

How to power tune Rover V8 engines

Peter Nixon is building a V8 Roadster conversion and has reached the stage of working on his engine and says "I came across this book on eBay in "used" condition at just £20 plus postage which seemed reasonable as all the other versions of the book on eBay and elsewhere were new and listed at £50 to £70 plus so I snapped it up. It arrived in mint condition.

I think the book is very good - it has a lot of useful information, covering:

- cylinder block, liners, pistons and timing chain.
- cylinder head identification.
- rocker arm, rockershafts and pushrods.
- camshafts and valve springs.
- cylinder head mods.
- Lubrication.

With over 216 pages it has good clear colour photos and diagrams".

What does the book cover?

How to Power Tune Rover V8 Engines for Road & Track includes everything you could want to know about increasing the performance and reliability of the Rover V8 engine which has been in production since 1967. Derived from a Buick design, the engine first appeared in the Rover P5B of 1967, but continued in use through subsequent Rover models - P6 and SD1. Not only a favourite of kit car builders, the Rover V8 also appeared in Morgans, TVRs, Land Rovers, Range Rovers, MGBGTV8 and MGBV8 conversions, RV8 and the Leyland P76 in Australia.

Coverage includes:

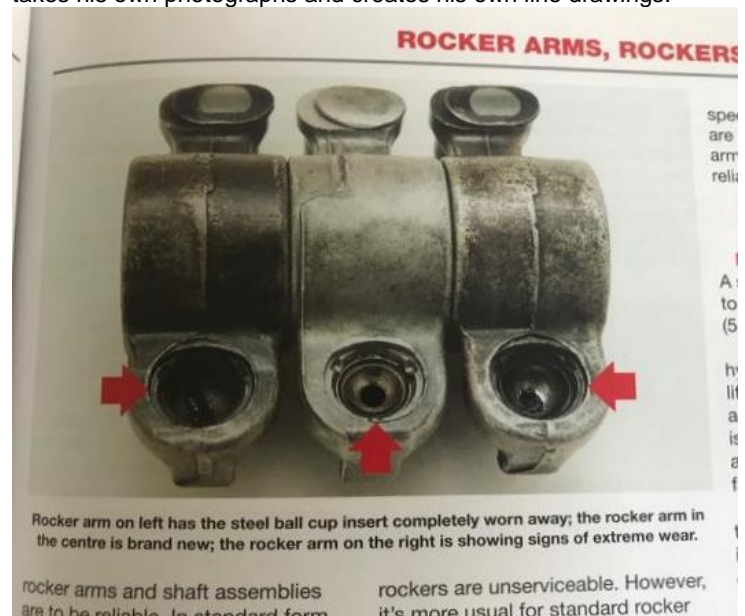
- Limitations of standard components.
- Short block preparation/clearances.
- Solving the oiling and main cap problems of pre-1994 cylinder blocks.

- Full details of cylinder head modification.
- Optimizing ignition settings.
- Exhaust system requirements.
- Holley, Weber & SU carburettor/inlet manifold options.
- Camshaft & valve train requirements.
- Modifications for racing.
- Modifications for road use

This book is a brand new title in the best-selling SpeedPro series. It covers 3.5, 3.9, 4.0 & 4.6 litre engines from 1967 to the most recent. The information and advice helps you achieve maximum road or track performance and reliability for minimum expenditure. The book is suitable for the enthusiast as well as the more experienced mechanic. All the information is based on practical experience.

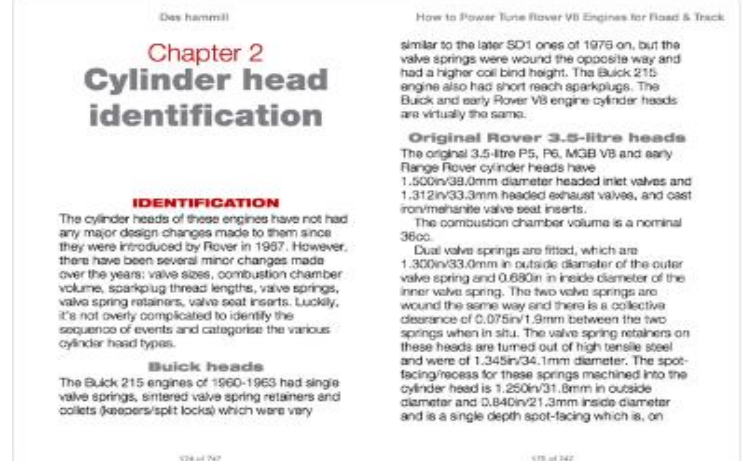
Author – Des Hammill

Hailing originally from New Zealand, Des Hammill is a professional engineer with many years of practical experience of building race-winning engines and solving technical problems. As the author of several books in the SpeedPro series, Des writes in an easy to understand manner and gives step-by-step guidance. Des also takes his own photographs and creates his own line drawings.



Rocker arm on left has the steel ball cup insert completely worn away; the rocker arm in the centre is brand new; the rocker arm on the right is showing signs of extreme wear.

rocker arms and shaft assemblies are to be reliable. In standard form rockers are unserviceable. However, it's more usual for standard rocker



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