

MGBGTV8 restoration project



The Restoration February 2016

Although not able to work on the V8 during my travels I do feel rejuvenated and ready to start again on my return to the UK. While in Kobe, which has been my Japanese base for the last 8 years or so, have made many friends including some who own MGs. At weekends I visit many beautiful places, this trip I went to see some friends who live near Takeda Castle which is the Machu Pichu of Japan.



I have found that there is an MG Car Club in Kobe which I intend to contact during my next visit.



I recognize the location which is beside Kobe Harbor.

I digress so now back to the restoration.

Mid-February 2016 I returned from Japan keen to get on with the rebuild.

This restoration is not for the purest amongst us as I am uprating many components to provide “state of the art” handling that will better meet the requirements of today’s motoring while, keeping the appearance of a classic car.

The next stage was the installation of the front suspension. This started with assembly of lower wishbones with new polyurethane fast road bushes, nuts bolts and washers. This was done with the cross member on the bench, much easier than working on the floor. These were bolted on to the cross member followed by the upper wishbone, the upper shock absorber mounting bracket and the shock absorber.

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At this point the cross member was installed on the body shell again with new bolts and polyurethane pads. As the evolution 3 system allows for adjustment of the caster angle no spacers were added under the front of the cross member to reduce the caster angle (I found on my MGB that handling was dramatically improved by reducing the caster angle from 7° to around 3.5°)

Once the cross member was installed I then used a trolley jack and the cars weight to compress the springs such that the stub axles could be installed. The stub axle are fitted with top & bottom ball joints. Initially I have set the caster angle to 4° this can be adjusted by moving shims from one side of the upper stub axle ball joint to the other each shim represents 1° adjustment. Again initially I have set camber angle to 1° negative however this will be set up more accurately once the car is on its wheels. Having completed the suspension build all bolts were tightened to the correct torque.



Having completed the suspension I looked at the brakes with the intention of restoring the old ones however the disks were badly pitted and one of the calipers had a crack across the mounting point so were discarded replacement V8 calipers are hard to come by so an alternative. On my MGB GT I have a Wilwood twin pot system with ventilated disks and I decided that a twin pot system was the way to go with the V8 especially as the engine I intend to install is a 4.0 L. I looked at

various options and decide on alloy twin pot calipers to be installed with a pair of machine grooved non ventilated disks that I already had.

I shot blast the hubs and steering arms painted them with rust protection coating. New bearings and seals were fitted along with the disks. The hubs were then installed on the stub axles along with the steering arms.

Once installed the calipers were added and the SS brake hoses installed.



Next came the steering, I rebuilt the rack with new components where required, these included the damper pad, gaiters, track rod ends, pinion bearing and pinion seal.

The outer surfaces were de rusted, de greased and painted ready for installation. The steering column also needed rebuilding, the locks, switches and steering wheel were removed and the outer surfaces cleaned and de greased and painted, the lower and upper bushes was replaced as was the universal joint.

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Once all the steering components were restored I installed them in the body shell having sprayed the front section of the cockpit. Care was taken aligning the steering rack and the column. Spacers were installed under the rack to cross member mounting points as required to achieve the required alignment.

Having installed the steering the next component was the anti-roll bar, initially I intended to restore the original however having uprated the majority of the front



suspension system. I decided to upgrade this as well. Initially I looked at replacing it with a new 7/8" roll bar, polyurethane fast road bushes and ball jointed drop links however I came across an adjustable ARB system. This is a hollow anti roll bar with two connection points at each end the forward hole results in a bar that is 20% stiffer than if the rearward hole setting is used. Initially I have used the rearward hole but will try both once the car is on the road.

The drop links supplied with the ARB are SS ball jointed units which should also improve the efficiency of the system and hence the road holding.

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This completes the front suspension as far as I can go; final setting of the tracking, camber and caster angles will be done when the car is on all four wheels.



The wheels in the above photos are temporary as I intend to restore the V8 wheels for normal road use.



Once again I had to put the restoration on hold for a month for a trip to Shanghai, Japan and Hong Kong returning to the UK on the 14th March.

Next month, if all goes well, I intend to spray the rest of the underside of the car and install the rear suspension.

- The 4 pot alloy brake caliper kit with brake pads and SS flexible brake hoses £475.00
- Adjustable anti roll bar £198.00
- Honeycomb Grill (Special offer 30% discount) £126.40
- Fuel tank (Special offer 30% discount) £60.00
- Cellulose paint £76.00
- Large bore SS exhaust system for use with the tubular manifold I already have (Special offer 30% discount) £259.63