

MGBGTV8 restoration project

In April I had to return to Japan for 3 weeks just in time for Sakura (Cherry blossom) time. Many parties sitting under the cherry trees to welcome the spring.



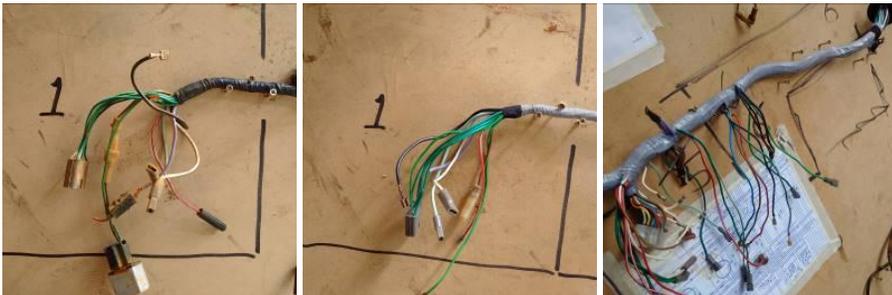
Back to the UK via Hong Kong, two weeks in the UK to get on with the rebuild.

The next stage is to install all the underfloor pipework and cabling with the exception of the exhaust.

The first job was to check and re tape the loom changing all of the insulated connectors having cleaned the bullets on the loom. Continuity was checked and new sections of colour coded cable were inserted where required.



To do this I mounted the loom on a board as shown above and worked from one end to the other initially cleaning the cables then stripping the tape a section at a time.



All the bullet connectors were cleaned and checked, new push connectors will be used for the final assembly. Several cables had been spliced with incorrect colour add on and these were replaced by the correct colour coded cables.



Once the work on the loom was complete a continuity check was carried out and all tested out correctly.

I checked the fuel and brake pipes and they were found to be badly corroded so new were ordered as was a fuel tank.



I had a red top fuel pump from a previous rebuild of my MGB GT and a fuel filter which I intend to use on the V8. The fuel tank was cleaned and primed with a suitable primer for the galvanized tank then sprayed with stone chip before finishing with semi gloss black paint to match the rest of the running gear.



I do not like the position of the fuel pump on the V8 and as I intend to install a 12 V battery in the spare wheel well I decided to modify one of the 6 volt battery bays to accommodate the pump. The main advantage is to keep the fuel pump dry and easy access to the pump filter from the inside of the car.

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I made a mounting plate and floor plates to seal the well with 1 1/2" (38mm) and 2" (50 mm) diameter blind grommets to seal the holes in the side however the 3" (75mm) holes will be fitted with filters to allow for ventilation in the event of a fuel leak.



The pump backplate was made from 1/8" aluminum for rigidity where as the bottom plates were made from 1/16" mild steel. The pump backplate was fitted using studs for easy removal and rubber sealer to prevent the ingress of water. The bottom plates were pop riveted in position with Tiger seal between the chassis frame and the plates.



Before installing the plates were sprayed with glassier white to match the body colour.



As the red top pump tends to be noisy I will put soundproofing on the underside of the removeable lid of the battery compartment.



Flexible ethanol resistant ss covered fuel pipes will be used to connect to the 3/8" copper fuel feed system.

The after market tanks are not fitted with a fuel take off using a plastic take off on the fuel sender. I do not like this approach and have installed a 3/8" brass bulkhead fitting to the tank adjacent to the fuel sender with an extension pipe to the tank low point with a mesh covering the pick up end. The copper pipe to the pump will be a compression fit to the bulkhead fitting.

Everything was now ready for the installation of the under floor components with the exception of the floor itself. This needed to be prepared primed and sprayed but to do this I need to move the support points on the dolly. Having done this the under floor area was cleaned, all joints sealed, primed and then four coats of top coat applied. The area under the drivers and passenger floors were costed with stone chip prior to applying the undercoat.



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Before installation I wanted to leave the paint to cure and as I have once again got to return to my office in Japan this will be left until next month when I return.

Before installing the pipes and cables I took a few shots of the underside before it becomes cluttered, these also showing the moveable cradle that the body shell has been resting on since the beginning of the restoration, Hopefully next month it will be off the cradle and sitting on its own wheels. These wheels are temporary, once the rebuild is complete it will be back on its V8 rims.



Ideally I would have liked to get the loom installed this month however my MGB GT decided three days after its successful MOT this month to blow a seal on the rear offside half shaft which needed attention as I will be using it on a track test day very soon after my return.



Note my MG 3 hiding in the background! Alongside I am also carrying out the restoration of my MG TC the chassis of which can be seen beside the V8 – Oh the delights of owning classic cars.

To be continued on my return to the UK in June.