

MGB V8 Roadster restoration project – Report 35

Saturday 30th May 2015

Started looking at the rear suspension and springs while I was clearing up the mess from sorting out the patterns for exhaust tail pipes and I worked out what this hole and blanking plug were for. There is one each side of the rear wheel archthere .



They are so you can top-up the original lever arm dampers from inside the car. BL, I apologise for my earlier comments!

It looks as if the previous owner who started the conversion put the bottom mounting plates for the lever arm dampers on the wrong sides and I think the wrong way round. The hole in the plate should be on the inside of the spring. I think also it should be facing upwards. I'll have to look at the parts books. Anyway, it doesn't matter for the moment, as I am looking forward to the talk next Saturday on the Hoyle suspension. I will then weigh up what I am going to do with the rear suspension. By the way, the rear anti-roll bar and links are missing. Anybody got a second hand one they could sell me?

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Thought I would have a go with cleaning out the area where the battery goes. Not as easy as I thought. The battery drill with a wire brush kept getting jammed across the sides. I think I need to paint strip the area first and then try the Dremel.



I will need to fit some heatproof material to the underside as the rear right hand silencer as it runs quite close to the bottom of the battery space. Still deciding what to do with the battery cable - do I run it inside the car or on the underside? With exhausts down both sides of the car I am leaning towards putting all the cables to the rear inside the car. Decisions, decisions; it's like being back at work.



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I am impressed with the fit of the plastic battery box that I bought at a local autojumble. The only problem is that it needs holes drilled in it for the battery positive and the negative earth lead. I will have a look on the internet to see if there is any information on these battery boxes. Another thing to think about is how do I bolt the battery down? Or, do I wedge the battery in the box with closed cell foam?

Sunday 31st May 2015

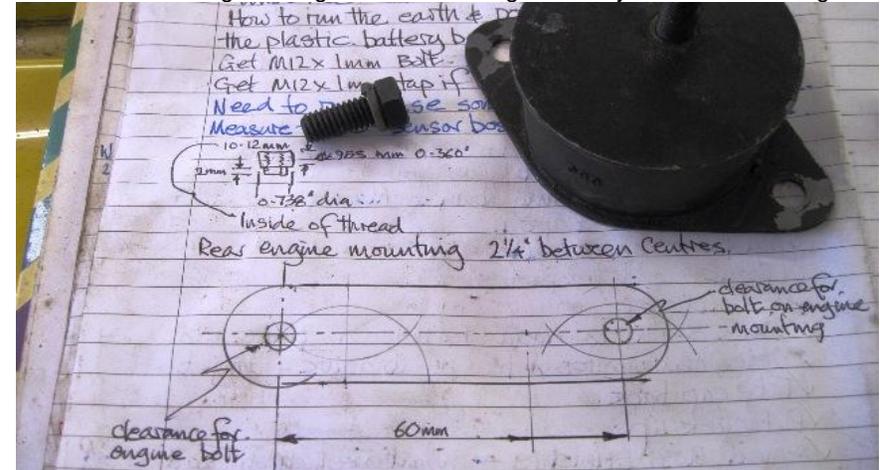
I put the 'new battery' that I bought for £15 at the autojumble on charge this morning. The charger showed it had 75% charge in it, let's hope it is OK, but at the price it was it was worth taking a chance and buying it.



I bolted in the air mass meter to the bolt on the wing, to inner wing join. I need to drill another hole in the inner wing for the other mounting bolt. I scribed where the hole is to go and made myself a sticky label to put on the inner wing to remind me when the engine comes out. No it's not a shaky photo - the ink wasn't dry on the sticker when I stuck it on to the inner wing and the writing smeared – we can all make mistakes!

With the stainless steel exhaust down pipes I realised that I need to weld collars for the lambda sensors (oxygen sensors) to screw into. I looked on the internet to see if I could find any. The only ones available seemed to be in the USA, so I decided to sketch out in my book the size of the collars from the ones that are in the original RV8 exhaust manifolds. Hopefully today, if nobody rings up and persuades me to go down the pub for a drink at lunch time I might get around to making them in stainless steel on the lathe. I also sketched out the bracket I need

to make for the engine mounting that is going to fit onto the bulkhead and link to the holes for the engine lifting bracket on the right hand cylinder head casting.



