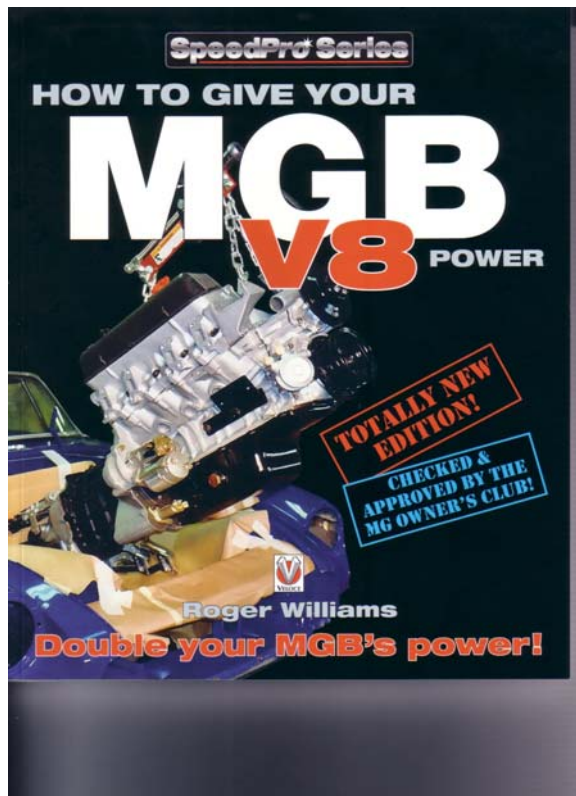
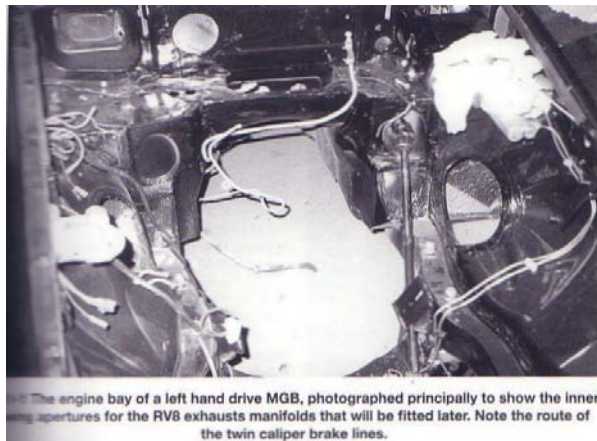


How to give your MGB V8 power – List 1 RV8 colour photos needed

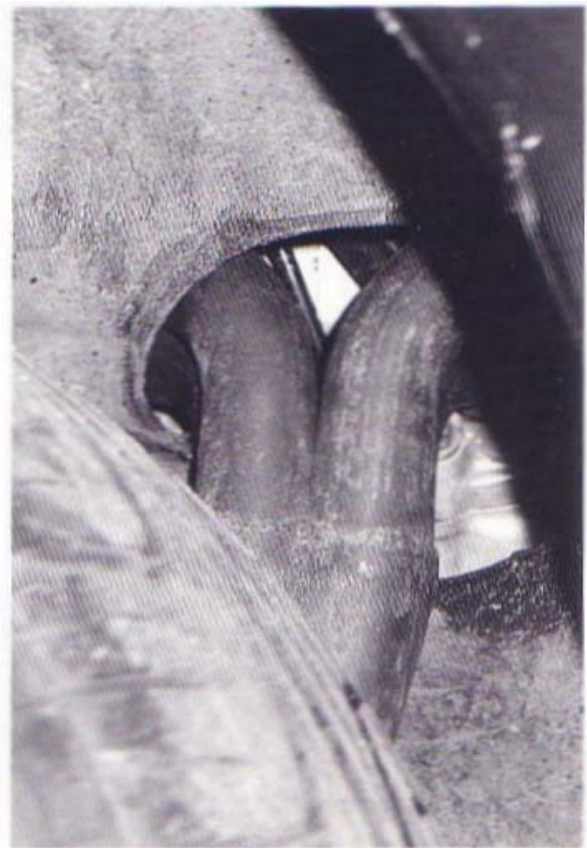


Page references are to the third edition.

The author, Roger Williams, would welcome some colour photos as a replacement for the monochrome photos used in the third edition. To enable V8 Register members to help, the photos are shown below together with the page and photo numbers.



