RV8 Technical Information CD
This CD is packed with the information you need to understand the technical features of an RV8 and maintain the vehicle and its systems. Copies are available from Brown & Gammons.

RV8 Owner's Handbook
AKM7155ENG

RV8 Repair Manual
AKM7153ENG

RV8 Technical Reveal

V8 Engine Overhaul Manual
AKM7154ENG

LT77S Gearbox Overhaul Manual
AKM7225ENG

R380 Gearbox Overhaul Manual
AKM7225ENG

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sales@ukmgparts.com
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Brown & Gammons is a V8 spares and service specialist and part of the V8 Register's V8LIFELINE of V8 specialists recommended by its members

See http://www.v8register.net/subpages/BandGRV8technicalinfoCD.htm

THE MG RV8

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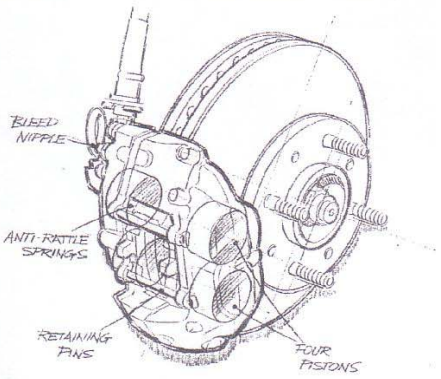
THE FRONT CALIPER ASSEMBLY



The MG RV8 is fitted with 11 inch (272mm) ventilated front discs, which are made from the same material as those fitted to the Rover 800. Each disc is brought to a standstill by a four piston caliper. All four pistons are actuated from a single fluid input adjacent to the single bleed nipple. An anti-rattle spring is secured by the retaining pins on the back of the pads. Finally, each pad also has an adhesive backing shim.

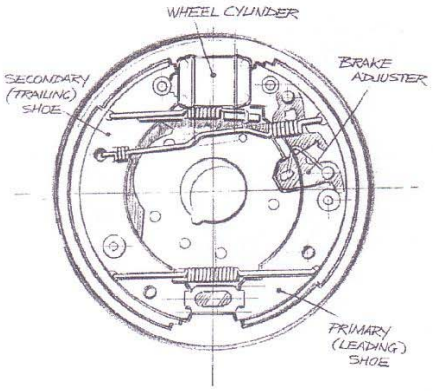
Disc diameter	272mm
Disc thickness - New	25.25mm
- Minimum	24.00mm
Maximum run-out	0.04mm
Maximum disc thickness variation	0.015mm

THE REAR DRUM ASSEMBLY

The rear drum assembly is a self adjusting, leading/trailing shoe design, operated by a double acting wheel cylinder. A fixed location point secures the shoes' lower ends.

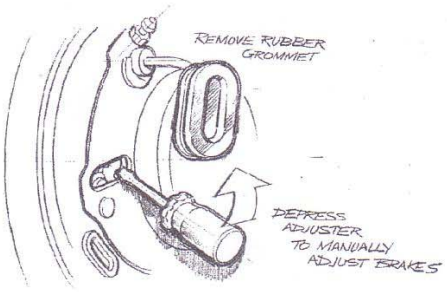
When the brakes are applied, pressure to the wheel cylinder pushes the top of both shoes outwards until they contact the drum. The primary shoe (See illustration below) continues to be pulled outwards by the wrap around effect of the rotating drum. Fluid pressure continues to apply pressure to the secondary (rear) shoe.

Fluid pressure to the drums is controlled by the pressure reducing valve. It has a pressure setting of 33/38 stamped on the side and can only be fitted one way.



The rear drums, as we have just mentioned, are self adjusting. This is possible due to a linkage which works in a similar way to a ratchet. As the shoes start to wear, the piston has to push them further for them to contact the inside of the drum. When the shoes travel further than a pre-determined point, the linkage "clicks" over one notch, moving the primary shoe nearer the drum.

This adjustment can also be made manually via an access hole in the backplate. The shoes can be moved towards or away from the drums. The latter is handy when having to release a rigid drum.

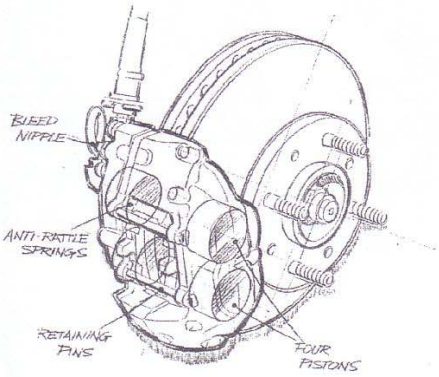


The handbrake is cable operated and acts on the secondary shoe. The adjuster is situated on the right hand side of the prop shaft tunnel.

The bleeding sequence for this split system is as follows:

- LHR
- RHR
- LHF
- RHF

THE FRONT CALIPER ASSEMBLY



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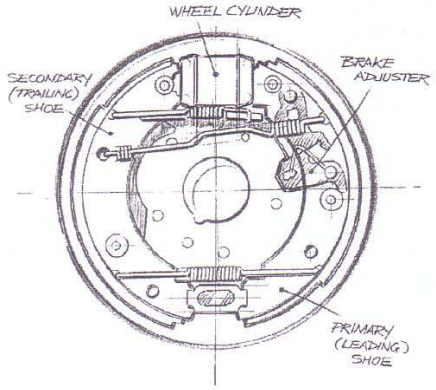

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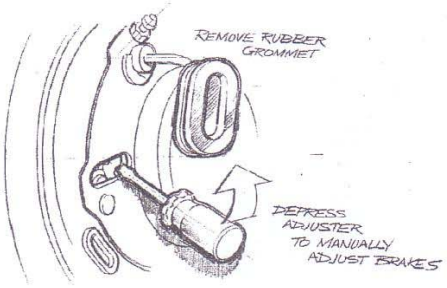

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