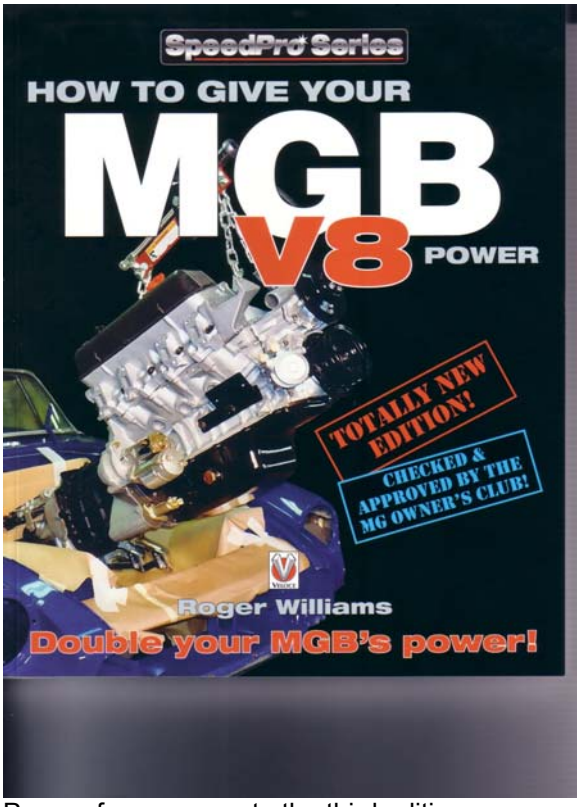
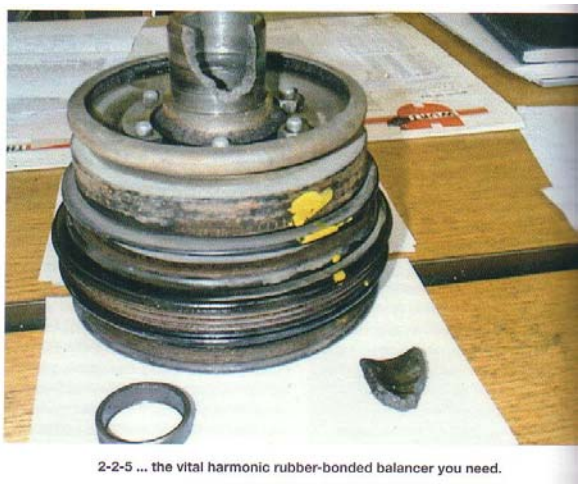


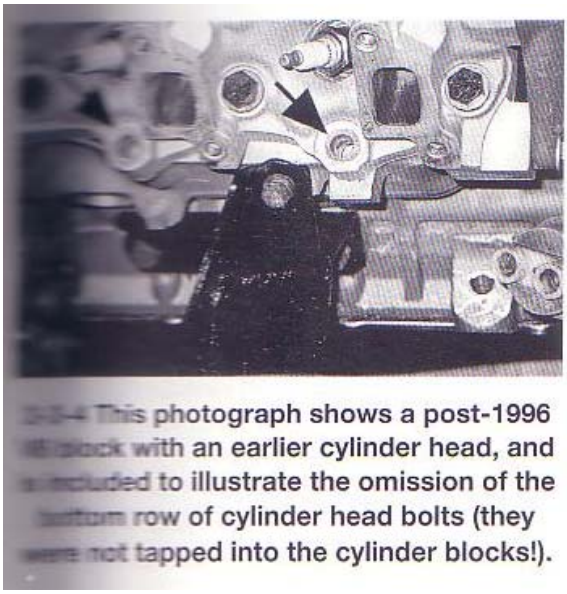
Page references are to the third edition.

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.



