



Mystery of a missing bellhousing cover plate

In a V8BB posting David Worthington sought fellow members' help with a missing bellhousing cover plate. (May 17)

David Worthington said "having bought my MGBGT V8 a couple of years ago, I now discover that the plate covering the lower section of the bellhousing is missing. I think this plate is also called the flywheel housing dust plate. The engine had been rebuilt before I bought the car and I now suspect that this plate was not reattached when the engine was mated with the gearbox. I can see the 6 threaded holes that attach the plate. My questions are: does anyone have a photo of what this plate looks like? How essential is it to have one fitted? Does anyone have one that they no longer need that I can buy? I cannot see one listed in the catalogues of the usual suppliers. Any help would be gratefully received".

Mike Howlett responded "I don't have a spare plate and obviously the car will run perfectly well without one, but it does prevent dirt and water being scooped into the bell housing. The plate is basically just a flat piece of steel with a cut out at the bottom so that oil drops can escape. You could try contacting specialists who work with Rover V8 engines. I bet someone has a plate lying about that they don't need".

Victor Smith found the usual spares manuals and specialists' websites did not show the part so he contacted Mike Howlett for help identifying where this part is located and its size. Mike has an MGBGT V8 Conversion and kindly sent a photo saying "I would expect it to be roughly the shape I have scrawled on one of the photos you sent me showing where the closing plate on the Factory V8 bell housing would go. You will note that the bolt holes on that lower section are smaller than those used to connect the gearbox to the engine, and that's because all they have to do is hold the plate on. When rebuilding the unit you would connect the engine and gearbox together and bolt it up, then the plate slips between the flywheel and the engine and bolts to the bell housing thereby preventing water and other muck being swept into the area". That photo mark-up is alongside.

Arnie Skirrow posted a note saying "I just got one of these from John Craddock part number **FRC142L**, total price including delivery was £23.59. Rimmer Bros also sell these. Hope this helps". On contacting Arnie he promptly took a photo of the cover plate and sent it in for release on the V8BB thread (see a copy alongside).

Michael O'Leary then posted a note saying "my car is currently on axle stands so took a photo of the cover plate in situ". Photo above.

David Worthington then posted saying "thanks for the replies to my original posting. I decided after a couple of days with no leads to do some searching and after a few phone calls I discovered that Rimmer Bros did something that looked suitable. I ordered it and it arrived yesterday. Having offered it up to the bellhousing today, it looks suitable and very similar if not identical to the one in Michael's photograph. It looks to be an original Rover part, number **FRC145**. It cost a total of £16.48 including postage. Five of the six holes in the plate line up perfectly. The hole that is set in a lug outside the main curve of the plate does not line up with anything. There is a threaded hole in the bellhousing just above where this lug is that should take a bolt. I will possibly drill a hole in the plate at that position to fix it completely".

On the Rimmer Bros webpage for FRC145 it notes "this part may have multiple applications. If you need additional information or clarification on this part, please select your car model from below to see specific application information – and there is says 'Rover SD1 Gearbox Unit (Auto)'. Part No FRC145 is not listed on the John Craddock website.



FRC142L from John Craddock.

The link to the cover plate on the John Craddock website is:
www.johncraddockltd.co.uk/land-rover-parts/frc142l-cover-plate.html



FRC145 from Rimmer Bros.



Side view of **FRC145**.

The link to the cover plate on the Rimmer Bros website is:
www.rimmerbros.co.uk/item--i-FRC145

You can see a set of photos of a Factory MGBGT V8 gearbox and bellhousing at:
www.v8register.net/FilesV8/170110-MGBGT V8-gearbox-Tom-Woodcock.pdf



David Worthington says "two photos of the bellhousing without the cover plate which is what first alerted me to the problem".



The size of the fitting bolts which Michael O'Leary quoted as:

- The **four horizontal bolts** are **1/4" U.N.C x 1/2" long** and require a 7/16" spanner.
- The **two vertical bolts** are **5/16" U.N.C x 5/8" long** and require a 1/2" spanner.