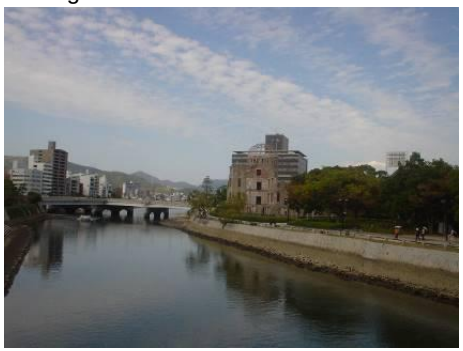
MGBGTV8 restoration project – Report 11

In May again spent some time in Japan and visited Hiroshima with some American colleagues from Mitsubishi.

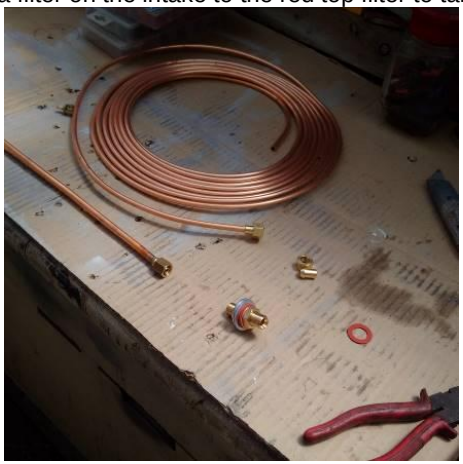


Back to the UK via Hong Kong again, 6 weeks in the UK to get on with the rebuild.

The next stage is to install all the fuel tank having painted it with stone chip and black silk finish paint to match the suspension components. The aftermarket tank does not have a fuel take off as that is a part of the fuel sender.

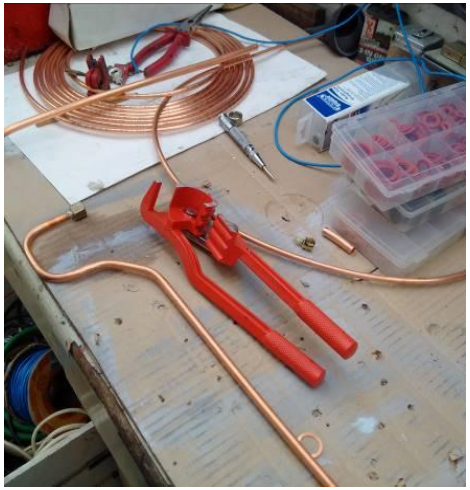
This is a push on plastic connection and I do not feel happy as it is vulnerable to damage. I decided to add a brass take off with an extension to the tank low point.

I added a mesh over the intake to prevent large particles entering the fuel line. There is a filter on the intake to the red top filter to take out small particles before the pump.



Having drilled the tank I washed all swarf from the internals of the tank using petrol tank cleaner. I pressure tested all soldered joints before installing the pipe to ensure that the pump can self prime. I threaded the take off in to the tank after fitting a fiber washer and a penny washer to the bulkhead fitting internally.


I soldered a compression fitting on to the copper fuel line and for ease made initial bends to the fuel pipe with the tank on the bench using a pipe bender to ensure that the ID is not compromised. I then fitted the fuel sender which is the standard unit without a fuel take off.

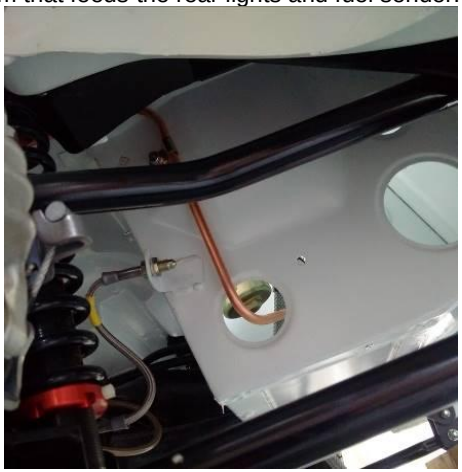



I then fitted strips of self adhesive felt packing to the top of the tank and the tank seal to the fill point to ensure that fumes cannot enter the car. I used the standard fixing kit with fiber washers and fitted blind grommets to all through floor penetrations. When I fit the loom these will be changed to accommodate the loom where required.


All bolts were smeared with copper ease to protect from corrosion and I will add protective caps once everything is installed under.

I was a little concerned that the Panhard rod bracket may interfere with the tank however although tight it cleared the tank.


Next came the fuel pipe form the tank to the fuel pump located in the offside battery well, I ran it along the lines of the original route using the studs welded to the shell, these studs will also be used t locate the loom that feeds the rear lights and fuel sender.

Additional clips will be installed to hold the fuel line once the loom and brake pipes are installed as copper can crack from work hardening normally at fittings due to vibration. The fuel line follows the profile of the body to ensure it clears all moving parts of the rear axle and is clear of the brake lines.

You will see that items such as the drop straps appear to be missing however this is not the case as the 5 link suspension system does not need these.

The pictures below show the routing from the tank through to the batter box.




Next project will be the rear loom and then the **fuel and brake lines from the front to the back**, the **main loom and the battery to starter cable**.