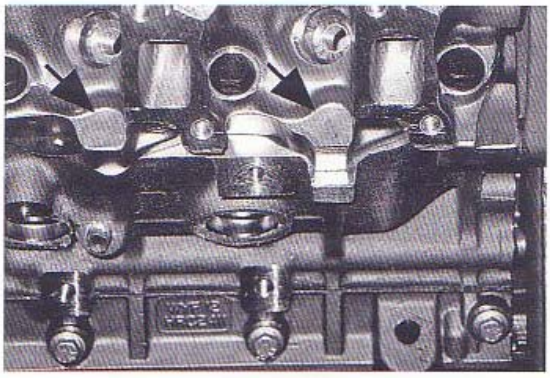
2-2-5 ... the vital harmonic rubber-bonded balancer you need.

P24 pic 2-2-5 new pic preferred without damage!



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

P27 pic 2-3-4 colour pics required



2-3-5 This photograph shows a late block with a late cylinder head which now also omits the holes for the bottom row of bolts! Note: the three (of five) cross bolts at the bottom of the picture show this to be a 4600cc engine.

P27 pic 2-3-5 colour pics required

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

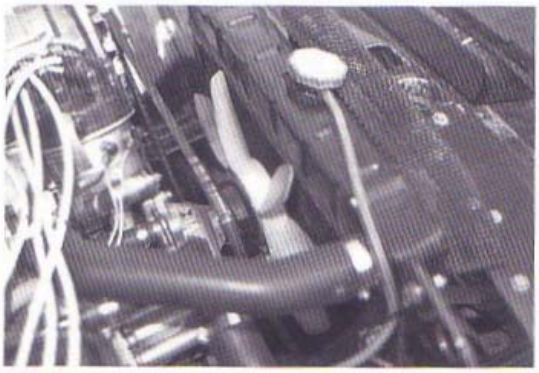
P31 2-5-2-2 colour pic required

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

P43 pic 2-7-15 better picture preferred

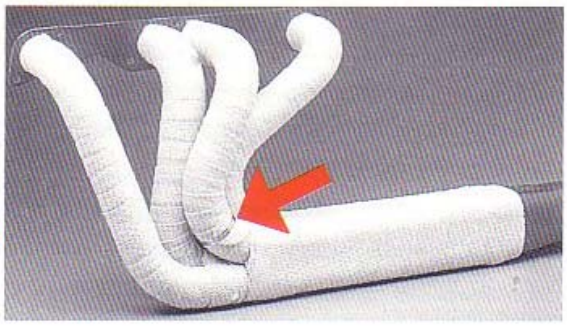
5-1-2 This photograph shows that the inner wing has been strengthened, in this case by turning down a lip. Most inner wing strengthening for RV8s is achieved by welding a "ring" of steel around the aperture.

P75 5-1-2 colour pic need



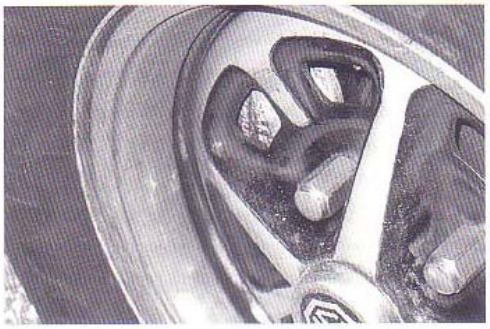
5-5-1 Buick 215 with Buick/Olds 215 water pump and seven blade plastic ex-1800 MGB fan. This is the pump furnished with the air-conditioned cars referred to in the main text and is about 0.75 inches shorter than the 'standard' 215 water pump. The metal inserts in the fan were drilled out and the fan 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.

P81 pic 5-5-1 colour pic required



5-9-1 The exhaust manifold/header wrapping tape shown in this photograph is said to reduce under-bonnet temperature by 70 per cent. Note the stainless steel securing clip on number three pipe's wrapping (arrowed).

P86 5-9-1 colour version needed



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.

P92 6-5 colour version needed

6-9 A 15 inch x 6J variant available from the MGOC with or without Yokohama Tyres.

P92 6-10 colour version needed

6-6 These superb Compomotive wheels have 7 inch rims and are running 205x50x16 inch tyres. These show off the brake calipers very well indeed (in this case, SD1 Vitesse), which are considerably wider than the Princess caliper shown in the preceding shot.

