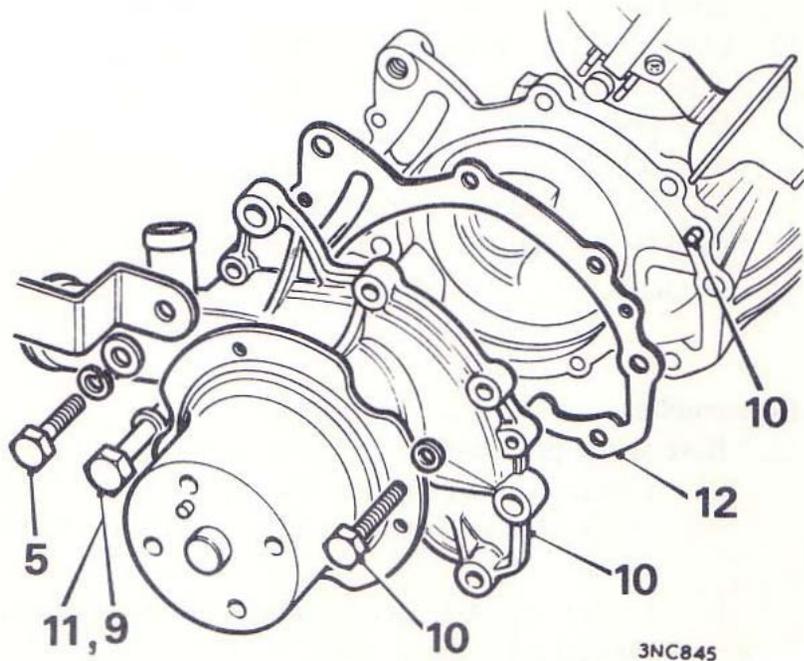


Tips on fitting a new water pump



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Bob Owen has recently been refurbishing the engine in his MGBGTV8 and has a couple of useful tips. (Apr 11)

Having recently fitted a new water pump and timing chain from Clive Wheatley mgv8parts as part of a refurbishment of my V8 engine, I have a couple of points that could be helpful to others.

Water pump thread size

Firstly, although the pump is of Chinese origin, all appeared to be fine except that I had problems with the fan belt pulley fixing - the original bolts were binding but the bolt and pump thread forms looked clean. I wondered if they had actually used metric threads and in fact the "1/4" UNC" threads were actually M6 - so M6 bolts went in by finger, as they should (1/4" UNC thread dia 6.3mm, pitch 1.27mm; M6 thread dia 6mm, pitch 1.0mm). This caution may apply to other aftermarket components, especially if they are fitted to later metricated models - that is not the case for this pump.

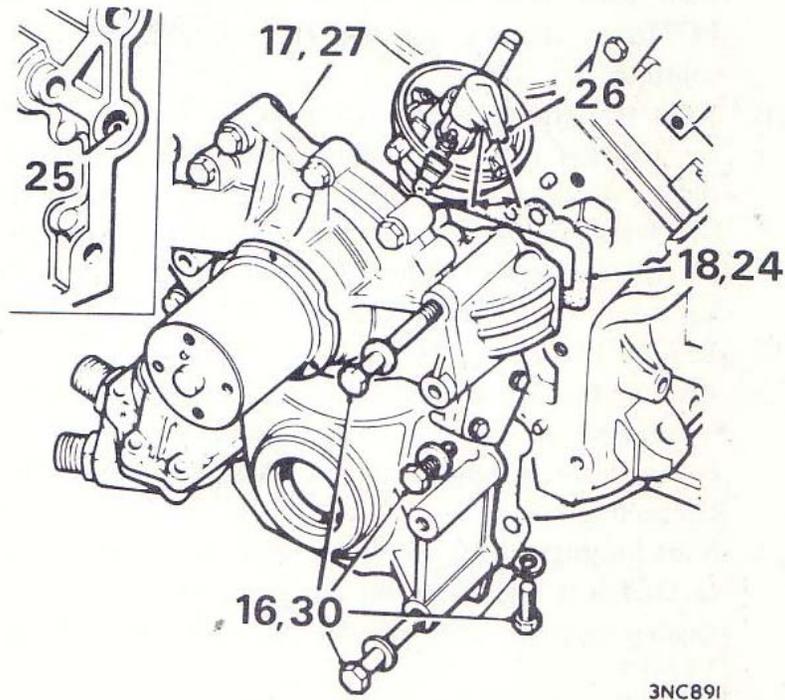
Long timing cover bolts

Secondly, the dreaded long timing cover bolts tend to seize and one of mine sheared off near the head. The fact that it sheared off near the head showed that it

was corroded into the timing housing not (or as well as) into the block. I believe the engine to be untouched since 1974 so it appears that BL did not follow their own advice on thread sealants at their engine assembly plant. The special sealant specified by BL/MG-Rover is no longer available, but it wouldn't have been made by them anyway. So I investigated the ubiquitous Loctite offerings. A suitable thread **sealant** is Loctite 567- this seals and locks but not to high torque (ie the lock is easily broken). So I applied this to each bolt on the threaded section that enters the block.

I also wondered why the shanks of these bolts are such a close fit in the timing housing when the housing is located in the block by dowels, so the sole function of the bolts is to secure the cover, not locate it. So I drilled out the timing cover bolt holes 0.5mm oversize to both clean them out and enlarge them. Then I used Loctite 8150 thread **lubricant** on the shanks. In fact I had bought this for the exhaust manifold studs. So hopefully there will never again be a problem in dismantling my water pump and/or timing cover.

The Loctite products mentioned can be obtained, amongst others, from BTLs-Hayley Lubricants of Andover in Hampshire. They can be contacted on 01264 353111 or at www.lubricantsupplies.co.uk



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