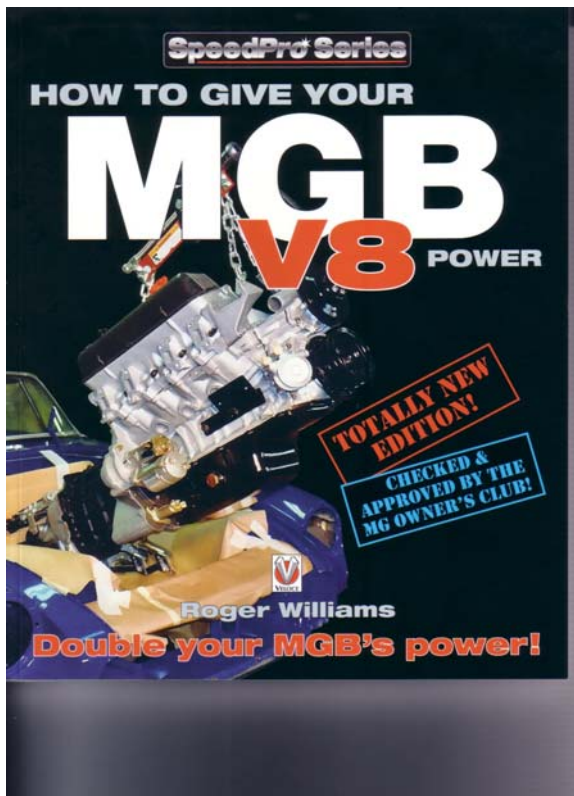


How to give your MGB V8 power – List 2 V8 Conversions colour photos needed



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.



2-3-4 This photograph shows a post-1996 V8 block with an earlier cylinder head, and is included to illustrate the omission of the bottom row of cylinder head bolts (they were not tapped into the cylinder blocks!).

Page 27 pic 2-3-4 colour pics required



2-5-2-2 A rotatable oil-filter mount shown on a Buick V6 oil pump base.

P31 2-5-2-2 colour pic required

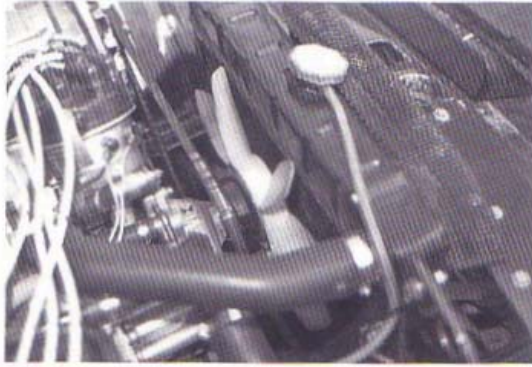


2-7-15 Using 0.060in diameter wire for the high tolerance cam-follower pre-load check.

Page 43 pic 2-7-15 better picture preferred

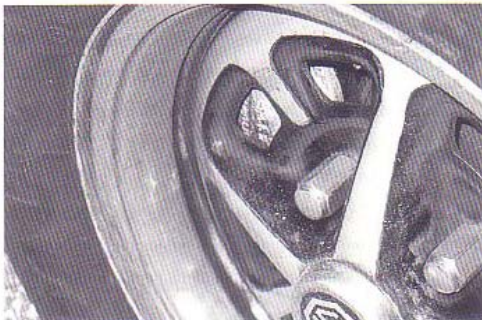
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Page 75 pic 5.1.1 colour pic required

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5-5-1 Buick 215 with Buick/Olds 215 water pump and seven blade plastic ex-1800 MGB fan. This is the pump furnished with the air-conditioned cars referred to in the main text and is about 0.75 inches shorter than the 'standard' 215 water pump. The metal inserts in the fan were drilled out and the fan bolted directly to the water pump to accommodate the Buick's slightly larger fixing bolt. The radiator consists of 1972 MGB tanks spliced to an American fabricated core using the same dimensions as the factory MG V8 radiator. The inlet was moved to the left side to be nearer the water pump outlet.

Page 81 pic 5-5-1 colour pic required

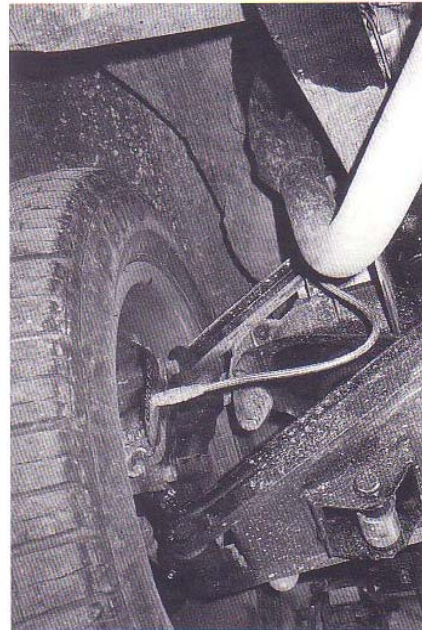


6-5 Compare and contrast the very close clearance between this 14 inch MGB Rostyle wheel and the Princess caliper which, again, can be viewed through the wheel slots.