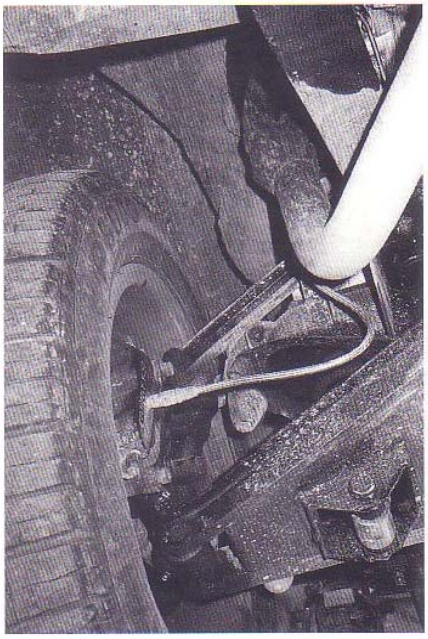
P92 6-6 attached colour needed

7-1-17 This shows (through a collection of oil pipes) the smaller u/j coupled to the now shortened chrome-bumper steering rack. These conversions are available from Clive Wheatley V8 Conversion Ltd.

P100 7-1-17 I've now found a colour version but a less obstructed picture would be appreciated

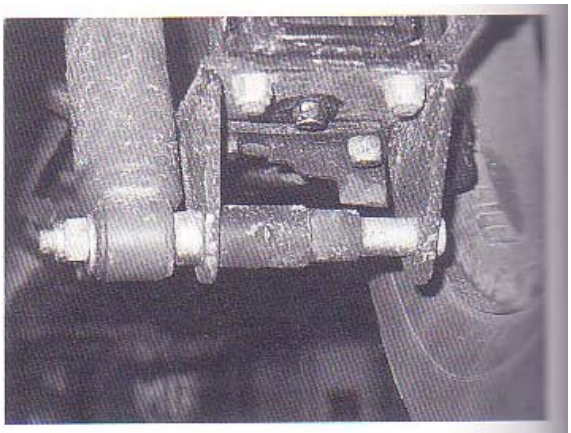
6-8 This is a 14 inch x 6J alloy wheel called Stealth. It is made by TSW but marketed by the MGOC – very smart too.

P92 6-8 colour version needed



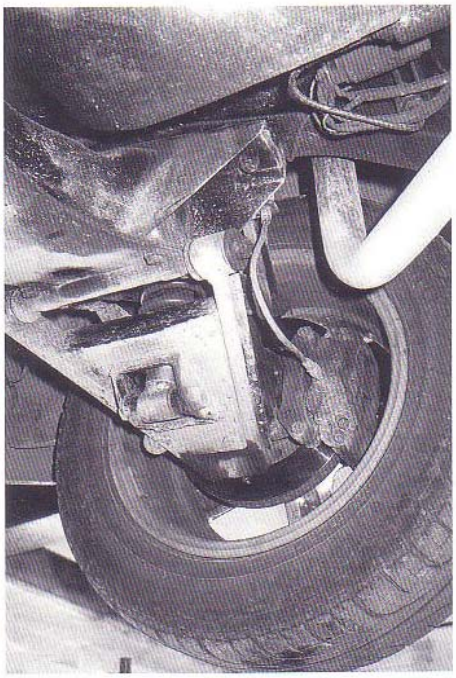
7-2-3 This front suspension improvement uses coil-over shock absorbers. The photograph shows the new spring pan and lower mounting method for this type of front suspension. You should also note the route of the RV8 exhaust system.

P102 7-2-3 colour version needed



8-2-1 This photograph shows the one-piece 'through' bolt that accommodates both the rear anti-tramp bar and bottom shock absorber mountings. Note the space to ensure the shock absorber is held clear of the bracket, and that the anti-tramp bar has, in fact, come adrift from its central bush. Two equal length spacers were subsequently machined and fitted each side of the anti-tramp bar end.

