

MG RV8

Various Notes and Alternative/Updated Part Numbers

from Various Suppliers, inc. Land Rover and later MG Rover

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Abbreviations

**CW=Clive Wheatley. LR=Land/Range Rover. QH=Quinton Hazell.
IM=Intermotor(Standard). B&G=Brown & Gammons. CI=Commercial Ignition**

QH parts can usually be identified by a casting logo something like a looped knot inside two outward-facing arrows ... <knot>

Land Rover (LR) Parts -- many are available either as OEM/non-genuine/Britparts or as 'Genuine Land Rover' parts (which are often made by the same company as the OEM parts and cost considerably more!). Google the LR part #, which will give results from many independent LR parts suppliers. Check warranty on the parts. Or, of course, parts are available from Land Rover main dealers, at a high price.

A few examples (rather than recommendations) of independent LR parts suppliers:

- <http://www.lrdirect.com/customer/home.php> (free UK del'y over £50)
- <http://www.davidvincent.com/>
- <http://www.hollandrover.co.uk/index.asp>
- <http://www.mansfield4x4.co.uk/index.html>
- <http://www.island-4x4.co.uk/index.php> (free UK del'y over £55)
- <http://www.dingocroft.co.uk/index.htm>
- <http://www.mailorder4x4.com/index.html>
- <http://www.4x4store-exeter.co.uk/>
- <http://www.paddockspares.com/>

Unipart parts -- some Unipart part numbers are the same as original MGRV8 numbers and LR part numbers (in general, the MGRV8 part numbers prefixed ZKC are not repeated as Unipart numbers). Tel 0121 717 0001 or www.unipart.co.uk for your local Unipart Automotive outlet.

(Notes particular to my own car are in this colour.)

SUNDRY NOTES (PART NUMBERS Section begins further down)

RV8 Production Period -- first prod'n car (0251) completed 31st March 1993; final car (2233) 22nd November 1995.

1215's Engine # UEA 48A 01106 - A

G'box R380, 53A xxxxxx - J (suffix). (a **Type B** box) . (first version of R380, released March 1994. Fitted to VIN 0644 onwards..). **NB ... However**, The remote control (gearshift) housing may be from a **Type C**. ... this seems to be confirmed by B&G, as per Max.

Engine Types & Numbers - From Geoff King -

"48A appears to be the prefix number assigned by Rover to the 3.9 MG RV8 engine, it was developed from the post Rover SD1 and Range Rover 3.5 fuel injected V8 (larger bore, same stroke). The number is unique but the engine is exactly the same as the 3.9 Range Rover engine type 35D or 36D (depending on transmission type).

The individual application of the engine may well use different external, some internal and auxiliary components. The Range Rover sump, for instance, has a larger capacity compared to a SD1/GTV8/RV8 sump; it also has the drain plug on the left side while the others have it on the right. This is an excellent

design for a vehicle that may be used offroad - in the event of the sump hitting the ground the drain plug will tend to unscrew, releasing the contents.

The RV8 front cover, or timing chain cover, I believe is the same as the Range Rover, it is different to the GTV8 but it is very unlikely to be unique to the RV8. The position of the alternator, power steering pump, A/C compressor will all be different on the Range Rover engine and the crankshaft pulley will have more belts. As I mentioned earlier the RV8 plenum chamber and rocker covers have MG embossed in them and as you said, the oil filter is remote. [and it seems that the oil filter is different from the LR/RR filter; use Fram PH2857A. Also, see below for water pump modification]

The basic 48A engine is identical to the Range Rover 35D/36D but if you are looking for a complete engine, that is a direct exchange with all identical auxiliary components, then only a 48A (of the same age as the one you have) will be suitable. Any part fitted to the RV8 will fit any Rover 3.9 V8 engine, however, be aware that the 3.9 engine, regardless of application, is the only version of the Rover V8 to be externally balanced so moving the flywheel and pulley from one engine to another may affect the balance."

Tappet or Rocker rattle;

"The Rover V8 is prone to camshaft wear at relatively low mileage particularly if the annual mileage is low and the car infrequently used. However, you have replaced the cam followers (tappets), so presumably the camshaft has also been changed - it isn't really good practice to replace one without the other (and definitely not a new cam with used lifters). The rockers and rocker shafts are also prone to wear – have these been checked? If by top end rebuild you mean replacement of the rocker assemblies these are not too expensive.

