



Cowl not fitting well on the steering column

In a V8 Bulletin Board thread on fitting an EZ power steering upgrade to an RV8, **Martin Selwyn** mentioned that he found it was relatively easy kit to fit and it has made a vast difference when driving in town and parking. Martin mentioned the only problem was that he found **the cowl does not quite fit properly** but he has noticed that even some RV8s without power steering have cowls that do not fit properly. He added he found EZ were very helpful if he needed any assistance and that he has heard that that Brown & Gammons have fitted some EZ upgrades to MGV8s.

Paul Atkinson responded that the EZ power steering was fitted to his RV8 by Steve Newton when he worked with Clive Wheatley in the days when Clive had a workshop. He added "I distinctly remember Steve making careful alterations to the internal parts of the cowl in order to make it a good fit after the installation. Paul added "if you were to speak to Roger Reingoud who runs EZ he will no doubt be able to help. I have twice visited EZ at their impressive premises in Leerdam and found Roger to be most accommodating and helpful. Telephone number is 0031(0)345 633551".

Martin Selwyn noted that "the instructions from. EZ regarding the cowl are not brilliant. I spoke with Mike Waters at EZ Power Steering UK in South Devon who sent me some photos showing where to cut the cowl to improve the fit which I followed but it does not fit perfectly. I am sure I can live with it as it is and I doubt most people would realise that it does not quite fit". Paul Atkinson offered to remove the cowl on his RV8 and take photos of the careful alterations that were made to the internal parts of the cowl in order to make it a good fit.

Cowl removed and photos taken

Paul Atkinson later removed his cowl and posted a set of photos on the V8BB thread showing the careful alterations

that were made to the internal parts of the cowl in order to make it a good fit. They were made when his EZ EPAS installation was carried out by Steve Newton who had worked with Clive Wheatley, before the mgv8parts workshop closed, and then later when Steve ran his own RV8 servicing business.

Paul then mentioned Steve had learned to fly a microlite on an airfield not far from his home and has since left his garage business and is now working full-time at the airfield helping out on mechanical, fire safety and other roles.

Cowl 3: This shows the two halves joined together

The photo (at the head of the article) shows the two halves when looking at the cowl from the **end nearest the front of the car** when fitted. The part of the large central aperture in the lower section has been enlarged/amended - the edge of the plastic shows clear signs of filing or cutting. The smaller holes in the lower half (one at each side of the central aperture) have also been worked upon as is evidenced by tool marks. On the upper half some material appears to have been removed from the inner locating rim small parts of which can be seen, each with a right angled corner, through the small holes.



Cowl 2: Lower section with ignition barrel access

The lugs (top of picture) with holes for the two front fixing screws have been reduced in width. Left lug now measures circa 13.6mm, right lug 14mm.



Cowl 1: Upper section

Again the fixing lugs have been reduced in width. The left lug now measures 14.5mm, right lug 12mm.

Paul added "so far as I can tell there have been no other amendments. Taking accurate measurements of the large aperture and the two small holes would prove difficult because of lack of uniformity in their shapes. If you can identify any particular place to measure by vernier caliper I will do my best to help.

I was present when Steve made the cuts, but it was many years ago although I seem to remember him using a junior hacksaw, a Dremel and a hand file". Martin Selwyn thanked Paul for the photos and that he would remove his cowl as soon as he can and then compare them with Paul's photos.

Footnotes

EZ Power Steering UK

They are specialists able to provide EZ power steering installations for a wide range of classic cars including MG V8s. If you contact them they will be able to assist you with an EZ EPAS installer near you. See their website and also the EZ website:

[EZ Power Steering UK website](#)

[EZ Power Steering partner website](#)

Sales contact: 07967 439596

EZ EPAS

The high quality EPAS equipment is supplied by the Dutch group EZ Power Steering who have developed the equipment and installed it on a range of classic cars including MGBGT V8s and MGR V8s. You can see the EZ kit in an article released on the V8 website in February 2008.

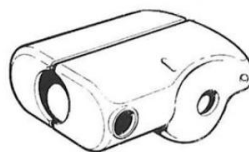
[Illustrated article - EZ EPAS kit](#)

Fitting power steering to an MGBGT V8

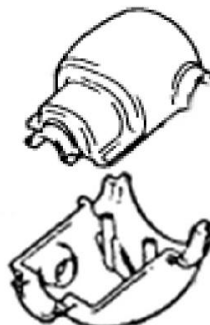
Jim Livingstone acquired his MGBGT V8 (Glacier White 1810) over 5 years ago and has since carried out several modifications which he has recorded in articles he has contributed as V8 Workshop Notes. One was a detailed note on his choice and then the installation of a power steering upgrade on the car. See his 6 page detailed illustrated article.

[V8NOTE591](#)

Comparing the steering column cowls on an MGBGT V8 and an MGR V8



MGBGT V8



MGR V8

The MGBGT V8 steering column cowl has a vertical split line (with right & left sections) whereas the MGR V8 cowl has a horizontal split line (with upper & lower sections).