P108 8-2-1 colour version needed

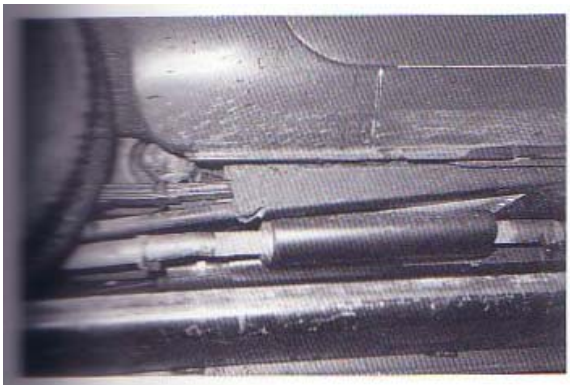


7-2-4 Another view of the coil-over shocks front suspension system. Note the Wilwood Superlite cast alloy brake caliper and its intermediate mounting bracket marrying it to the MGB stub axle. Brake discs are 273mm, ventilated and most effective.

P102 7-2-4 colour version needed

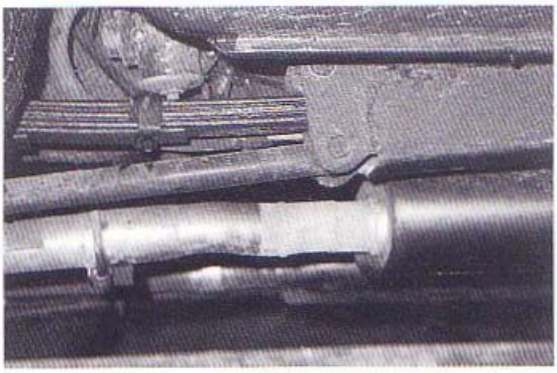
8-2-2 This is the tail end of the anti-tramp bar showing the centre bolt for spring locationing and two of the four 'U'-bolts' securing nuts. Note the rear disc brakes and the way Cox and Perry have accommodated the bottom telescopic shock absorber mounting.

P108 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.

P109 8-2-3 colour version needed

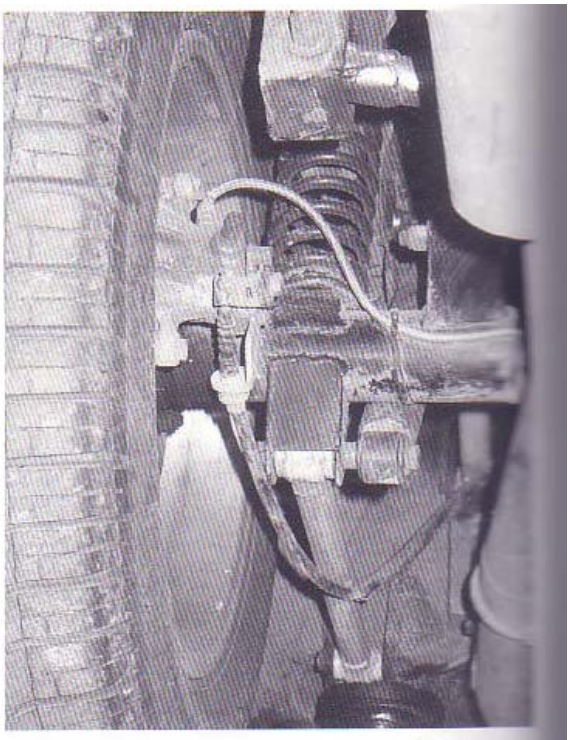


8-2-4 This is a closer shot of the non-RV8 fabrication. These anti-tramp bars have been fitted to a conventionally sprung car but with a further thickness of metal welded on both sides to give the spring and the anti-tramp bar plenty of solid material to push and pull against.

P109 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.