I run mine on 15w/40 semi-synthetic oil and don't have any tappet rattle but many Rover V8 users will advise that a 20w/50 mineral oil is best. I don't use any additives and I suggest you change the oil to a classic type 20w/50. Castrol Sport/RS 10w/60 won't do any harm but these engines shouldn't need anything so exotic – the same engine in a Range Rover will operate for hour after hour at high load with standard 20w/50 mineral oil." Geoff King, 8.07

Instrument and fascia switch bulbs;

"Colin Humphrey (Oxford Blue 1558) has looked into the situation of bulbs after one of them failed in a switch. Initially informed that a new switch was necessary, Colin looked into the matter a little further and found that the bulbs are available under a Unipart number GLB 9600. Note also that the Heater Light-box has a different bulb under part number GLB 2986. The bulbs in the 2 inch dial gauges are 1.2 Watt (part number GLB 286) and the warning lights on the lower centre console are 2 Watt, part number GLB 281. "

Water pump and air-conditioning drive belts (RV8 90);

"Bryan Ditchman found this useful changed part number which RV8 owners need to note. During my checks on parts NLA, I found that GFB 500 (water pump belt) is now part number GCB 11160, however the auxiliary belt GFB 501 for the air-con compressor is now ZKC 5154 but this is not listed in the up to date Retail Price List and must be sourced from Rover Japan! My "spares man" managed to find me four air-con belts at £15.00 each for anyone who wants a spare. They are not listed as appertaining to any other vehicle." CW's 'Fan' belt is Unipart GVB11175. Belts with external circumference between 1175 and 1188mm will be okay (toothed V-belt).

"Alternative source for the RV8 **petrol filter** (large one) and **petrol pump** (RV8 Note 92) Bryan Ditchman shows how you can reduce your maintenance costs by sourcing these spares from your local Bosch agent. Readers of the RV8 Workshop Notes series will recall that the electric fuel pump and the main petrol filter are both Bosch items as originally fitted. I was sorry to find recently that the petrol filter available from Rover at £18.00 is no longer a Bosch unit. So for those RV8 enthusiasts who want to maintain the originality of their cars, then go to your local Bosch agent where the filter (part number 0.450.905.030) is available at £16.75 before a discount! The Rover part number is GFE 7001 by the way.

If you chat them up you may get between 15% and 30% discount. That is a tidy sum on an RV8 petrol pump available from local Bosch agents as part number 0.580.464.008 (originally Rover part number AUU 1649) at £80.00 plus VAT. This is a brief note, but it could save money."
Bosch fuel pump is now 0 580 464 070 - see below, also for other filter numbers.

Brake & Clutch Hydraulics;

"The first part number below refers to the Rover part number, and the following numbers are those of the particular manufacturer:

Front brake hoses GBH 90278 = Lockheed LH 5942

Rear Brake Hose GBH 90279 = Lockheed LH 1723

Rear Wheel Cylinder GWC 901522 = Lockheed Delphi LW 15028 (See below also *)
(Also fitted to Ford Transit 80 1.6 2.0 2.4d 76-85

Ford Transit 80 2.5d 01/85-12/85

Ford Transit 90 1.6 75-76

Ford Transit 90 1.7 2.0 2.4d 04/74-76

Ford Transit 100 1.6 2.0 2.4d 07/76-85

Ford Transit 100 2.5d 01/85-12/85

Ford Transit 115/120 1.6 2.0 2.4d 07/76-85

Ford Transit 115/120 2.5d 01/85-12/85

LDV 200 1.7 2.0 2.0d 89-96

LDV Pilot 1.9d 96-

LDV Sherpa 200-280 1.7 1.81.8d 2.0 85-89

LDV Sherpa 200-280 2.0d 86-89

LDV Sherpa Kombi/Bus 1.7 1.8d 2.0 85-89

LDV Sherpa Kombi/Bus 2.0d 86-89)

Repair Kit (Rover) GRK 902090 = Lockheed LK 10539

Brake Master Cylinder GMC 90264 = Lockheed LM 15940

Repair kit (M/Cylinder) GRK 901093 = Lockheed LK 11209

Brake Servo Unit GSM 90152 (almost certainly an AP Lockheed)

Repair Kit (Servo) GSM 90153

Servo Large Vacuum Seal GRK 906038

The part number plate on the front casing of the Servo reads {*

LBDJHD006A 5

L 44 L J

LBDJZD011A 3

The servo boost ratio is 2.56:1

Clutch Master Cylinder GMC 901039 (Girling 19mm, 3¼", bore) = Lucas Girling PMD 323. LR part # 550732 and S100410 may well be correct (check with Paddock).

