer pump. Any comments to mikemacartney@btconnect.com