

MGB V8 Roadster restoration project – Report 38

Monday 15th June 2015

Another week fly's by. Where does all that spare time go?



Luckily the radiator and electric fans do still fit with the air filter in its new position – just, but as they say – ‘A miss is as good as a mile’.



OK, let's tack it in position.



I am at last pleased with the exhaust fit – about time!



The rear exhaust tail pipes seem to fit OK, once you know your left from your right! What shall I get on with today?



John turned up and started on wiring the new fuse box and relay box. It is all very confusing even though I have three different wiring diagrams and copious notes and sketches in my book. One of the big problems being that MG appeared to use some different coloured wires to what is on the RV8 wiring diagram. While John was playing with the wiring, I got on with cutting a hole for the battery cable to the starter motor solenoid and fitting it to the starter motor. I have decided to fit a battery cut-off switch in the area between the centre console and the bulkhead on the driver's side. At least I won't have to then take a battery live across the front of the bulkhead to the new fuse box. In addition it will give some added security to the car.

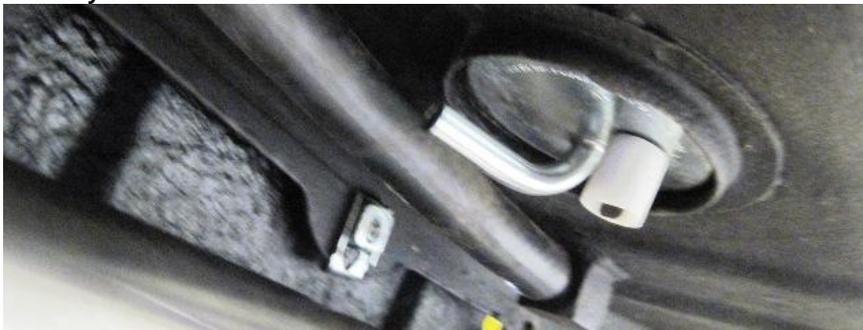
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I also dug out all the bits for the petrol tank, fuel pump and filters and tried to work out where I was going to fit all this stuff. The electric fuel pump needs to be fitted as low as possible as these high pressure fuel injection pumps do not like to lift fuel to a great height. On the V8 Range Rovers and Discoverys I believe they used an in tank lift pump before the main injection fuel pump. I am also deciding whether or not I need to make up a swirl pot to fit with the pump and filters. It's hard on the brain all this thinking.

In the afternoon I went to help John put his damaged Golf back together. I could not believe the complete front panel was made of injection moulded plastic. We replaced the broken alloy and plastic water radiator; luckily the turbo intercooler and air con radiator were still OK. As the Golf is parked in front of the pub it made a change having a pint of bitter instead of tea at 3:30pm. It made the job a lot worse not having taken the car apart as well as having loads of silly comments from the afternoon drinkers sitting outside in the sunshine. I am very pleased that I don't have to carry out accident repairs anymore on modern cars as I am always very wary of plastic parts breaking.

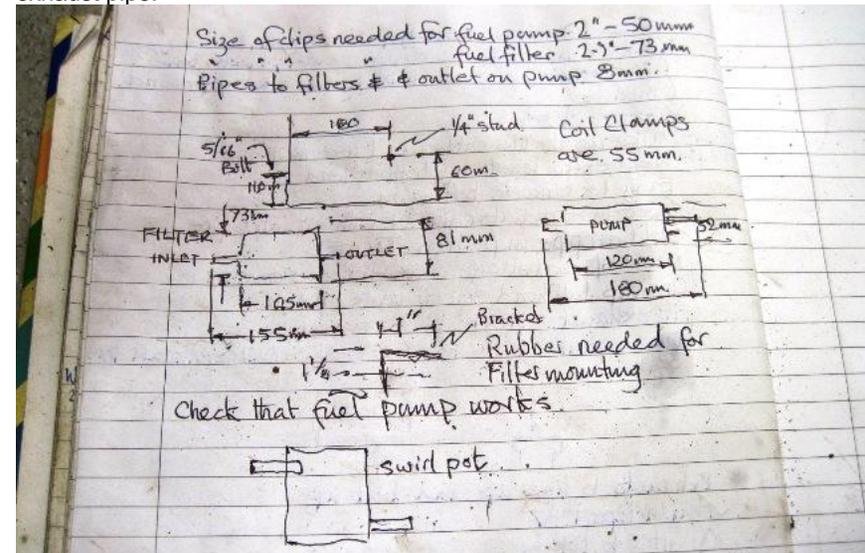
Tuesday 16th June 2015



I found amongst the bits that came with the MG this fuel sender unit with a fuel take off.

Hopefully I can use this take off pipe as the fuel return to the tank for the fuel injection system.

I sketched out the sizes of all the bits I need to find homes for. Fuel filter to fit before the electric fuel pump, fuel pump and a swirl pot, or you could call it a fuel accumulator. I will make this out of a short length of scrap 2" diameter mild steel exhaust pipe.



Where am I going to fit all this stuff?



The side of the battery box looks suitable. It also has some threaded studs sticking out that may help with the mounting of some of the fuel system parts.