Clutch Master Cylinder Repair Kit = Lucas Girling SP 1967 (Also Brovex 10517) --- Try PartCo, also Dan at Past Parts, 01284 750729, part # PPL 17-0139. (on Ebay, seller name 'bromyardbrave')

Clutch Slave Cylinder FTC143A ... (this appears to be an LR part which is NLA). CW=GSY90151CS

Try PartCo (check with John Cumming), also Past Parts (see above) part # PPL 17-5229.

Clutch Slave Hose GVP 901071

"Reading through the V8 Newsletter in December's issue of Safety Fast! (a useful source of tips for the 1800 MGBGT I have enjoyed for over 22 years) I came across Tony Cook's useful note on [battery](#)

[carriers](#) and thought members might like to know of another source. It is the International Tool Company in Northampton who offer a battery carrier for £9.95 plus VAT. They usually have a stall at the classic car shows at the NEC where I got one of their very useful [battery filler bottles](#) which has a valve which avoids spilling distilled water all over the batteries as you limbo in behind the front seats to top up the electrolyte in that hell-hole called a battery compartment. The water flows when you push the end of the plastic tube against the plates in the battery cells and stops once the correct level has been achieved. A very neat device at £4.95 plus VAT. ITC do a very useful catalogue"

WATER PUMP REPAIRS - James Bailey, GRS Pumps, 10D Palatine Industrial Estate, Causeway Avenue, WARRINGTON. Cheshire. WA4 6QQ. Tel. 0192 523 2295

Rear Brake Shoes Travel/Handbrake Adjustment/Pedal Travel -

"Adjustment is by the automatic adjuster. This is a ratchet system which sits behind the brake shoes near the top of the drum. HOWEVER the maintenance section near the front of the manual was more helpful. Under Handbrake adjustment there is some interesting stuff! To adjust the handbrake you slacken the adjusting nut right off. That is the nut under the car in the middle near the transmission tunnel. It is on a long thread pointing forward that is attached to the hand brake cables. After you have slackened that right off (I turned it back almost an inch) then you pump the brakes three times. When I did it I could hear the ratchets move in the rear brakes and take up the slack. Then you just tighten up the adjusting nut! It decreased the brake pedal travel a lot on mine. My guess would be that the design intent was for the automatic adjusters to work in normal operation, but there is probably not enough travel in the shoes for them to go back and pick up the next ratchet tooth because they are limited by the handbrake connection.
"

Wheels (acc to R Parker) (15", 6J, stud pattern is 4, with centres of 114.3 (I've measured mine at between 110 - 111), the offset is P3. ; per Mike O'Brien) --

RV8s from the first production car VIN.0251 to VIN.0449, used the following parts,

Road Wheel ZKC 5700
Wheel centre trim ZKC 5701
Key, lock, screws for
centre trim to wheel ZKC 5702

Later cars, 0450 onwards;

Road wheel ZKC 6749
Wheel centre trim ZKC 6741
Bolt, centre fixing ZKC 6754
Allen key for above, 6mm AF, ZKC 6755

It seems that the only change involved alterations to the centre trim method of securing.

The wheel nuts used are ZKC 6706. Locking nuts are also available. Locking nut kit RRB100090
Wheel nuts torque 70Nm

NB ... The socket for the locking nuts is number-coded ... Make a note of yours! (Rimmers have a socket stamped 42 for the locking nuts, marked B in stock under part number KBM 100040 price £16.47).

Stainless steel tyre valves are used, part number RRF 100030.

The RV8 wheels are still made by Compomotive, model CXN, in 15/16/17", but possibly 6.5J from stock, not 6J. www.comp.co.uk. They've given CW a monopoly on the supply of the wheels he sells.

Auto-Electrics in general, try SVC, www.s-v-c.co.uk, run by Steve Taylor, an RV8 and TC owner (not the cheapest but good range)

Chrome re-plating, Hockley Enterprises, Grainger Rd, Southend on Sea, SS2 5BZ. 01702 614067 - Rec' by John Cumming.

