

MGB V8 Roadster restoration project – Report 4

ENGINE MOUNTINGS

Feeling a bit fed up today. It looks very cold outside and I realise what I have let myself in for with writing this report for the V8 Register. I would welcome any help or comments from members. Send me an email mikemacartney@btconnect.com

Yesterday I thought it would be a good idea to try and put the engine in the position I want it in the engine bay and check the clearance of the bonnet with the EFI parts on the top of the engine. The rubber engine mountings that the previous owner had fitted were of two different thicknesses? I ordered two MGBGTV8 new mounting rubbers from MOSS yesterday as I was not sure which of the fitted rubbers was correct. The new ones should arrive today.



Engine mounting rubbers that were fitted to the V8 engine.

I decided it would be a good idea to make a couple of wooden blocks the width of thinner original mounting to check where the engine sat and how much out the metal mountings welded to the chassis rails were out. Now wood and me are not a very good mix! I only have to look at wood and it splits. I found a piece of wood that I use on my pedestal drill which was the correct thickness I wanted (1-1/4") and used a jigsaw to cut out the rough shape of an engine mounting rubber.

As the bits of wood did not stay where I wanted them I glued them in place with some aerosol glue. I lowered the engine with the wooden engine mountings on to the original metal mounts and levelled the engine using a couple of spirit levels. I then stood back, had a look and measured chassis rail to the top of the alloy casting which is the original mounting, bolted to the engine block.



My hand crafted wooden engine mounting! Perhaps I should have done woodwork at school as well as metalwork.



Checking that the engine is level with the tops of the wings.

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Left: checking the height of the top of the engine mounting bracket above the chassis rail. There is a photo of the other side that shows they are the same measurement, but I must have had the shakes when I took the photo

Shows off my brilliant woodwork skills! I think I should have made a couple of blocks that were the correct shape made out of MDF or plywood. The MGBGT V8 have just arrived from MOSS. I only ordered them at 4pm yesterday afternoon! I have just realised that I have never fitted a different engine to a car before. I now have great respect for Costello in building the MGB V8 at the time he did it without all the information and parts that are now available. Carrying out this rebuild report will be a great learning curve for me and hopefully help others in the future.

The new rubber engine mountings that came from MOSS are the size of the thicker engine mount in the earlier photo. Perhaps the thinner one is from the RV8?

Now I will have to make some proper plywood or MDF engine mounts to find the position of the engine and decide if I make new mountings for the engine or modify the engine mounts on the chassis rails? I see in the MOSS V8 catalogue supplement, which arrived today, that engine mounting brackets are available. I will check the price and then decide what to do.

In the meantime I better get on with making some better 'wooden' spacers of the correct thickness that I can use for working out what I am going to do about the mounts on the engine and the chassis rails.

I want to make sure that before I pull the engine and gearbox out of the MG for stripping and checking, that everything is in the correct place. Measure twice, cut once, I was always told. I don't want to have to do modifications when the rebuilt engine and gearbox goes back in.



Checking with plasticine that the EFi bits will fit under the bonnet. They do at the moment, but I will check again when the new engine mounts are in place.