



### Change your oil regularly

The importance of regular oil changes with the Rover V8 engine cannot be repeated too often because it has a low pressure high volume lubrication system and the oil passageways are prone to sludging up. So an oil change every 3,000 miles or at least annually is vital.

During the regular [Rebuild reports](#) posted on the V8 website from Mike Macartney during his rebuild of an MGB V8 Roadster project he bought some time ago, his photos of rocker covers – both on the engine and some spares – illustrated the effects of dirty oil. The photos above and below show that the oil has not been changed regularly.



Another rocker cover amongst the spare bits that came with the MGBV8 Roadster conversion. This shows you the build-up of muck on the inside of a high mileage Rover V8 engine.



The photo above shows that the oil has been changed regularly.



Eventually Mike managed to get the inside of the dirty rocker cover clean. In the end he had to blast the inside of the rocker cover in the blast cabinet. Any leftover grit was blasted off with the air line, then washed in clean thinners and blown down again to make really sure that no grit was left inside the cover. If there was grit left in the rocker cover it could get washed into the oil which would not do the bearings and bores a lot of good!

#### **What are the normal oil pressure figures for an MGBGT V8?**

The MGBGT V8 Driver's Handbook AKD8423 page 66 says the normal oil pressure is 30 to 40psi. The typical oil pressures you will see with the V8 engine in a Factory MGBGT V8 are mentioned on page 4 of the six page MGBGT V8 Buying Guide as 42psi in normal running conditions, falling to 20psi or so on idle when hot.

See:

#### **Top tips for a new V8 enthusiast**

<http://www.v8register.net/FilesV8WN/MGBGT V8%20top%20tips%20for%20new%20enthusiasts.pdf>

#### **Six page MGBGT V8 Buying Guide**

<http://www.v8register.net/articles/So%20you%20want%20to%20buy%20an%20MGBGT V8.pdf>