P109 8-2-7-1 colour version needed

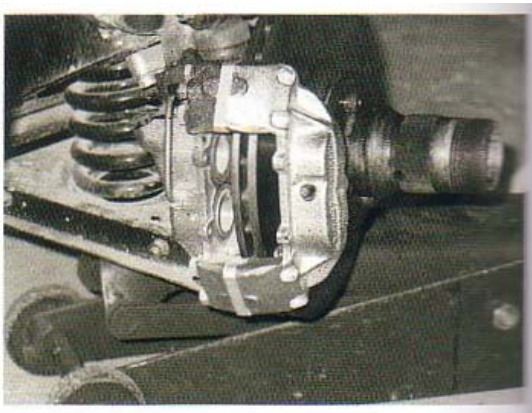


8-2-8-1 This photograph of the left side shows, at the very top of the picture, the chassis end of the Panhard rod and the bottom of the fabricated tower.

P110 8-2-8-1 colour version needed

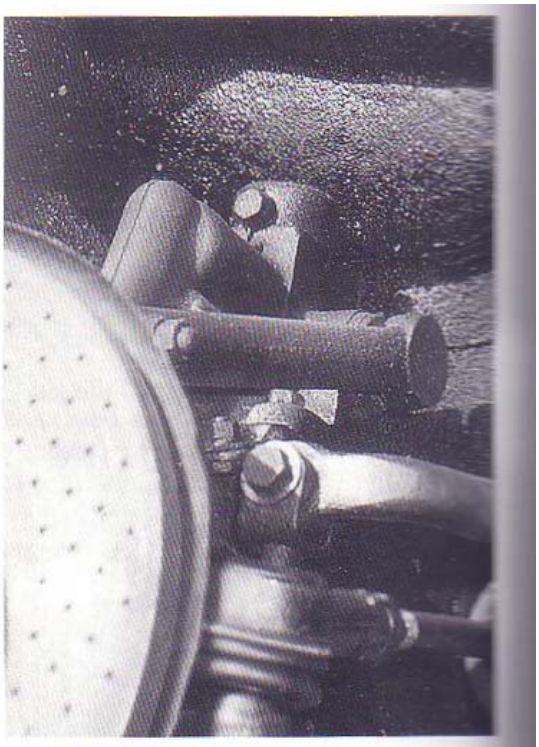
8-2-9 This slightly different angle shows the right side coil spring and about half of the axle's lateral locationing method – a Panhard rod – and, in this case, the car's rear disc brakes.

P110 8-2-9 colour version needed



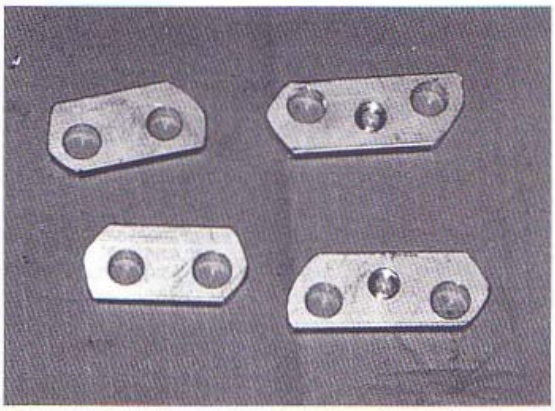
10-2-7 Princess calipers in their most cost-effective mode. The coupling pipe on the inside of the caliper reveals this to be an original caliper without internal modification. However, you will clearly see that these are 273mm ventilated discs with compensating spacers mounted within the caliper (the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

P146 10-2-7 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 suppplied – in this case – by Hopkinson.

P128 9-2-7-1 colour version needed

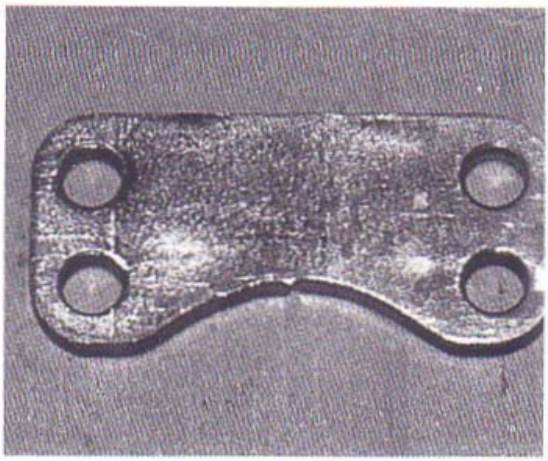


10-2-9 This is a set of inter-caliper spacers for a pair of Princess calipers. Two spacers have machined recesses for the essential "O" ring seals to prevent hydraulic fluid leaking from between the caliper halves.