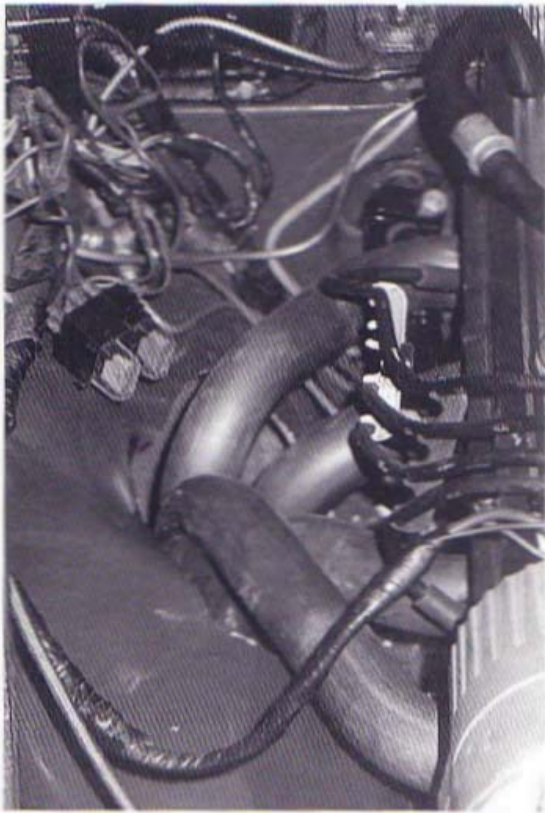
P75 colour pic need for 5-1-1 (RV8 engine bay would be ideal)



5-1-2 This photograph shows that the inner wing has been strengthened, in this case by turning down a lip. Most inner wing strengthening for RV8s is achieved by welding a "ring" of steel around the aperture.

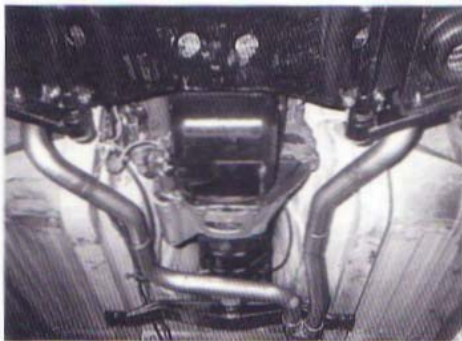
P75

How to give your MGB V8 power – List 1 RV8 colour photos needed



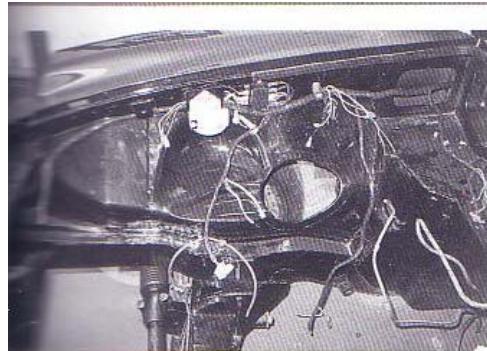
5-1-3 This excellent view shows the RV8 exhaust manifold/header exiting the engine compartment as swiftly as possible, just behind the (unseen) front suspension.

P75 5-1-3 colour version needed



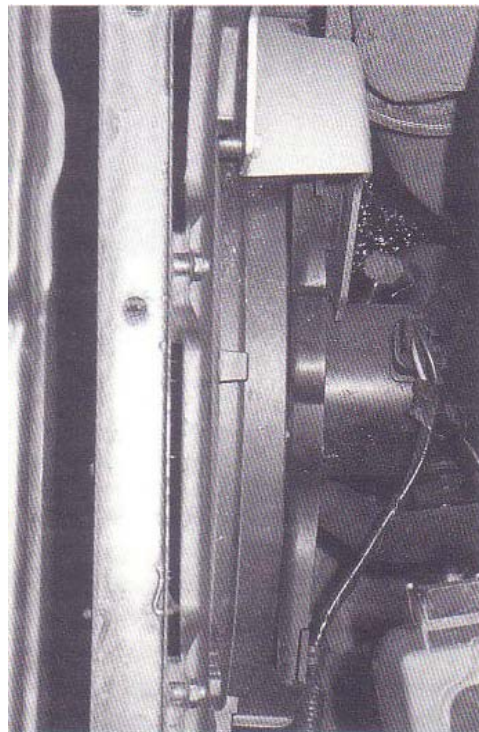
5-1-4 This is the Clive Wheatley system, which is somewhat different in detail. The manifolds can be fitted and removed with the engine in situ, which means there are more junctions than alternative systems. Note the absence of clips: the system just pushes together with very little sealing compound. Very smooth. However, did you spot that the gearbox bottom dust shield is missing near the clutch slave cylinder? I will bet the dust shield came from an automatic. Manual ones are available via a Triumph TR8 dealer, part number FRC 142.

