



Replacing dashboard instrument bulbs with LEDs

Richard Withington posted a query on the V8 Bulletin Board seeking help in how to get at the dashboard instrument bulbs to replace them as he had finally got round to acquiring some LED panel lights for an upgrade from Classic Dynamo Conversions near Lincoln. The first two bulbs were easy to install for the petrol gauge and lower speedo, but the others seemed more challenging. His first inclination was to lower the steering column so that he could access the others because he felt he needed to be

a contortionist to get hold of them!

Nic Houslip responded saying the dashboard instrument lamps are easy to get at if you can get upside down in the driver's seat, feet in the air and head under steering column. In that position you will find the instrument lamps are in a small "plug in" holder that inserts into hole about 1/2" dia in the back of each instrument. They are spring loaded. Nic provided a document showing the lamp holder out of the speedo adding the document is from a workshop manual for a 1978 car, but others are similar.

Early signs of an engine mounting failing

Bob Smith from Gloucestershire has a Sebring bodied MGBGT built as dual purpose road legal and track day car with a 300bhp V8 engine. He mentioned how he traced a problem to weak engine mounts –a useful reminder for RV8 members and a few GTV8 owners with inner wing cut-outs for the exhaust.

Bob had a recurring problem which he had never been able to figure out - a strange rumbling noise when pulling away. Following his braking very hard one day he then heard

a noise which "sounded like someone had thrown an anchor out at the back and ripped off my front suspension". Clearly something needed urgent attention. He could not find any brake or suspension problem when he got home so he started looking for other causes. It was then he noticed that the offside exhaust manifold was rubbing against the holes let into the inner wing, to the extent that the exhaust had chipped paint at the edge of the body where the manifold passes through into the wing. Then during a closer inspection he found the engine mounting rubber bonding had become detached from its mounting plate. This was difficult to spot but from underneath the car with a tyre lever on the block it was obvious. He felt this engine mount failure was likely to have been caused by the high torque and probably it had been made worse because he had been supplied with standard V8 engine mounts and not uprated ones. So the mounts were changed and the exhaust was no longer rubbing and the strange noise when pulling away stopped. Bob's note is a useful reminder for RV8 and V8 owners to check their engine mounts.

See the "more" link for more information:
www.v8register.net/more.htm