P147 10-2-9 colour version needed

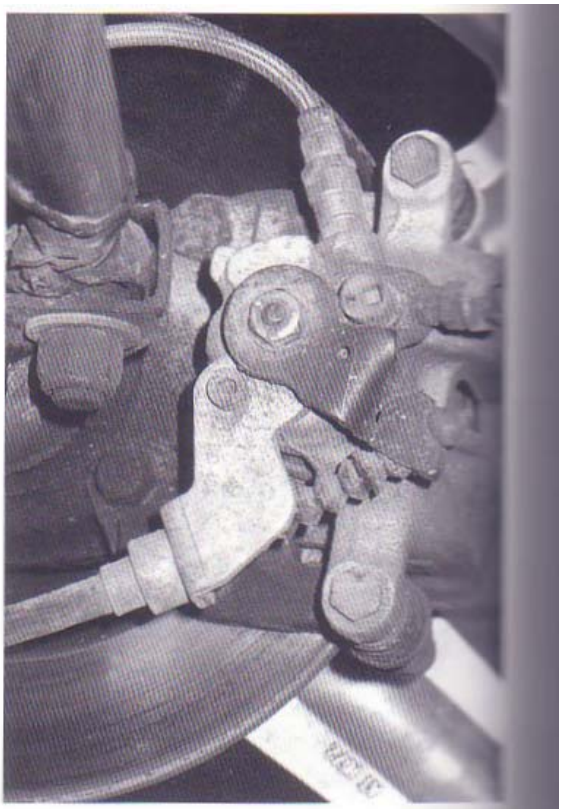
10-2-10 Wilwood's Dynalite caliper with adapter bracket pre-fitted.

P147 10-2-10 colour version needed



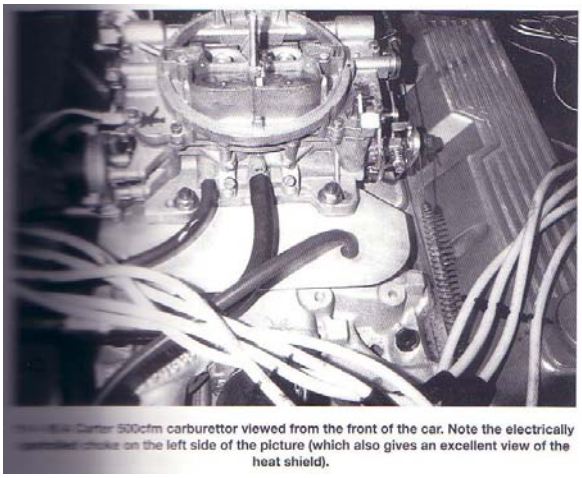
10-2-11 As disc diameters increase each caliper must move a corresponding distance from the hub, and this outward movement necessitates an expansion bracket to join the existing caliper mounting bolts to the hub's mounting point. This is one example of such an expansion bracket.

P148 10-2-11 colour version needed



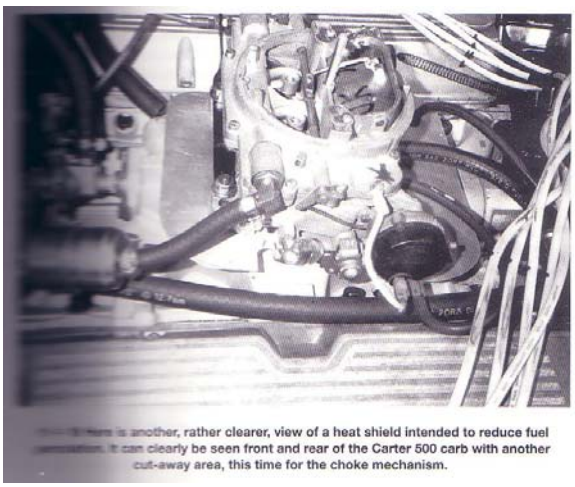
10-3-3 This is an MGB rear axle/disc brake combination. The mounting bracket bolts to the inside of the rear axle flange. An interesting bonus is the view of the rose ball joint on the end of this axle locating Panhard rod (top left of the picture).

