



### Mistake in the manual over setting the timing on an RV8

Following a discussion between Mike Macartney and Nic Houslip they believe the description of setting the distributor in the manual (copy alongside) is not correct. Nic Houslip sets out the correction below.

**Mike Macartney** (who has contributed a series of detailed illustrated reports of his V8 Roadster rebuild project with an RV8 engine) contacted Nic saying "I have been getting the engine running this week on my project and not wanting to reinvent the wheel I wanted to refer to your RV8 Workshop Note 423 which refers to the advice in the RV8 Repair Manual on setting the timing as - **Rotate clockwise to advance or anti-clockwise to retard**. I think you will find that the opposite is true. If the distributor rotor is rotating in a clockwise direction, turning the distributor and cap anti-clockwise will advance the ignition."

**Nic Houslip** replied "I can see what you say about the rotation of the distributor, but the text of the part of the RV8NOTE you refer to, as you may have noticed, was copied and pasted from the RV8 Repair Manual. I must go check with my V8 to see which way the distributor turns. Fortunately, the car is on the lift and the cap was off." On returning from the workshop Nic said "It definitely turns clockwise, not anticlockwise."

Existing text in the RV8 Repair Manual (see alongside):

2. Carefully rotate distributor body to achieve correct timing. Rotate clockwise to advance or anti-clockwise to retard.

Corrected text should be:

2. Carefully rotate distributor body to achieve correct timing. Rotate anti-clockwise to advance or clockwise to retard.

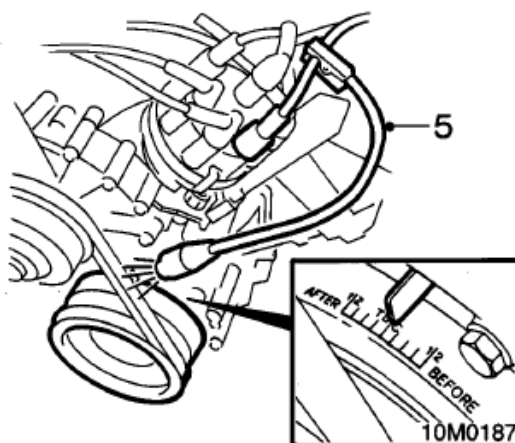
Fellow MG V8 enthusiasts can download a slip with the correction above to place in their workshop manual. RV8NOTES 422 and 423 will be amended noting this correction. [Download](#)

V8 Register 170623-RV8NOTE435-timing-manual-correction-NH1

## IGNITION TIMING

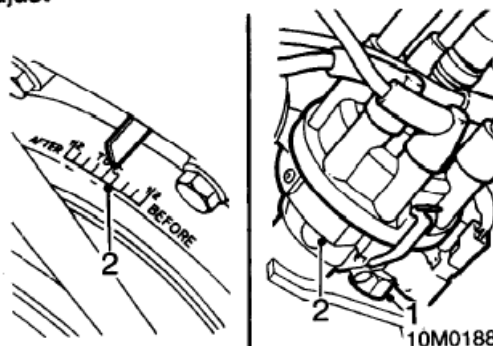
### Check and Adjust

1. Connect stroboscopic light and tachometer, ensuring that stroboscopic lead is connected to No. 1 plug h.t. lead.
2. Clean timing marks on crankshaft pulley. Marks each side of TDC are  $\pm 3^\circ$  tolerance.
3. Start and run engine until normal temperature is achieved; cooling fan starts to operate.
4. Disconnect vacuum pipe from distributor.



5. Check timing using stroboscopic light:  
At 800 rev/min max. with vacuum disconnected =  $5^\circ \pm 1^\circ$  B.T.D.C.

### Adjust



1. Slacken distributor clamp nut.
2. Carefully rotate distributor body to achieve correct timing. Rotate clockwise to advance or anti-clockwise to retard.
3. Tighten distributor clamp nut to correct torque and recheck timing.
4. Connect vacuum pipe.
5. Switch off engine, disconnect tachometer and stroboscopic light.