Page 92 6-5 colour version needed

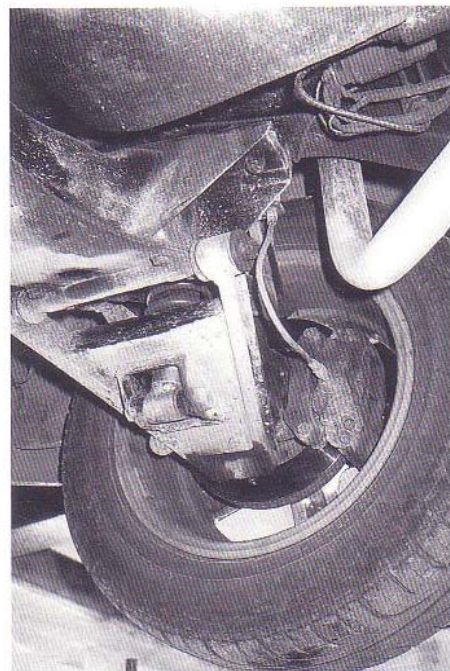
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Page 101 pic 7.2.2 – prefer an MG with negative camber



7-2-3 This front suspension improvement uses coil-over shock absorbers. The photograph shows the new spring pan and lower mounting method for this type of front suspension. You should also note the route of the RV8 exhaust system.

Page 102 7-2-3 colour version needed



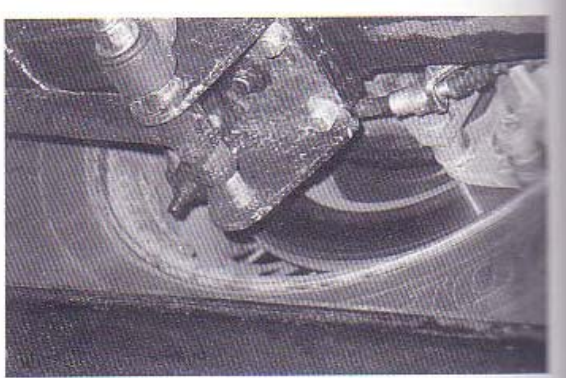
7-2-4 Another view of the coil-over shocks front suspension system. Note the Wilwood Superlite cast alloy brake caliper and its intermediate mounting bracket marrying it to the MGB stub axle. Brake discs are 273mm, ventilated and most effective.

Page 102 7-2-4 colour version needed

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Page 104 7.3.5 colour pic required

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Page 104 7.3.6 colour pic required



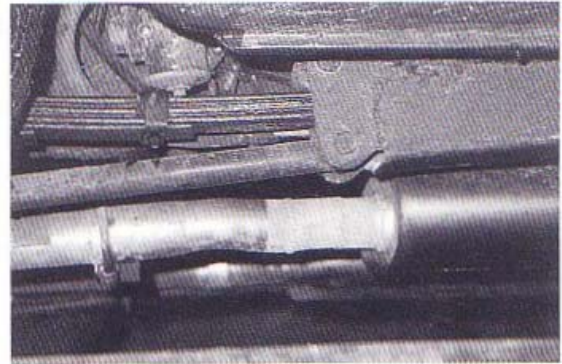
8-2-2 This is the tail end of the anti-tramp bar showing the centre bolt for spring location and two of the four 'U'-bolts' securing nuts. Note the rear disc brakes and the way Cox and Perry have accommodated the bottom telescopic shock absorber mounting.

Page 108 8-2-2 colour version needed



8-2-3 This is a wide view of the strengthening member welded into both sides of the chassis between the central crossmember and the rear spring hangers. Note the two bolts: the top one goes through this extra piece and on through the front spring eye, whilst the bottom one provides the front mounting for the anti-tramp bars.

Page 109 8-2-3 colour version needed



8-2-4 This is a closer shot of the non-RV8 fabrication. These anti-tramp bars have been fitted to a conventionally sprung car but with a further thickness of metal welded on both sides to give the spring and the anti-tramp bar plenty of solid material to push and pull against.

