

How to give your MGB V8 power by Roger Williams - Veloce Publishing

What car, engine and gearbox?

“It is a book of real substance with an intelligent approach to thinking through the range of options and strategic issues you will need to focus on and weigh up at the outset when planning a V8 conversion of an MGB - for example what car do you use and what engine and gearbox combination do you need?” These strategic issues are addressed in the first chapter and Roger Williams provides a most useful options chart as a handy guide to planning a V8 conversion.

Engine power band		Gearbox	Clutch	Front suspension	Rear axle	Rear suspension	Front brakes	Wheels & tyres
Moderate	Up to 200bhp	Rover SD1 SD1/Lt77	Std 9.5in Rover SD1	Standard + tel dampers	3.07 MGB	Standard + tel dampers	Standard MGB GT V8	185x70 H 14in dia x 6J
Medium	200 to about 250bhp	Rover R380 or T5	10in	Coil-over modification	3.08 SD1 possible LSD*	Anti-tramp + tel dampers	22mm x 280 dia vent + 4 pots	195x65 V 15in dia x 6J*
High	Over 250bhp	T5 or T5Z or Tremec 3550	10.5in	Coil-over & spl design*	Live axle with LSD or IRS**	Trailing link + coil springs	22mm x 290 dia vent + 4 pots	205 x 65 ZR 16in x 7J**