John has now used another plater, S&T, see V8Register Lifeline webpage - S&T Electro-Plate, 15/16 The Alpha Centre, Armstrong Way, Great Western Business Park, Yate, Bristol. BS37 5NG. 01454 313162.

Tim Hannam, rec' by Don Barter - 'Loss Wroo', Hargham Road, Old Buckenham, Norfolk, NR17 1NX. 01953 888 788.

Keys locked in the boot, *"we'll all do it at some time! Lock your keys in the boot of your RV8 that is!!!! Remove the lower part of the steering wheel binnacle (cowling) (4 cross-head screws), remove the 2 small cross-head screws holding the 'ignition' switch onto the steering lock barrel, rotate the switch to turn the ignition circuit on, press the boot release switch, retrieve keys from boot, replace components and test operation. Pat yourself on the back and ponder the meaning of 'vehicle security!!!" (from Tony Young, 8.07)*

Alternatively, get a spare ignition key cut, wrap in plastic and secure under car somewhere well-hidden, but don't forget where!

(see keys within Body & Lights below)

Hand Drawn and Coloured Pictures of MGs, inc. the RV8, **with your choice of body colour and own reg'n number**. Paul at Classic Memories, 0161 928 7890, www.classicmemories.co.uk, paul@classicmemories.co.uk. (3 Pennine Drive, Altrincham, Cheshire, WA14 4NH).

Removing the air-con from Japanese spec' cars ...

Well first of all you should get the gas/ refrigerant taken out professionally. Or of course you could just undo a union in the system.

Then under the bonnet it is just a question of dis-connecting the various pipes and unbolting all the various bits attached to the bodyshell. All fairly easy apart from a rather large iron bracket by the top (water pump) pulley. Here you need to take the rad out, but I left mine till I needed to do that to replace the water pump. You then need two shorter water pump bolts.

In the footwall it is all down to undoing every bolt / screw that appears to hold the unit and it's cover in place plus a bit of pulling to get things free / accessible. You will need to blank off a couple of pipe holes in the bulkhead.

When finished, you will have about four cardboard boxes of bits!

Have fun, Peter Ferguson.

.....

As far as air conditioning goes - it's really not too complicated, just a question of working your way through it. Most importantly to start with you are going to need two large cardboard boxes to carry away the parts!

First of all - drain the system. Access was eased somewhat for us as we had the front bumper removed. I started at the front and followed the pipework all the way through the engine bay into the front passenger foot well. We had a little difficulty undoing the pipe attachments on the air con pump (minor corrosion) and make sure you have some little bits of rag available to bung up the holes in the pump to stop the fluid leaking as you remove it. The only real difficulty was removing one of the pipes that went through the floor panel. In the end we cut it and it came out easily in two parts. The hardware in the foot well is suspended from various metal brackets which, of course become superfluous, and to fit it all in Rover seemed to modify the bracket holding the e.c.u. If you examine this you can see how it should be and can put it back to rights, holding the e.c.u. properly. The resulting cabin space is delightful and a few rubber bungs to block the holes in the floor and new carpet complete the picture. I redirected the various airflow pipes from heater to front vent by the glove box and used the air con switch with a modified lens to switch on and off spot lights which I put in the air intakes in the front bumper as per UK spec. We made a slight modification to the metal brackets that hold in the air con mesh and used them to hold in the spot lights, they were wired to come on and off only with high beam when manually switched on. I had to modify the switch lens because I didn't have access to a replacement Rover spot light switch - your chap may be able to source one in the UK. We are very pleased we did it - when you move the now full cardboard boxes you realise the weight saved!

Hope this is of some help,

All the best to all you Burchers,

Simon Betney.

Paintwork recommended by Pete Starkey - Les Bedford, he's on Reepham Road next to Fast Fit, behind Bottoms Up on the Boundary. (Norwich)

PART NUMBERS and Relevant Notes ** Sections: Engine - Brakes - Transmission - Exhaust - Steering & Suspension - Heater & A/C - Interior - Body & Lights (inc. Keys/Locks) - Wheels & Tyres

ENGINE;

OIL etc

Oil type, "I run mine on 15w/40 semi-synthetic oil and don't have any tappet rattle but many Rover V8 users will advise that a 20w/50 mineral oil is best. I don't use any additives and I suggest you change the oil to a classic type 20w/50 mineral oil." Geoff King, 8.07.