P152 10-3-3 colour version needed



Carter 500cfm carburettor viewed from the front of the car. Note the electrically choke on the left side of the picture (which also gives an excellent view of the heat shield).

P159 11-1-18 colour version needed

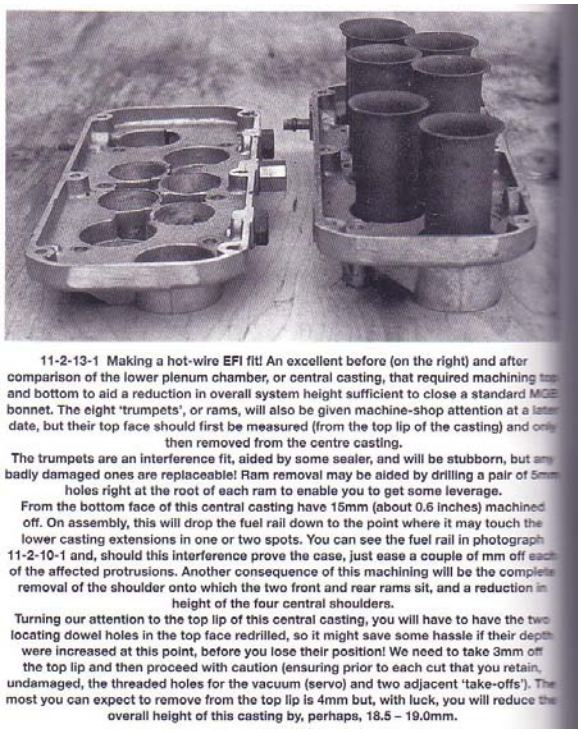


Here is another, rather clearer, view of a heat shield intended to reduce fuel ... It can clearly be seen front and rear of the Carter 500 carb with another cut-away area, this time for the choke mechanism.

P159 11-1-19 colour version needed

11-1-22 This picture also shows the front of the carburettor (note the pipe connections) but is included to show the Edelbrock foam air cleaner. This particular example had to be lowered by a couple of inches to allow this MGB bonnet/hood to close.

P160 11-1-2 Better quality picture appreciated



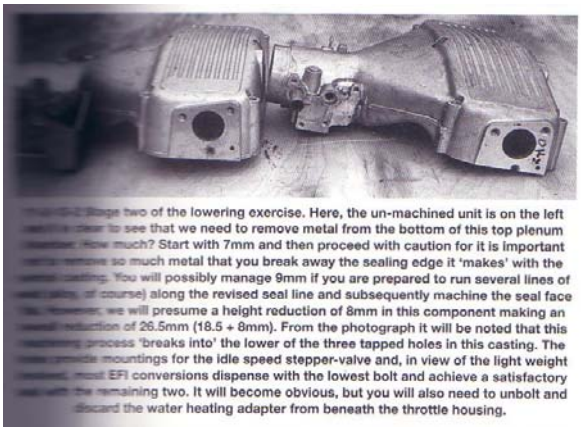
11-2-13-1 Making a hot-wire EFI fit! An excellent before (on the right) and after comparison of the lower plenum chamber, or central casting, that required machining top and bottom to aid a reduction in overall system height sufficient to close a standard MGB bonnet. The eight 'trumpets', or rams, will also be given machine-shop attention at a later date, but their top face should first be measured (from the top lip of the casting) and only then removed from the centre casting.

The trumpets are an interference fit, aided by some sealer, and will be stubborn, but any badly damaged ones are replaceable! Ram removal may be aided by drilling a pair of 5mm holes right at the root of each ram to enable you to get some leverage.

