



RV8 – contact between the gear lever and the edge of the opening



RV8 - second gear with the cut out made

Solving the second gear problem with an LT77 or R380

Andy Leondiou reported in a V8BB post that he thinks we have sorted out the 2nd gear problem with the RV8s thanks to Stuart Ratcliff of The MG Centre of Sydney.

Andy says "Stuart started investigating the problem when he had a spate of RV8 owners complaining of the second gear crunching or popping out of gear when letting out the clutch. He thought that the original rubber dust excluder (same as that in an MGB) fitted under the leather gaiter around the gear lever could impinge on the gear lever engaging second gear correctly.

So I removed my rubber dust excluder and found that when second gear is selected there is about a 1 to 2 mm gap between the lever and the opening of gear lever hole in the transmission tunnel and with fourth gear selected it was actually touching the edge of the hole. Stuart thought with such a tight clearance the rubber dust excluder could get between the gear lever and the edge of the hole.



RV8 - cut out marked

I set about relieving the clearance in the second and fourth gear position on the transmission tunnel. I marked out the tunnel then stuffed a rag around the gear lever mechanism and carefully cut out the area of the hole with a jigsaw. Once this was done I filed the edges removed the rag and any metal swarf that the rag didn't catch was picked up with a magnetic screwdriver. I took the car for a drive there was no crunching or popping out of 2nd gear.

I had some vinyl left over from another car project and made up a new vinyl dust excluder and fitted that back to the car. I ran a rubber O ring over the gear lever onto the top of the new vinyl cover to help secure it to the gear lever and used the original metal ring to secure it to the transmission tunnel. The new vinyl cover is a lot thinner and more pliable than the original rubber dust excluder.

Once everything was back together I then set off on a 90 minute drive with absolutely no problems, all 2nd gear changes were perfect with no crunching and no popping out of gear."



Similar situation with an MGBGT V8 conversion

Mike Howlett mentioned that "when I put the R380 gearbox in my MGBGT V8 conversion I had the same issue. I cut a semi-circular piece out of the tunnel top behind the lever aperture and fabricated a cover plate held with screws. This plate allowed more rearward movement for the lever. It works like a charm."

See also [RV8NOTE381](#) Solving crunching gears and [RV8NOTE384](#) Greasing your gear lever and remote.