

MGBGT V8 & RV8 MODIFICATIONS & UPGRADES



AIMS

- To highlight some of the modifications & upgrades currently available for the MGBGTV8 & RV8.
- Based on personal experience and the Best Mods Surveys on the V8 Register website.
- I'm not from a technical background and this presentation can not cover every MGV8 modification, or upgrade.
- But hopefully, it will provide useful information for any member considering upgrading their V8 for road use.

TO MODIFY,
UPGRADE, OR KEEP
STANDARD?

That is the question!
Purists look away now!





Car-from-UK.com





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- **Factory car - 1451.**
 - **Built March 1974.**
 - **Originally Glacier White.**
 - **Owned since 1994.**
 - **Fully restored in 2004.**

WCG 278N

WCG 278N/COMMON UPGRADES

- Manual fan override switch.
- HS4 Headlight conversion. (LED Bulbs?)
- Electronic ignition & upgraded coil.
- Electronic fuel pump.
- Single 12v battery conversion.
- Battery cut-off switch.

WCG 278N: ENGINE & GEARBOX UPGRADES

- Peter Burgess stage 2 - Econo-Tune SD1 heads.
- 10.5:1 compression pistons.
- Slightly warmer camshaft.
- BBC carburettor needles & K&N air filters.
- Facet Red Top fuel pump. (6.5-7psi)
- RV8 exhaust manifolds.

WCG 278N: ENGINE & GEARBOX UPGRADES

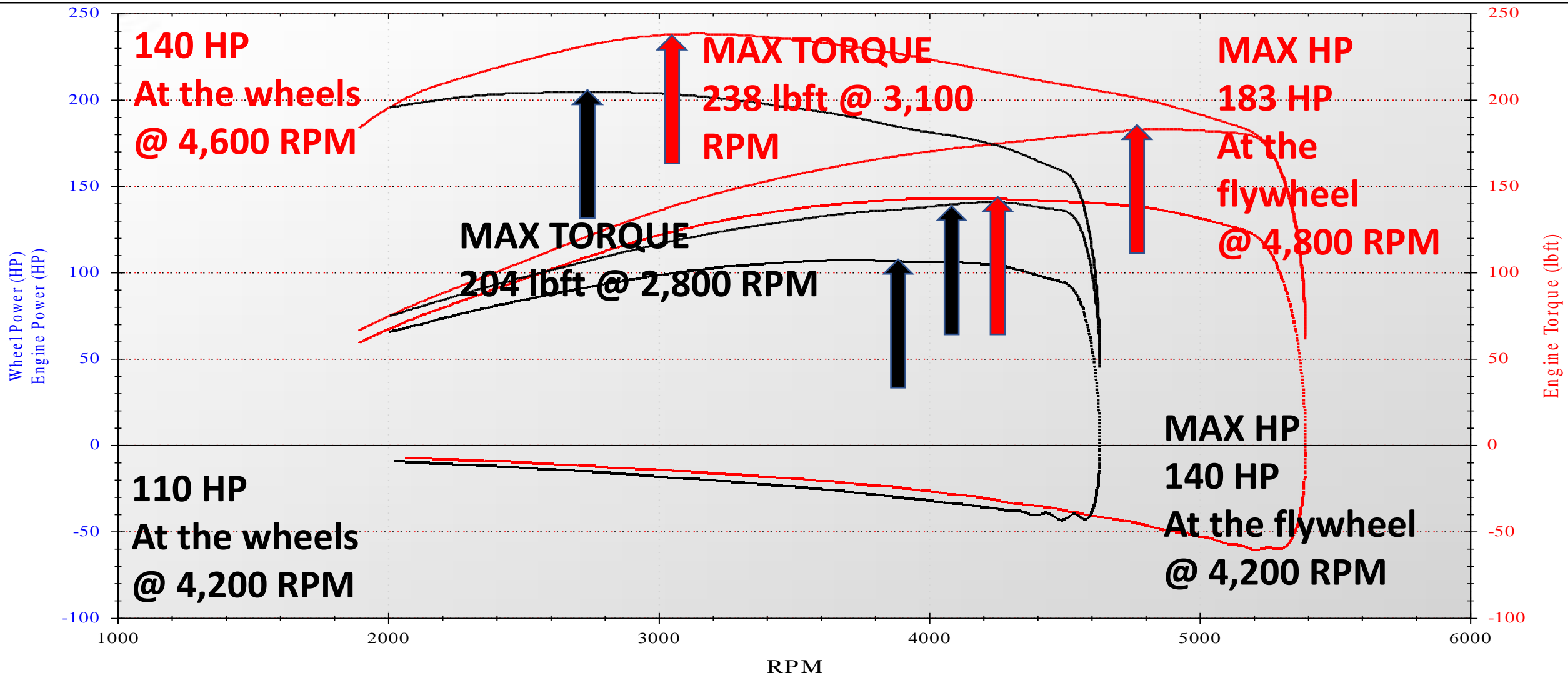
- High volume oil pump.
- Engine steady bar from Clive Wheatley.
- 5 Speed Ford Cosworth T5 gearbox.
- TVR Bell housing.
- Crankcase breather hoses extended and rerouted.

