



REGISTERS

V8

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RV8 Engine Squeal Noise

Back in 2018 John Brown found that his RV8 had developed a loud squeal on start-up, when the car had been standing for a while. The noise lasted for 5-10 seconds and disappeared on revving the engine – until the same occurrence the next time. The water pump was replaced back in 2013 and all belts were tightened correctly. John checked further in September this year and posted a query on the V8 Bulletin Board seeking assistance. John had found the water pump and alternator pulleys to be in line, although they both appeared to be set forward of the crankshaft pulley by about 4mm. On closer inspection the fanbelt was showing full contact wear on one face and line contact wear on the other face. This implied that the water pump pulley position was incorrect, as John recalled aligning a new alternator to the water pump in 2018. Gavin Brown responded, suggesting starting the car from cold with the fanbelt disconnected. Running the engine on the battery for 5 minutes

would not incur overheating. Gavin then commented that a few years ago RV8 pumps were difficult or expensive to obtain, so it wasn't uncommon for other Land Rover pumps to be bought and the pulley repositioned on the shaft in a press. Gavin suspected this could be the problem, with the pulley out of alignment.

John performed some further checks, whilst changing the engine oil and found the water pump pulley to be forward of the crankshaft by 5mm, although the aircon pulley was in line with the crankshaft pulley. He then removed the fan belt and found that it was worn, with cracks between the teeth. John's records showed this belt to be around 15 years old, which is around 5 years beyond the end of its useful life. A new belt was fitted and tensioned up. The engine was started and the squeal was gone! The moral of this story is to check the alignment of a new water pump to the crankshaft pulley during the initial installation.

Digital Club Membership

The Club has announced its new Digital Club Membership in response to the requirement to evolve once more for the benefit of securing its services for members long into the future. One of

the most significant costs the Club has is the production and delivery of the Club's magazine, Safety Fast! Not only have production costs risen from higher paper and printing costs but also from a challenging advertising market. To encourage V8 members to make the switch to Digital Club Membership we are launching special offers you can enjoy once you have made the switch. Details are available on our 'More' webpage at www.v8register.net/more.htm



John Brown and Roeland Stassen with their RV8s at the summit of the Stelvio Pass in 2010



John's RV8 in the Swiss Alps in 2010