From the bottom face of this central casting have 15mm (about 0.6 inches) machined off. On assembly, this will drop the fuel rail down to the point where it may touch the lower casting extensions in one or two spots. You can see the fuel rail in photograph 11-2-10-1 and, should this interference prove the case, just ease a couple of mm off each of the affected protrusions. Another consequence of this machining will be the complete removal of the shoulder onto which the two front and rear rams sit, and a reduction in height of the four central shoulders.

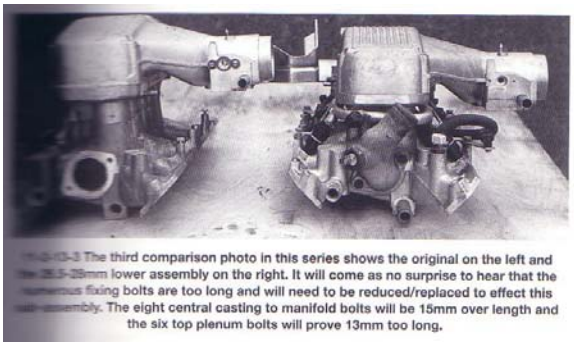
Turning our attention to the top lip of this central casting, you will have to have the two locating dowel holes in the top face redrilled, so it might save some hassle if their depth were increased at this point, before you lose their position! We need to take 3mm off the top lip and then proceed with caution (ensuring prior to each cut that you retain, undamaged, the threaded holes for the vacuum (servo) and two adjacent 'take-offs'). The most you can expect to remove from the top lip is 4mm but, with luck, you will reduce the overall height of this casting by, perhaps, 18.5 – 19.0mm.

P170 Three sequential pictures 11-2-13 (1, 2, 3) appreciated in colour



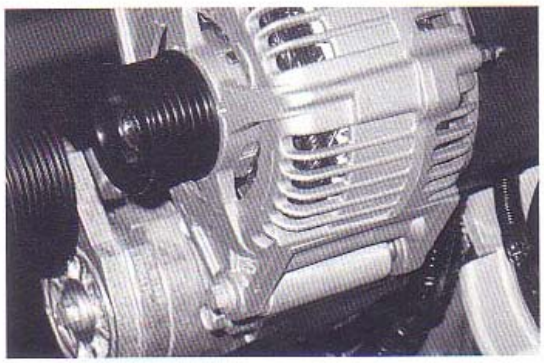
... two of the lowering exercise. Here, the un-machined unit is on the left ... clear to see that we need to remove metal from the bottom of this top plenum ... How much? Start with 7mm and then proceed with caution for it is important ... so much metal that you break away the sealing edge it 'makes' with the ... casting. You will possibly manage 9mm if you are prepared to run several lines of ... of course) along the revised seal line and subsequently machine the seal face ... we will presume a height reduction of 8mm in this component making an ... of 26.5mm (18.5 + 8mm). From the photograph it will be noted that this ... process 'breaks into' the lower of the three tapped holes in this casting. The ... mountings for the idle speed stepper-valve and, in view of the light weight ... EFI conversions dispense with the lowest bolt and achieve a satisfactory ... the remaining two. It will become obvious, but you will also need to unbolt and ... the water heating adapter from beneath the throttle housing.

P171 Three sequential pictures 11-2-13 (1, 2, 3) appreciated in colour



... The third comparison photo in this series shows the original on the left and ... lower assembly on the right. It will come as no surprise to hear that the ... fixing bolts are too long and will need to be reduced/replaced to effect this ... assembly. The eight central casting to manifold bolts will be 15mm over length and the six top plenum bolts will prove 13mm too long.

P171 Three sequential pictures 11-2-13 (1, 2, 3) appreciated in colour



13-1-3 A modern high amperage alternator with internal fan. Note the different fan/ drive belt (no more 'V' belts) which gives food for thought insofar as water pump and crankshaft pulley shapes are concerned.

P192 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,

P192 13-1-4 colour version needed