

Best RV8 modifications



Working draft listing of RV8 modifications seen on RV8s

Rechipping an RV8 engine

There is an information gateway on this topic with links to many articles. It's a reasonably easy and medium cost modification which produces useful improvements in the driving experience and fuel economy.

<http://www.v8register.net/subpages/gatewayrechipping1.htm>

Fitting power steering to an RV8 – hydraulic, electro-hydraulic or EPAS.

There is an information gateway on this topic setting out the options. For many members the fitting of PAS has improved the ease with which they can drive their RV8 (and in some cases their wives or partners can then drive the car too)

<http://www.v8register.net/subpages/gatewayPASindex1.htm>

Fitting a windstopper to an RV8

We have an information gateway with the various options.

<http://www.v8register.net/subpages/gatewaywindstoppersindex1.htm>

Replacing aged tyres

This is an important topic for two main reasons: first what replacement tyres are the popular choice for fellow members and secondly where an RV8 enthusiast has a low mileage RV8 with some very old tyres (in some cases even the original tyres!) it is a safety modification.

<http://www.v8register.net/subpages/gatewaytyresindex1.htm>

Replacing the plastic coolant filler plug with a brass unit

The original coolant filler plug on the top of the vertical RV8 filler tube was produced in plastic and many members have reported problems with it over time. Most RV8 enthusiasts replace that plastic filler plug for a much better unit made in brass with a rubber sealing washer, part number KTP9401 or ARA2404.

Modifying the vacuum pipe on reimported RV8s

With reimported RV8s a modification is necessary to convert the advance and retard set up. If it has not been picked up by the reimporter, then you can get a kit

from Clive Wheatley and RV8NOTE258 explains how to check whether the modification has been made and if not, how to do so with the kit.

<http://www.v8register.net/subpages/RV8NOTE258.htm>

Adjusting tyre pressures on an RV8

As tyre technology has moved on a great deal since the launch of the MG RV8 model in the early 1990s, it is proving very difficult these days to find authoritative information of the pressures for the modern tyres in sizes which fit the RV8. So we contacted Ron Gammons at leading MG RV8 specialists Brown & Gammons in Baldock for his views and suggestions. He says “an RV8 has a much larger contact patch (the area of tyre tread in contact with the road surface) than an MGBGT V8 because it has larger tyres on wider wheels. With lower pressures the tyres squirm about and higher pressures help to reinforce the tyre walls. To maintain ride comfort you need soft tyres and to handle well they need to be firmer. Whilst the RV8 Owner's Handbook (AKM7144ENG) shows the pressures at 22 (F) and 24 (R), personally I tend to run higher pressures at 28 (F) and 28 (R). But the standard dampers are so poor and often tired too, so you need to consider whether a routine replacement is due or better still an upgrade which can provide better handling and ride performance.”

Changing to silicone brake fluid

This is a subject where some people hold strong views for silicon or mineral fluids. We have a comprehensive six page article on the advantages and disadvantages prepared by a fellow V8 member, Bob Owen.

<http://www.v8register.net/articles/Brake%20fluids%20article%20R5%20Bob%20Owen%20230109.pdf>

Fitting a set of bespoke Spax shock absorbers to improve handling and ride on an RV8

The new replacement Spax shock absorbers on offer from Clive Wheatley are a bespoke set of front and back units developed specifically for the RV8. They are the result of the skilful development work and thorough testing carried out by Spax which was commissioned by Clive. The Spax shock absorbers are a complete and balanced set of front and rear shock absorbers which has further improved the ride and handling of the RV8.

<http://www.v8register.net/subpages/RV8NOTE278.htm>

Fitting a Hoyle IRS suspension upgrade on an RV8

A significant improvement in ride and handling can be achieved fitting a Hoyle independent rear suspension upgrade kit and/or a Hoyle front suspension upgrade.

<http://www.v8register.net/subpages/RV8NOTE310.htm>

<http://www.v8register.net/subpages/RV8NOTE311.htm>

Also see our RV8 suspension information gateway at:

<http://www.v8register.net/gateway/rv8suspension.htm>

Converting an RV8 to LPG whilst retaining the option to run on petrol

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With the relentless rise of petrol prices at filling stations, the idea of converting a car so you have the option of running on autogas is increasingly attractive.

<http://www.v8register.net/FilesV8/What%20a%20gas%20with%20an%20RV8%20SF9web%20%209.6.08.pdf>

Fitting a cooling fan override switch on an RV8

A useful modification which enables the driver to turn on the fans in anticipation of a reduced cooling from the ram effect through the radiator.

<http://www.v8register.net/FilesRV8WN/RV8NOTE373%20fan%20override%20switch%20R8.pdf>

Fitting gas struts to an RV8 bonnet

Simon Austin in Canada contributed a note on this modification.

<http://www.v8register.net/FilesRV8WN/RV8NOTE365%20RV8%20bonnet%20strut%20installation%20SA2%20120807.pdf>

Replacing the original leather gearknob with an Elm burr gearknob

A replacement gearknob in Elm burr to match the interior timber trim of an RV8 is now available from RV8 enthusiast Terry Starkey.

<http://www.v8register.net/subpages/RV8NOTE256.htm>

Modifications to avoid

Avoiding the nonsense of being required by some insurers to fit an expensive Thatcham 1 security system

The original security system on the RV8 is good, particularly the volumetric sensor monitoring people reaching into the car when the hood is down. The "Thatcham" categories were introduced just after the RV8 was launched so the RV8's immobiliser never had a "Thatcham categorisation". The expensive retrofitting requirement of some insurers seems more driven by the "tick-box" mentality of insurers rather than a sensible view of the capabilities and performance of the original security system fitted to the MG RV8. Why not check out the "Abingdon Policy" for the RV8 offered by Peter Best Insurance Services to avoid the nonsense of being required to fit an expensive Thatcham 1 system often demanded by other insurers. This useful tip can save you the additional expenditure for an unnecessary retrofit.

<http://www.v8register.net/subpages/RV8NOTE117updated.htm#peterbest>