WCG 278N: SUSPENSION UPGRADES

- RV8 Front Crossmember.
- Spax front shock absorbers.
- New uprated rear lever arm shock absorbers.
- 7/8" anti-roll bar.
- Blue Poly-Bush suspension set.
- Lowered front & rear suspension & negative camber wishbone arms.
- Replacement tyres.
- ABS Front spoiler.

WCG 278N UPGRADES

- Modern stereo: connecting and charging an iPhone.
- Moss sport seats.
- Seat belt guides.
- Moto-Lita steering wheel.
- Tailgate gas struts.
- High security locks.
- Fire Safety Stick.



Name	Max Engine Power	Max Engine Torque	Time	Total corr factor	Comments
Dyno_Files_5	182.77 HP @ 4860 RPM	238.04 lbft @ 3147 RPM	09-Aug-22 10:58:09 AM	0.992	PB V8
Dyno_Files_3_3	140.42 HP @ 4237 RPM	204.11 lbft @ 2810 RPM	14-Jul-21 10:31:30 AM	0.998	Factory V8

ROLLING ROAD SUMMARY

Standard 3.5L

- 140 HP (137 HP - Factory)
- 204lbft

Peter Burgess 3.5L GTV8

- 184 HP = 30% increase
- 238lbft = 16% increase

Ian's 4.6L Fuel Injection GTV8

- 304 HP = 122% increase
- 380lbft = 86% increase



MGBGT V8 Mods Survey

TOP 10 GTV8 UPGRADES & MODIFICATIONS

1. Upgrade Headlights.
2. Replacing 'Top Hat' battery terminals with clamp type.
3. Petronix or Lumination electronic ignition.
4. Upgraded suspension bushes.
5. 12v battery upgrade.
6. Adjust standard tyre pressures.
7. Alternative carburettor needles.
8. Replace tyres.
9. Fitting brass coolant filler cap.
10. Fitting chrome or stainless steel fresh air intake mesh.



RV8 Mods Survey

TOP 10 RV8 UPGRADES & MODIFICATIONS

1. Fitting New Tyres.
2. Spax Shock Absorbers.
3. Poly Suspension Bushes.
4. Adjusting Tyre Pressures.
5. Wind-stopper.
6. Fitting brass coolant filler cap.
7. Rechipping Engine ECU.
8. Performance Exhaust.
9. Replacing Gear Knob.
10. Replacement Clear Lenses.

TYRE PRESSURES

- Tyre pressures are a subjective issue and a lot will depend on personal preference, suspension set up, tyres and driving style, etc!
- The MGB & V8 generally understeer, therefore a higher pressure at the front is definitely required.



GTV8 TYRE PRESSURES

Original:

- 21 F & 24 R (normal)
- 26 F & 32 R (fully laden)

Modern Day:

- 22 Front & 26 Rear (comfort)
- 26 Front & 30 Rear (handling)

- R G: 30 Front & 28 Rear



MY GT V8 TYRE CHOICE

Previously Fitted:

- Goodyear NCT EAGLES - 185s

(Always believing that wider tyres were better = more grip??)

Now Fitted:

- Continental ECO-CONTACT 3 175-70-88



GTV8 15" 'STANDARD' ALLOY WHEEL

- Each wheel is 2kg lighter than the original Dunlop composite wheel.
- At £525 each, they're not cheap, but Clive has sold over 90 sets, so they are proving popular!



RV8 TYRE PRESSURES

Original:

- 22 F & 24 R

Modern Day Recommended:

- 28 F & 28 R



RV8 TYRE CHOICE

Original:

- Michelin AX 175 70 14

Modern Day:

- Continental
- Pirelli
- Michelin



ORIGINAL RV8 KONI SHOCK ABSORBERS



RV8 SPAX KRYPTON GAS DAMPERS



ENGINE OIL

- Use a good quality 20/50w mineral oil.
- Do not use a synthetic oil in your V8 engine.
- Change every 5,000 miles, or every 12 months.
- Use a good quality OE oil filter.
- RPI Engineering recommend:

Valvoline VR1 20/50.