NB ... Mark Adams (Optimax/Tornado chip developer) recommends 10w/60 Castrol Edge

Oil Capacity is 5.5 litres, although everyone finds that, once the engine has been run and left for a while, 5.5 leaves it slightly under on the dipstick. Some guys then top up to the full mark, others (worried about over-filling) leave it as is. Personally, I top up to the mark.

Oil filter - Unipart magnet oil filter GFE121 [now GFE422 (no magnet?)]

Fram oil filter PH2857A - currently fitted.(and confirmed by Fram application list). [See mdc-auto.co.uk for this and Fram fuel filter (large one) (£3.20 and £9.50 respectively)] * Stick to Fram *

Fiaam=FT4826. Coopers=Z27A. Hengst=H10W01 or H10W06 or H10W22. Crosland=357.

Fram PH2857A = Ford 1555451, 1565486, 5003559=Mann W 916/1=Mecafilter ELH4093=Motaquip VFL100=Motrio 86 71 002 051=Purflex LS900=Malhe OC23=Purolater L17200=Tecnocar R62=TJ Filters FB2059

Later MGRover/X-Part= 12H3274EVA

Also used on B and BGT 1970-80, and many many others!

[** The following are not confirmed according to Fram cross-reference;

Fleetguard oil filter LF4016 (cheap, not very good?)

Land Rover ERR3340 -- Coopers # Z1159 (use genuine Coopers)

QH (Wix) WL7117. (QH also lists ERR1168, ETC 4953/6519/6599, Ford 1137363 - are these all the same?)]

Sump gasket, AJM539 is correct (suggested by Geoff King). According to Moss, AJM539 is later Rover # GUG703021SG. (Original # 602087, then GUG3021SG). Payen= JH434. CW now has both rubber and fibre type of sump gaskets. Sump bolts torque is only 10Nm, check that bolt holes in sump are not dished.

Rocker covers gaskets, cork, LR=602512. **NB ...**There is an improved type, re-usable rubber, LR=LVC100260

Rocker cover screws are a Bi-Hex (12 point) 5/16" AF. A socket with a 1/4 or 3/8" drive is recommended to be able to get onto them.

3.9 badge inserts on rocker covers, LR part number is ERR4031.

Oil filler cap, marked inside "BSK1". Available also in orangey-red, LR=625038, about £3.50, Paul at Pegasus (ebay)

PCV System

PCV intake foam filter (nearside rocker cover) LR/RR=ERC3209

PCV intake foam filter holder/cap, LR=ERC3208 (**metal mounting plate, push-fits into rocker cover** ERC3933)

PCV outlet flame trap (offside rocker cover) short version made for the RV8, ERR3473(A) is NLA. RPi and possibly Rimmers (RB7432LOW) do them, £30+.

AIR INDUCTION

K&N air filter, original MGR part ZKC6615 - New K&N part # RU-5111 (this is almost identical to the original, well able to cater for the bhp, but comes without the chrome end cap, which isn't visible when fitted anyhow! See <http://www.knfilters.com/search/product.aspx?Prod=RU-5111>). Try Mike, MA Services, 01622 717720, or on ebay as 'maxelsa0'. His price for the RU-5111 is £25.46 (12.07). His price for the **K&N Cleaner and Oil Kit** is also cheap.

Air flow meter; Land Rover "5AM" air flow meter, original Rover/LR part # ERR 5198, Lucas part # 70410A. Suspect this is NLA. New ones on ebay about £60. (The 5AM also seen as LR part # ESR1057 (Lucas 70385B) but this may not have the correct spec' for the RV8).

However, Injection Correction in Nottingham can recondition AFMs - see www.injectioncorrection.co.uk/index.php?id=home

IGNITION

Distributor, Lucas type number 35DLM8. LR=ERR4738(A) (supercession of ERR4035A) and possibly ERR4114

Distributor ignition module (spark amp.), LR=STC1184(A)

"The 35DLM8 distributor with an [spark] amplifier module fixed on the side – like the RV8 and Range Rover ; this module often suffered from heat soak problems, cured on later cars by again remotely mounting the ignition module" Geoff King 11.07.

