



REGISTERS

V8

Peter Berry 07595 120559
peter.christine8@gmail.com
www.v8register.net



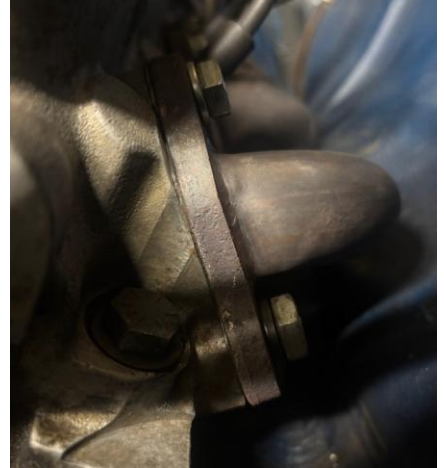
Leaking Exhaust Manifolds

Many MGBGT V8s have now been fitted with stainless steel tubular exhaust manifolds, as the original, factory-fitted cast iron items were quite 'fragile'. Extreme care must be taken with them as they are prone to cracking (on the driver's side by rubbing against the steering column), and generally by overtightening at the lower end when fitting to the exhaust system. Replacement s/s tubular manifolds offer a number of advantages, such as durability, improved exhaust gas flow, etc. but they do have a tendency to lose shape across the mating face with the cylinder head due to the extreme temperatures, plus the fact that they are a series of tubes welded together, rather than a single piece, such as the original cast iron items. A number of members have experienced 'leaking' exhaust manifolds, due to the tendency for the flanges to move. Mike Howlett posted on the V8BB recently with this problem and a number of people responded,

including myself, with varying advice on the type of gasket to use and how to obtain a good (and lasting) seal. Jim Gibson posted that he had used a suitable High Temperature RTV (silicon gasket) with a good level of success, although as he pointed out application can be fiddly and messy. Chris Armitage then posted that he's had similar issues and puts the problem down to modern gaskets no longer containing asbestos and that perhaps modern substitutes are maybe functionally inferior. Chris now adopts a retightening process; firstly, after the initial heat cycle and then again after a few miles and once more after a few weeks. Chris reports that the bolts usually need a 'bit of a nip-up' on each occasion but further reports that after 2/3 'nips' he has never had them leak – although they always used to in the



past before he adopted this practice. Chris also states that the manifold to exhaust nuts also need nipping up in the same way, although the caveat stated above regarding the flange fragility on cast manifolds (which Chris's car has) should always be borne in mind. Food for thought if you have experienced leaking manifolds.



V8 Tour 2026

A date for your diary. Next year's V8 Tour will be centred in a comfortable hotel in Derbyshire, Monday 8th to Thursday 11th June 2026. Further details will be published later this month in November 2025