I am still having problems with the no smoking. Each time I stop to read through this report, I go to my pocket to get out my baccy, which isn't there. John was coming yesterday morning to help. First thing in the morning he went to the garden centre to get three bags of compost for somebody in the village that does not have a car. Coming back down the hill to the village he came round a blind bend and found an 02 plate Vauxhall Corsa stopped in the road with a 4x4 coming the other way. He had nowhere to go and punted the Corsa thirty feet down the road! Both drivers were OK, but the Corsa was a write off. John's Golf doesn't look too bad, but the plastic radiator split. The night before, his son, Michael, hit a deer on the way home which smashed the front bumper and the number plate of his Ford Fiesta. The family are not having a lot of luck at the moment.

Monday 1st June 2015



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Starting to make the collars to weld in the stainless steel exhaust pipes for the oxygen sensors.

I actually managed not to go to the pub on Sunday lunchtime – nobody invited me – they don't love me anymore! I was quite pleased really because it messes up the afternoon and stops any serious work getting done on the MG. Therefore I managed to get on with making the collars to weld in the exhausts for the oxygen sensors. I got a shock while I was drilling the centre hole for the thread for the oxygen sensor. I could not be bothered to get the suds pump working for the lubrication and cutting lubricant for the machining. As the amount of machining I was going to do was minimal I just used an aerosol tin of screwing and cutting lubrication. The drill was getting hot and I kept removing the drill out of the hole to stop it clogging up and spraying it in-between cuts. Suddenly the lubricant burst into flames in a spectacular way. Unfortunately it was over so quickly I could not take a photo of it. Having a fire in the lathe has never happened to me before.

TIP: When drilling stainless steel, make sure you have a sharp drill and make sure that you put pressure on the drill. If you let the metal heat up too much with the drill not cutting the stainless will harden and you will never get the drill to cut through it.



I should have made it a bit cleaner for the photo! I cannot put the thread in yet as I have not got a M12 x 1.25mm tap. I ordered one from e-bay. Although I normally buy drills and taps and dies of Tracy Tools 01803 328603 info@tracytools.com



Any machinists amongst you please remember I am a self taught. I did do some machining at school and college, but that was a long time ago. When I have tapped the collars I will take the exhaust pipes down to Freewheel for them to TIG weld them into the exhaust down pipes. I have still got to work out what I think is the best way to cut the hole in the down pipes for the stainless steel collars.

TIP: The oxygen sensors, on my RV8 engine, look a bit dirty with carbon build up etc. I had a look on the internet this morning and found a little film on how to extend the life of the sensors. Take them out. Disconnect them from the ECU wiring. Connect your multimeter on to the two wires that go to the ECU from the oxygen sensor. Turn the multimeter to milliams. Put the oxygen sensor on an axle stand or similar and heat the part of the oxygen sensor that would stick out into the exhaust with a propane torch until it is cherry red. You should see the change in the meter reading happening in about a 10th of a second. The film said that if you did this every 30,000 miles you could extend the life of the oxygen sensors to around 300,000 miles. I will give it a go before I fit them into their new homes.

Yet another tip. I am marking out the bar for the link between the engine mounting I am putting on the bulkhead and the engine.

TIP: If you use an odd leg calliper you can find the centre line of the bar quite easily without measuring. Move your odd leg callipers to approximately the centre of the bar and scribe down both sides. The centre of the bar is going to be in the middle of the two lines. If you are very lucky you will just have one line that is in the centre. This will be your centre line.



Yet another tip about centre punching, because I have just centre punched it in the wrong place. I blame it on dirty glasses!

TIP: If your indentation from centre punching a piece of metal is in the wrong place you can carefully move the indentation mark from the centre punch by putting the centre punch at an angle and hitting the centre punch to move the indentation slightly. Once you have it in the position it should be – give it a good thump with the centre punch and hammer.

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Well, I better go and do a bit on the MG rather than write more for the report. Anyway, it's half ten and time for a cup of tea.



When you are going to bend a bit of metal in the vice it is an idea to put an engineer's square next to it to check you have the metal at right angles to the vice.



All I need to do now is blast the bracket and paint it. That will have to wait until the bits come this week to repair the gun for blast cabinet.



The rear engine mounting nearly ready to help the front two engine mountings deal with the torque from the RV8 engine.



Drilling the stainless steel down pipes for the oxygen sensor collars. I did not have a drill large enough for the collars, so I had to use a taper drill. Hard work on stainless steel. If you don't put just the right pressure on the pedestal drill the taper drill either jams or hardens the stainless steel. I found

that quick 'jabs' seemed to work the best.

As usual, any comments, motivation, help, suggestions or abuse to mikemacartney@btconnect.com