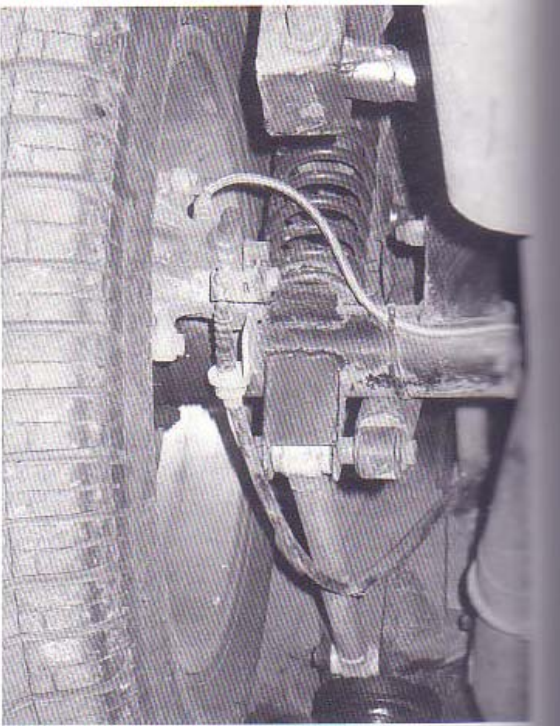
Page 109 8-2-4 colour version needed



8-2-7-2 If adopting trailing-arm suspension, it is imperative you provide a shell strengthening and stress distributing framework one side or other of the heel-board. This left-half shot is of a similar internal tubular/channel frame.

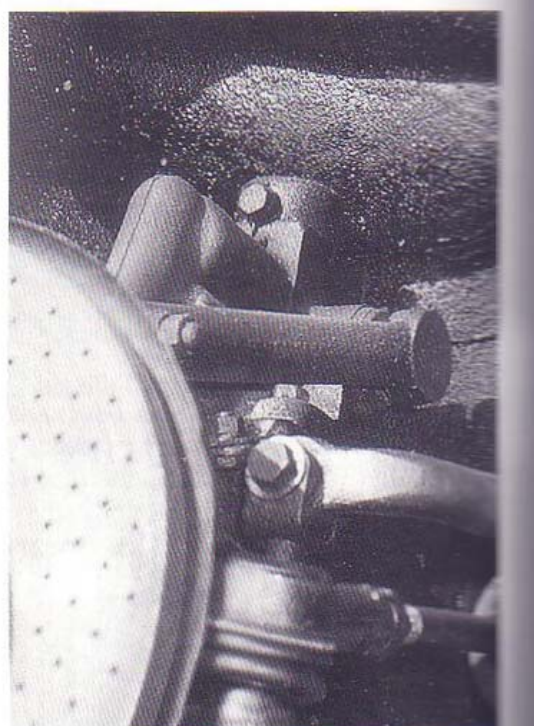
Page 109 8-2-7-1 colour version needed

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8-2-8-1 This photograph of the left side shows, at the very top of the picture, the chassis end of the Panhard rod and the bottom of the fabricated tower.

Page 110 8-2-8-1 colour version needed



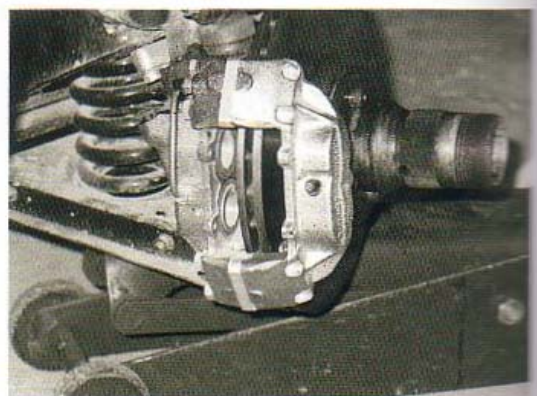
9-2-7-1 This photograph shows the now bulged inner wing panel at the top of this picture very nearly coming into contact with the top of the shock absorber. There's also a view of the more efficient cross-drilled front discs recommended in the text and, almost dead centre, the heavy anti-roll bar supplied – in this case – by Hopkinson.

Page 128 9-2-7-1 colour version needed



8-2-9 This slightly different angle shows the right side coil spring and about half of the axle's lateral location method – a Panhard rod – and, in this case, the car's rear disc brakes.

