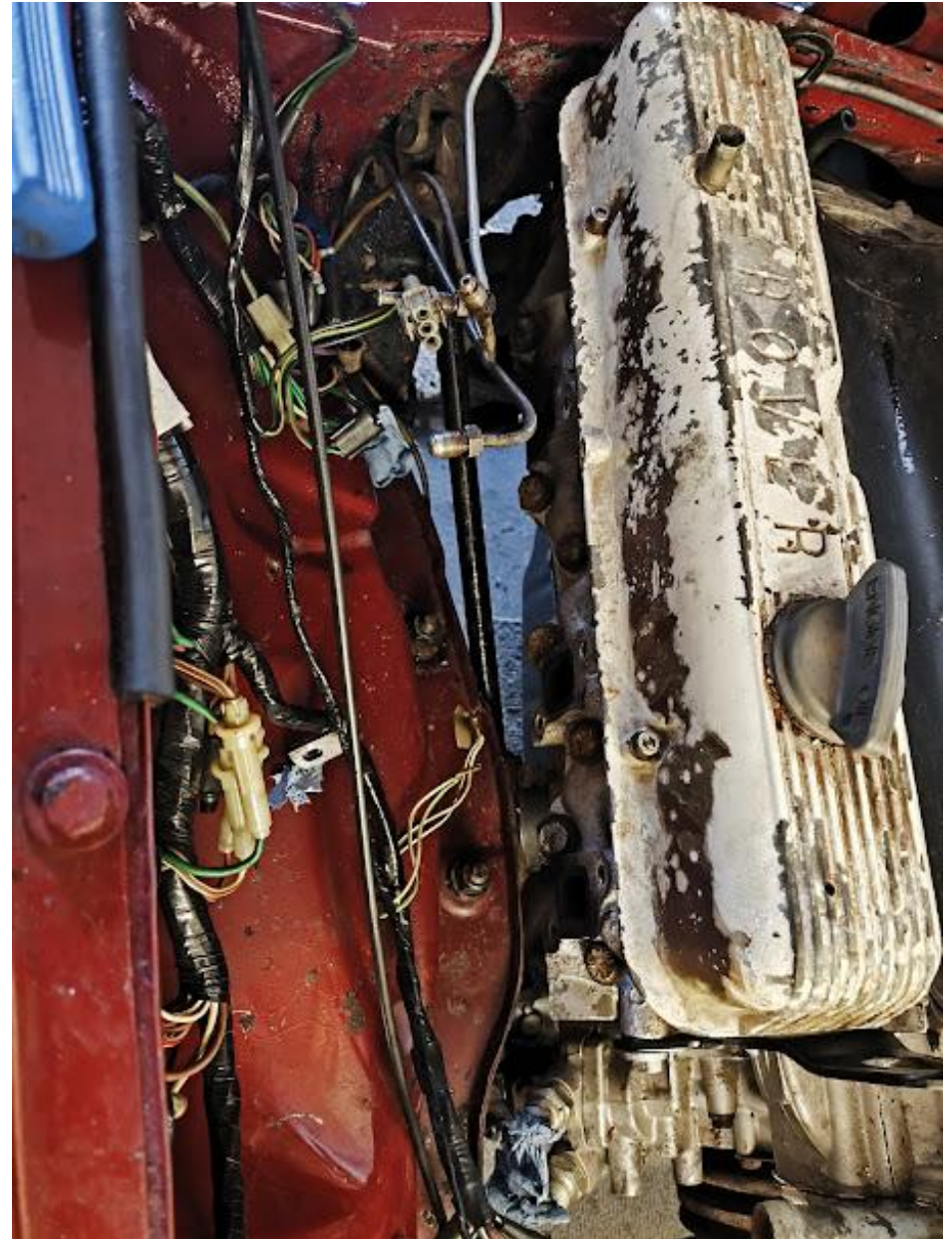


Roadster V8 conversion and resto

The GT has now gone and the V8 gets its first trial fit with the 5speed into the Roadster, and it went in so easy. Had to open the top of the transmission tunnel for the 5 speed fit but apart from that it was simple.



Ample clearance around the steering shaft.



I had read that the original V8 engine mounts only had a 15mm stud to fit to the chassis to aid the installation. So given these were the old mounts I gave it a go, and yes, worked so easy. Ill do a full pic write up and more details on the blog.



Gear box cross member modified to suit the LT55 and to fit the twin pipes in.



X pipe exhaust box in stainless and stainless 2 1/4" pipes for the exhaust

More comprehensive details in the on line blog write up, <https://classicandportscarsrestorations.home.blog/mgb-roadster-v8-conversion-2/>

As before this is the main page, on the drop down is the resto page, and as the write up progresses other sections will be added