



### V8 & RV8 Windscreen Washers

The MoT this year on the V8 flagged up a problem with the windscreen washers. They went from a healthy blast to a faint trickle in a single press of the button just before the MoT. Although the car passed, something is blocked somewhere and will need further investigation. I started looking at the online parts catalogues and quickly realised some distinct differences across the V8 and RV8 models. The B Roadster has two single jets, one on each side, adjacent to the wiper spindles, whereas the BGT & V8 (with a larger windscreen!) has a single washer jet (with twin outlets) placed centrally on the rear of the scuttle panel. The early RV8s were fitted with a pair of triangular shaped jets, (which have been no longer available for many years now) whereas the later cars have square shaped jets, with twin outlets on each jet. So, in principle, the RV8 washer system will present twice the amount of water onto the windscreen

that a standard MGBGT V8 system will. Strange! Michael Watling posted a query recently on the V8BB stating that the driver's side washer jet was blocked on his RV8 and asked for any advice for removal. Ian Thompson replied, asking if Michael had tried blowing it through with an airline, to which Michael replied that he had applied moderate air pressure but was afraid of popping a hose off a spigot. Christopher Allan suggested blocking off the passenger side with a finger while operating the washers. Bryan Ditchman wrote a useful Workshop Note, no. 8, many years ago stating that the nearside RV8 jet is fairly easy to access, behind the glove box, after removal of the plastic sheet panel but that the offside jet requires a mini hand and/or a 'parting of the ways' behind the dashboard. Clearly a tricky task to access the washer jet on the driver's side. In the V8BB thread, Andrew Noble mentioned that he had recently removed his dashboard and that one of the pipes on his car was wrapped around the dashboard loom, causing it to be squeezed on one side. It's unclear, however, if the car left the factory in this manner or whether it was a previous owner who had caused this problem. As an MoT item, correct operation of

the washers is very important. Ralph Hardwick made a useful observation that if you don't replenish the washer fluid regularly, it can produce a form of gunge that will block the tubes. I certainly found this to be the case on my own V8 last year and consequently I bought a new washer bottle. At £55 it wasn't cheap but I felt it was worthwhile. Now for replacement of the tubes and jets, before next year's MoT.



*RV8 later rectangular double twin jets.*



*V8 single, central, twin jets with replacement parts prior to fitting.*