POWER STEERING

- Hydraulic system.
- Electrical system.
- Available for both GT V8 & RV8.
- Most popular with RV8 owners.



SUSPENSION

FRONT

- RV8 Crossmember
- Hoyle
- Frontline
- Moss
- Uprated Shocks
- Anti-Roll Bars

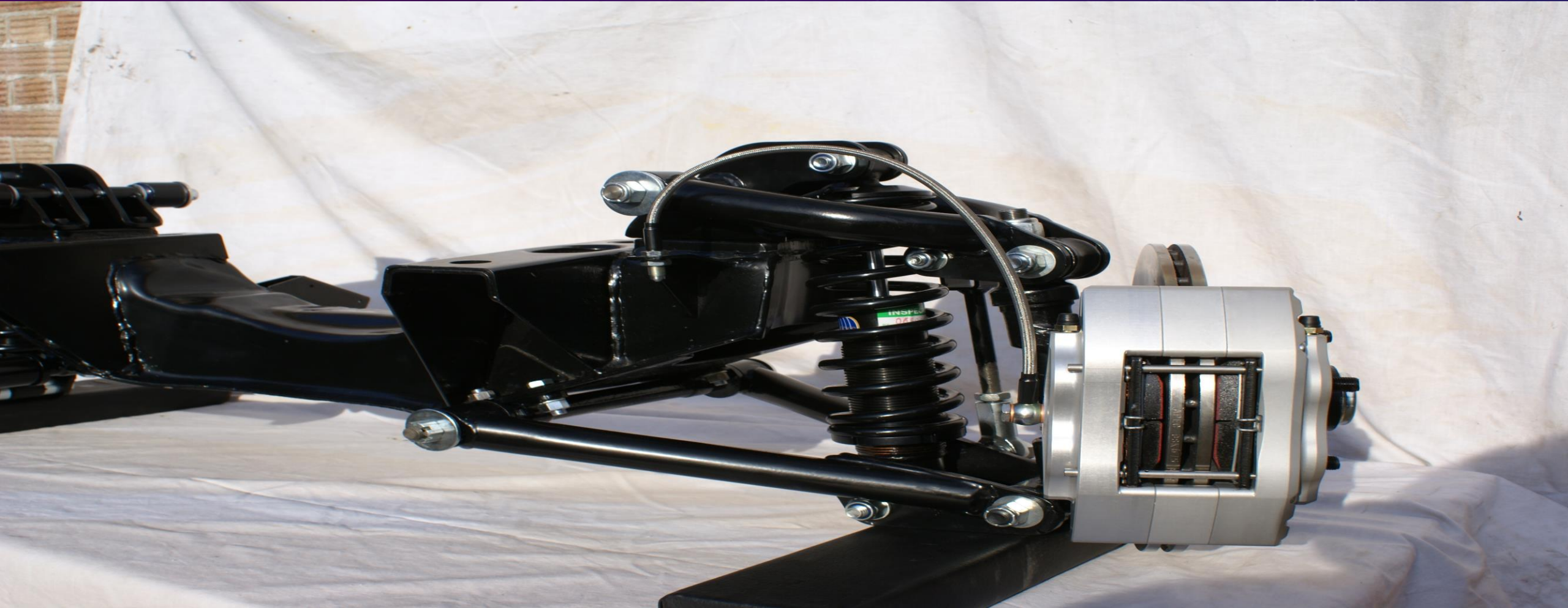
REAR

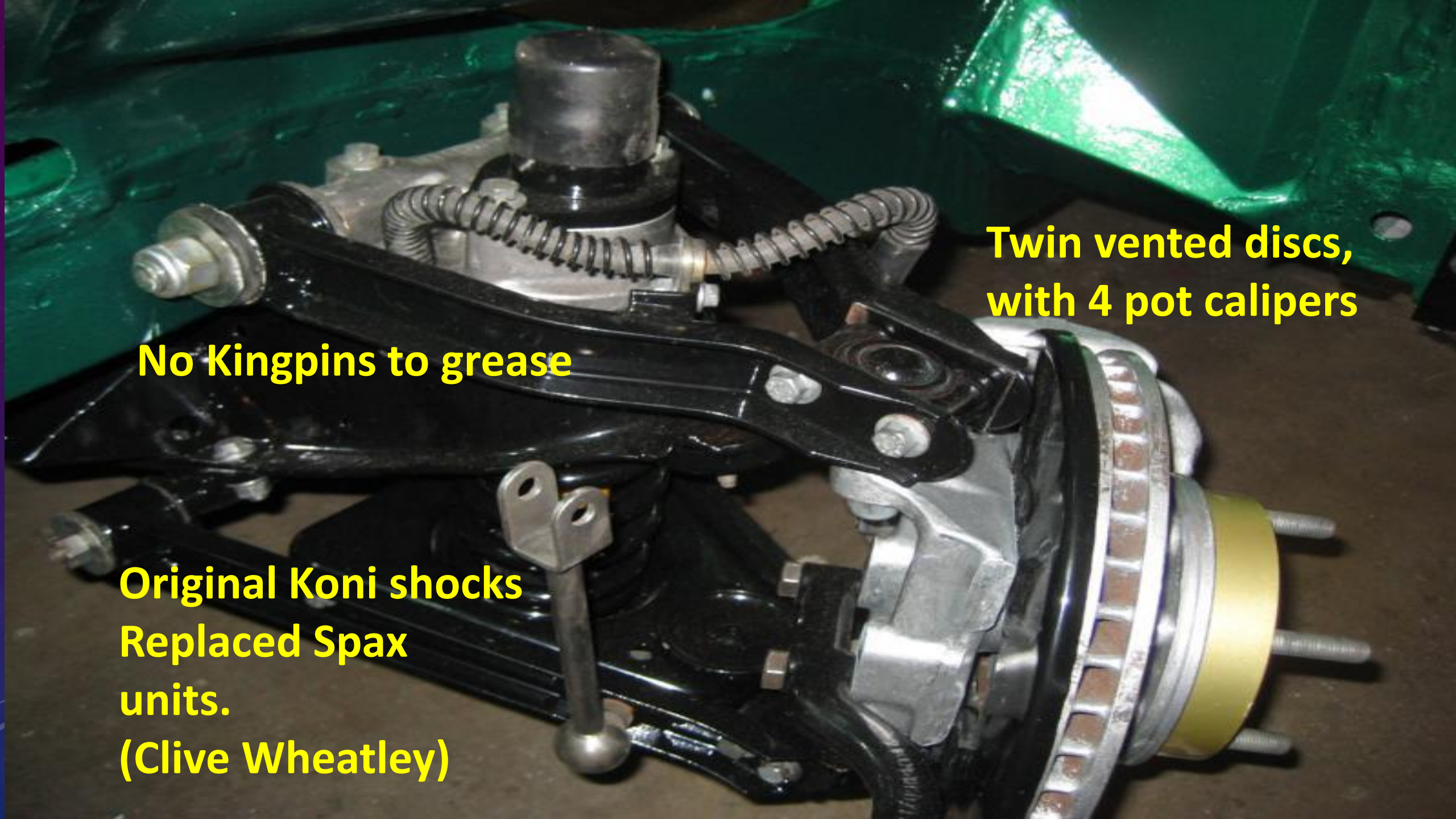
- Hoyle
- Frontline
- Parabolic Springs
- Anti-Tramp Bars
- Uprated Shocks

HOYLE IRS



HOYLE FRONT CROSSMEMBER





No Kingpins to grease

**Original Koni shocks
Replaced Spax
units.
(Clive Wheatley)**

**Twin vented discs,
with 4 pot calipers**

5 SPEED GEARBOX CONVERSIONS

- Ford Cosworth T5
- Rover LT177
- Rover R380
- Mazda 5 Speed



MY TOP 10 GTV8 UPGRADES & MODIFICATIONS

1. Peter Burgess tuning mods.
2. RV8 crossmember with Spax shocks.
3. 5 speed gearbox conversion.
4. Continental ECO - CONTACT 3 tyres.
5. Clive Wheatley Engine steady bar.
6. Modern stereo.
7. 12v battery conversion.
8. Fire Safety Stick.
9. Extending & rerouting crankcase breather hoses.
10. Battery cut-off switch.

FUTURE UPGRADES & MODIFICATIONS

- Bomb Box on the exhaust.
- Fuel cut-off switch.
- Investigate reducing wind noise around Quarter-Lights.
- Thermal insulation. (Driver's footwell).
- LED lights.
- Magnecor 8mm Silicone HT Leads.
- 15" "Standard" GTV8 wheels from Clive Wheatley.
- **But should I win the Lottery!**

MY WEAPON OF CHOICE WOULD BE:

- Robin Lackford Engineering will be building me a pre 1969, 4.6L fuel injected V8 Roadster!
- Front & rear Hoyle suspension.
- Mazda 5 speed gearbox.
- Power steering.
- Etc, etc, etc.

ANY QUESTIONS?