P75



5-3-1 This photograph clearly shows the right side inner wing aperture for the RV8 exhaust system. Sharp eyes may see the spot welds around the aperture showing the strengthening lip/rim has already been added to the underside of the inner wing. The rear of the front wheel is clearly seen but you may not notice the slightly flaring and angled style of the headlamp mounting (top left) declaring this also to be an RV8 replica bodysell. The beneficial side effect of these two inner wing exhaust apertures is a significant increase in airflow through the engine bay.

P79 5-3-1 colour version required



5-6-5 A vertical view of a 'close coupled' fan with the radiator on the left. The fan blade housing and the electric drive motor are on the right of the photograph.

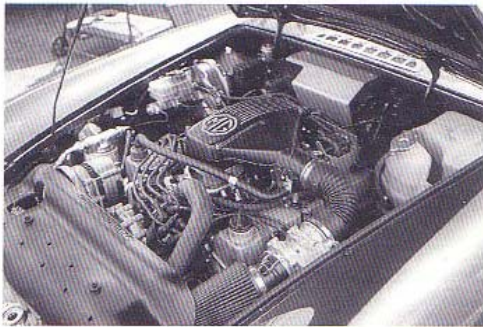
P84 5-6-5 colour version required

How to give your MGB V8 power – List 1 RV8 colour photos needed



5-6-6 This is an RV8 electric fan positioned behind the radiator 'pulling' cooling air through the matrix. The fan is particularly valuable because it has no motor protruding backwards into the engine bay to interfere with the fan belt, water pump or the various pulleys.

P84 5-6-6 colour version needed



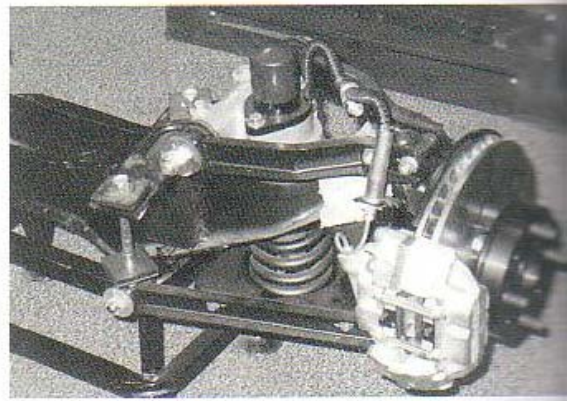
5-9-4 This photograph is of an MG RV8 engine bay, and is included to demonstrate the improved route of the radiator's top hose (part number GRH 1324), and the necessarily different thermostat housing (ETC. 6135A).

P87 5-9-4 colour version needed



7-3-5 An overall view of Heritage's complete front suspension assembly (just as it comes to you, ready to bolt to the car)

P104 7-3-5 colour version needed



7-3-6 A close-up of the right side which shows the top fabricated wishbone, the cast shock absorber top housing, and the conventional MGB coil spring co-axially aligned as they should be. The large Princess-based four pot caliper is well in evidence, as are the 270mm diameter x 24mm thick ventilated discs and rather differently routed hydraulic brake hoses.

P104 7-3-6 colour version needed



8-1-3 This is an example of a twin-leaf parabolic conversion derived from Rover's RV8 single leaf rear suspension design. Note that the well-adapted lower spring bracket is being used to affix this telescopic damper.

P106 pic 8-1-3 better quality shot appreciated

How to give your MGB V8 power – List 1 RV8 colour photos needed



9-4-3 The RV8 body panels give this BGT a more individual and not unattractive appearance.

P139 9-4-3 colour version needed



9-4-4 The same shell, of course, from another angle. It is difficult to appreciate, even from this angle, but the RV8 panels have the practical benefit of allowing wider track and/or tyres.

P139 9-4-4 colour version needed