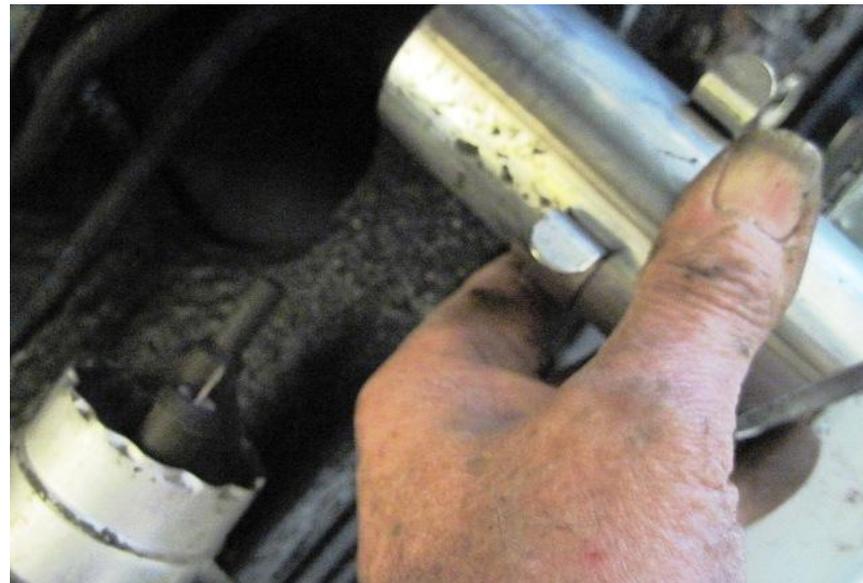
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The fuel pump did not have a mounting. Instead of making a bracket I thought a clamp for an ignition coil would do. I found one in one of my boxes of car stuff. It seemed perfect as it is slightly oversize and so I will be able to fit a ring of rubber between the coli clip and the fuel pump. I must remember to test the pump and find out the fuel delivery to check that is suitable for the injection system and a 3.9 litre engine.



The fuel filter that came with the MG is suitable for after the fuel pump as the push on unions are 8mm. The unions on the fuel pump are 12mm inlet and 8mm diameter outlet. I had a look on the internet and found a suitable injection pre-pump filter with 2 x 12mm diameter inlet and outlet pipes. It is always best to fit a filter before and after the fuel pump. Never use a filter for a carburettor engine car on a car with fuel injection. The paper filter inside them will shred bits of paper off the filter and block the fuel injection system and possibly the fuel injectors. I would like to fit the pre-filter at the same height as the pump, but this may be impossible.



This is the bit of exhaust pipe I am going to use for the 'swirl pot'/fuel accumulator. I had to make my own lunch today as Jane had gone up to Sheffield to visit our friend Jo. The phone rang while I was having lunch and it was Gary from Konnect Recovery who was about to leave in half an hour to collect John's Sierra from John's mother's house and take it to our village garage for an MOT and repair. It has been off the road for many years. Gary wanted to know the post code of John's mother's house where the car has been laid up. I rang the Black Boys to see if he was there, no joy, rang where John worked part time and he had just left. Nothing for it but to go up the pub and catch him before he went to bed – he has got his next chemo tomorrow. Luckily he arrived and had to ring his mum to find her post code. Oh dear - I had left Gary's mobile phone number at home, what a Wally! Fred who was visiting the pub had a modern mobile phone and I could look up Konnect Recovery and get his phone number without going home. I decided to have a pint which I am afraid turned into a lot more than one and I eventually got back home a little worse for wear about 5 minutes before Jane got back from Sheffield at 6:45pm. It's a good job I was on my electric bike!

If you ever want a car moved to or from the Norfolk area I can recommend Gary, we have used him for many years and he is extremely reliable, his prices are very reasonable, but he does like a cup of tea and a bacon sandwich when he has delivered the car. Gary James 07745 760758 konnnectrecovery@gmail.com

Wednesday 17th June 2015

Not had a lot of luck today. I made the bracket to fit on the battery box for the bottom of the coil clamp that I am using to use the hold the fuel pump in position. I held both the bracket and the fuel pump in position to check that the bracket was the correct size and marked where the hole for the bolt would need to be drilled and look what happened next -

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I dropped the fuel pump and bracket and the 8mm outlet from the pump snapped off – Oh Bother – or swear words to that effect! Anybody would think it was Friday the 13th.

Here is my nice little bracket that I was going to weld onto the battery box frame after I had drilled the bolt hole. It's his entire fault – nasty little bracket.



I think maybe I need more haste less speed. Not all is lost. I trimmed up the plastic bits off the pump so that a 12mm bore flexible pipe would fit. See photo. When I test it – if it doesn't leak I will use the fuel pump. If it does it's scrap and I will have learnt an expensive lesson!

In the middle of the night the bed collapsed so I ended up the day repairing that before it was time for to go up the pub for the Saga Louts get together.



I started making the swirl pot. Made the outlet pipe to the front of the car on the lathe and milled a slot for the outlet in the section of exhaust pipe. Will try and finish the pot tomorrow.



Thursday 18th June 2015

Nearly a full house of Saga Louts last night. Angus 2, recalled some of his memories of competing in the Classic Le-Mans in a Invicta and doing the Pirelli Classic with Roger Clarke in a Healy 3000. Apparently, Roger was his best man at his first wedding. Angus 2 used to drive for BMW in the World Touring Cars. From now on I will try and send my reports into Victor every Thursday? As usual; any comments, motivation, help, suggestions, abuse or encouragement to - mikemacartney@btconnect.com