

MGB V8 Roadster restoration project – Report 18

Monday & Tuesday 9th / 10th March 2015

A bright and sunny morning. Jane suggested I might like to cut the grass.

Unfortunately, John's 'Torrey Cannon' still has its sump off, immobile and blocking the garage doors, where the lawn mower is parked. "Oh dear, what a shame! I'll have to get on with the MGB then" I said with a smirk.

I am now convinced that the rack mountings have been ground off and welded back in the incorrect position.



I want to try and mount the rack between the crankshaft damper and the engine front timing cover/sump, in my efforts to get the engine mounted as low as possible. The front pulley came off fine with three bolts, apart from being a tight fit and needed two chisels to use a wedges to remove it off the shaft. The next problem was that I needed to get the rest of the crankshaft pulley off the crank. Would it move with an air gun – No. I tried tightening and undoing again, I tried penetrating oil. No way did it want to unbolt. I could not use a big bar on a socket as the engine turned. I had no way of locking the engine to stop it rotating. The alternator pulley was bent anyway so I decided to weld a lump of angle on to the pulley and trap it under the chassis rail.



Then I could use a ½" drive socket with a breaker bar. Still no joy, I had to resort to a length of scaffold bar over the breaker bar, success. With the bolt removed I removed the rest of the crank pulley (damper).



Crankshaft pulley 'Special Tool'

The pulley for the alternator is in front of the crankshaft damper but the three bolts to fix it go through the damper and into screwed plate behind. This plate has, what I would call a 'half a belt pulley' this I decided to machine off in the lathe,



Crankshaft damper with the 'half pulley' behind machined off

Whilst the crank pulley was off I polished the side that has the oil seal rubbing on it. I looked up on the DVD I bought and found the part numbers for the pulley and the oil seal. I looked up online and found that the pulley was about £50 to £55 for the part number from Land Rover specialists and only £32.50 from Brown & Gammons. So I ordered them and they have just arrived (Tuesday pm). I haven't opened the package yet, so I hope they are correct. **TIP:** If the shaft is worn where an oil seal fits has a groove worn in it, you can sometimes reverse the oil seal and

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the seal may well sit on another part on the shaft and not wear the seal out prematurely.

Wednesday 11th March 2015

Had a good clear up after yesterday and put all the nuts and bolts with the bits that I had taken off. Then I decided to attack the steering rack mountings. This was a long job and would have been easier if the engine was out or the suspension crossmember removed. Either of which I don't want to do until I have got the engine position, gearbox and rack fixed in the position I want them.



RH steering rack mounting nearly cut off and the welds ground down.

I had to use the Dremel with a small 38mm cutting disc as there was no room to get the angle grinder with a 115mm x 1mm cutting disc in. Work came to a stop when the 'Click' type arbour for the cutting discs broke. Straight on to e-bay to order a new arbour and some more cutting discs. Found we had run out of money in PayPal so it went straight onto Jane's credit card! I better get her to sell some more of her stuff on E-bay!

The mounting for the steering rack is critical, if you don't want to get bump steer. I will add some drawings later to show how a rack should ideally be mounted.

Thursday 12th March 2015

John collected his sump, sorry colander, yesterday from the welder. Nothing had been done! Hence today is spent making plates and welding to the sump of the Toyota pick-up. I can bodge too if I have to. In addition, as it was a nice day I got the job of painting my daughter Fay's air filter housing for her BMW 2002 touring. I

have been waiting for some warm weather to paint it as when it is damp you can get blooming on the paint finish. Which means the paint goes dull.

Friday 13th March 2015

The arbour for the Dremel grinding discs arrived yesterday so hopefully I will be able to get on with cutting off the steering rack mountings and weld in the place they need to be. It didn't happen, still repairing the sump!

Saturday 14th March

Did manage to decide what to do with the gearbox cross-member and mountings yesterday afternoon, although I will not modify the threaded bolt holes in the chassis rails until the front of the engine is in its final position and the rack bolted in place. Below are some photos of removing the rack mountings.



Start of cutting with the Dremel cutting discs.



Successfully cut off with only using two of the small 38mm cutting discs. I did not cut closer to the front crossmember as I thought I would use less cutting discs. I

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Another couple of useful photos from Dugald's MGBGV8.



Sunday 15th March

My breathing suffered badly yesterday evening from the days grinding I was doing. I did wear a grinding mask although I should have used my air fed mask

This morning, am I fed-up, Yes, sure I am. Especially when a factory V8 comes up for sale this morning at a reasonable price. Do I need all this work and hassle? Highs and lows come up with every restoration/rebuild project. Today is one of the low points. Anybody want to buy a part completed V8 Roadster project? But I suppose tomorrow is another day and I may feel differently then – I hope so.

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The front suspension assembly from Dugald's factory, V8 nearly ready to fit to the car.

By the way the wheel in the background is from my 1899 Perks and Birks Motorwheel. Are you surprised that they made alloy wheels that early! The engine fits inside of the wheel that fits in the tricycle. The fuel tank is also the carb and in simple terms the engine runs on the fumes from the petrol in the tank.



This is a good view for me to see where the rack mountings are fitted on the original V8. I hope these photos may help me in my hour of need!