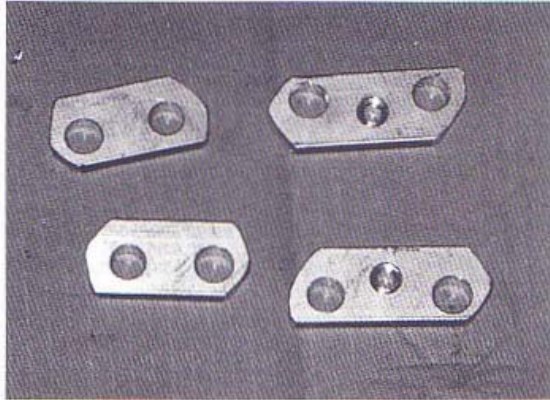
Page 110 8-2-9 colour version needed



10-2-7 Princess calipers in their most cost-effective mode. The coupling pipe on the inside of the caliper reveals this to be an original caliper without internal modification. However, you will clearly see that these are 273mm ventilated discs with compensating spacers mounted within the caliper (the lower spacer is clearly visible).

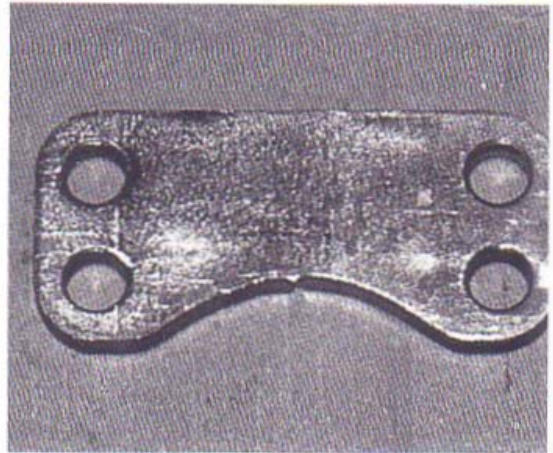
Page 146 10-2-7 colour version needed

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10-2-9 This is a set of inter-caliper spacers for a pair of Princess calipers. Two spacers have machined recesses for the essential "O" ring seals to prevent hydraulic fluid leaking from between the caliper halves.

Page 147 10-2-9 colour version needed



10-2-11 As disc diameters increase each caliper must move a corresponding distance from the hub, and this outward movement necessitates an expansion bracket to join the existing caliper mounting bolts to the hub's mounting point. This is one example of such an expansion bracket.

Page 148 10-2-11 colour version needed



10-2-10 Wilwood's Dynalite caliper with adapter bracket pre-fitted.

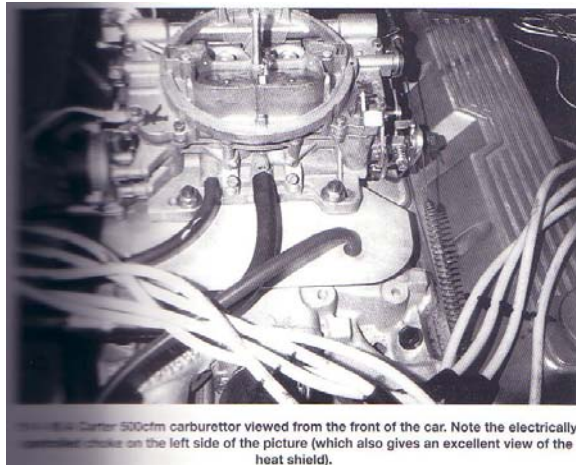
Page 147 10-2-10 colour version needed

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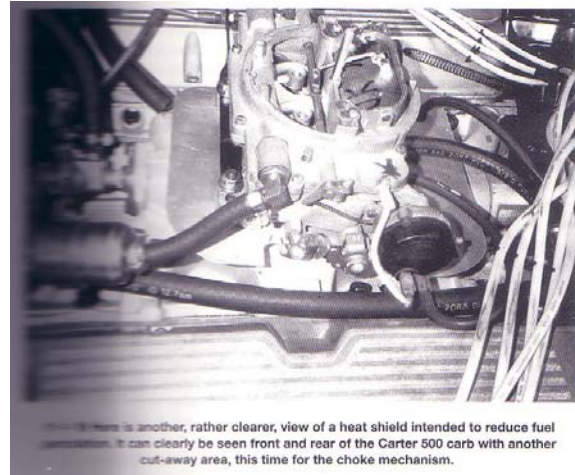


10-3-3 This is an MGB rear axle/disc brake combination. The mounting bracket bolts to the inside of the rear axle flange. An interesting bonus is the view of the rose ball joint on the end of this axle locating Panhard rod (top left of the picture).

Page 152 10-3-3 colour version needed



Page 159 11-1-18 colour version needed



Page 159 11-1-19 colour version needed

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Page 192 13.1.3 colour version needed



13-1-4 The traditional 45 amp MGB GT V8 alternator and excellent reproduction V8 mounting bracket available from Clive Wheatley,

Page 192 13-1-4 colour version needed