

## MGBV8/RV8 engine mounts

### Engine mounts

Roger Williams says in the "Totally New Edition" of his book "**How to give your MGB V8 Power**" published in February 2006, the engine is mounted each side on circular rubber flexible mount. "Always use RV8 flexible rubber engine mounts, seen in the photo 2.6.4.3 below. They will be more expensive, but look very similar to, than rubber bumper 1800 MGB mounts. However they are made from harder rubber and more resistant to elevated temperatures. These days the RV8 flexible rubber engine mounts vary in thickness – which may help out of bother or, if you don't know about it, could get you into bother. One is 40mm thick while there is a 30mm one available. The thinner one is fitted to the passenger side of the engine leaving the thicker one to provide added clearance between the driver's side exhaust manifold/header and steering shaft." The photo 2.6.4.3 is enlarged for your convenience on the following page.

### SPEEDPRO SERIES



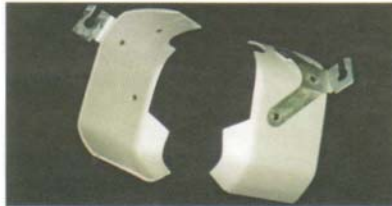
2-6-2 The original MGB V8 starter motor, seen here on the right, was a slightly shorter unit without a front connection to its solenoid. The SD1 starter (on the left) will suit most V8 conversions even if block-hugger exhaust manifolds are to be used. Take care with later Rover starters, particularly when the solenoid is mounted on the side of the motor, because you will then find it interferes with the MGB's chassis rails.



2-6-4-2 A recent development is the availability of cast replicas of the original V8 engine mountings, shown here. Clive Wheatley also has the special flexible V8 engine mountings, shown at the top of this picture. They are made from a different, firmer, rubber compound which is more resilient to heat.



2-6-3-1 As you can see a block-hugger exhaust manifold passes very close to the starter motor and, consequently, some thermal protection is essential. I fabricated this steel shield and put fibreglass insulation inside it before ...



2-6-3-2 ... Clive Wheatley started having these neat moulded shields made.



2-6-4-1 Cast engine mounts were not available so I fabricated this mounting and bolted it to the existing mounting holes in the block.

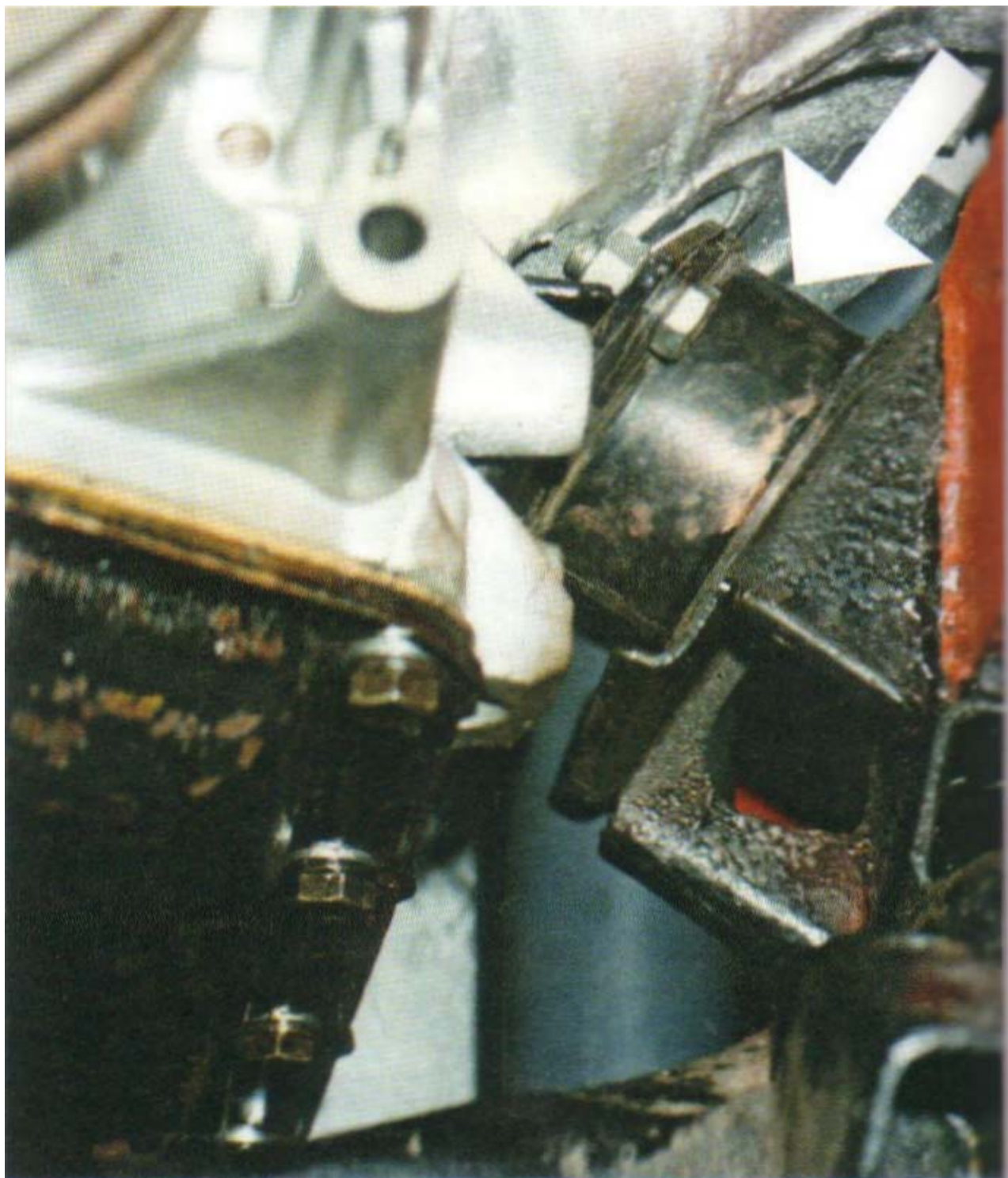
to provide added clearance between the driver's side exhaust manifold/header and the steering shaft. If you position your



2-6-4-3 The flexible engine mount goes here. Note the hole in the rear of the fixed engine mounting bracket where, were this a LHD car, the steering shaft would pass. Note, too, the clearance between this rubber-bumper front crossmember and the sump of the SD1 engine – no problems here.

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Source: "How to give your MGB V8 Power" by Roger Williams, the totally new edition of this well know book published in February 2006. See pages 37 and 38. Similar information appears in the original book published in 1995 on page 25. Copyright is acknowledged.

Note – a new edition of this excellent book is in the course of preparation and due for publication in 2010. We look forward to reviewing this book.