Distributor - Cap, Unipart/CW=GDC146 (Other Unipart numbers are GDC117 and GDC503), Lucas=DDB107 (this is the most recent number as at 12/06), LR=STC8368, Commercial Ignition=XD212;

NB: Colour and Weight of Caps; For some time, there have been 3 different colours and 2 different weights of caps available:

- A bright, medium blue, weighing only 120 grams ... **AVOID** this!
- A much darker, 'midnight' blue, shiny, weighing 220 grams and also the black, shiny cap weighing 220 grams ... both these are good.

Distributor - Rotor Arm, Unipart/CW=GRA2117, Lucas=DRB195C (this is the most recent number as at 12/06. Old Lucas rotor # DRB139C), Commercial Ignition=XR120 (INTR.47650) (**my spare in car**), LR=STC1857, STC1857G, BR1664G, RTC3340, RTC3199, RTC6629

NB: the cap and/or rotor arm are often responsible for various chronic running problems - always check these first before anything else!

Lucas vacuum advance unit, STC1185(A), for the 35DLM8 distributor (which is LR part ERR4738A; see

above) (Holden rebuild the vac advance)

Coil, original is Bosch, top marked "1-220-522-011", terminals marked "-1" and "15+", bottom marked 0-221-122-392 (this is the Bosch type number) with 965 in a circle. CW/Unipart = GCL196.
(NB .. The Lucas Sport Gold coil is not suitable for EFI engines).

Coil capacitor, ADU7242

Spark plugs, NGK's BPR6ES (stock number 7822), **resistor** type (original spec' is resistor), Bob Archer prefers as whilst not quite such a big spark, has longer duration; short duration on non-resistor plugs can give misfires at high revs and requires spot-on timing).

Non-resistor is BP6ES (stock 7811), preferred by Chris Crane at RPi, because they give a fatter spark. Who do we believe? To quote **Magnecor**, "*Always use resistor spark plugs if the vehicle manufacturer specifies them, as the resistance is there to not only help reduce RFI, but also to extend the life of spark plugs by reducing tip erosion*" So, **stay with resistor-type plugs.**

NGK's iridium-tipped resistor plug is BPR6EIX - considerably more expensive but longer lasting and should give improved performance.

Others; Champion=RN11YCC (Double Core - this replaces RN11YC. Also numbered as OE045/OE051). Bosch=WR8DC. Denso=W16EPRU. M/Marelli=F45LDCR. Motorcraft=AGR32C. LR/Rover=ERR3799. Unipart=GSP6472. Volvo=3344315-1.

Pre-set gap is 0.8mm - **NB ...** don't be tempted to widen the gap to get a bigger spark; it destroys electrodes and can cause tracking away from the electrodes.

HT Cables .. Magnecor (UK) HT Cables, the best; RV8 part #s; 7mm=8730; 8mm Electroports (Blue, fast road)=8030; 8.5mm (KV85) (Red, competition)=8530. The coil cable length is 13.25" minimum. RPi's prices aren't bad but I suspect they make them up from bulk Magnecor cable and skimp on lengths, resulting in tight stretches. The blue 8mm are fine for the RV8.

Mike at MA Services, 01622 717720, or on ebay as 'maxelsa0', discounts by 10%, making the set of blues 8030, unique to the RV8, about £77. And they're boxed, straight from Magnecor UK, with their '8030' label on the box.

HT Cables, standard type, GHT275. LR=RTC6551 (check the length of the coil cable - must be 13.25" min.).

HT Cables NB .. "*make sure plug leads 5 and 7 don't run next to each other (5 and 7 are adjacent in the firing order and cross firing can occur)*" Geoff King 10/07.

COOLING

Type of Anti-Freeze - *After some research on what to use in RV8s and MGFs in my workshop, it boils down to a simple answer. If the system has solder in it (brass/copper radiator as on the RV8) the use of OAT is **not** recommended as it eats solder and your radiator will begin to leak at the seams. If your cooling system has an alloy radiator (later MGF's and most modern cars), OAT is the way to go. The recommended coolant for the MGF changed to OAT during production at the time the alloy radiator was introduced.* Stuart Ratcliff 12.09.

Coolant expansion tank (translucent plastic) LR=ARH259 (as per fiche - original #). Fred Jenns has them. (Fred sells on ebay as '8000wa', email: jenns@btinternet.com)

Coolant expansion tank cap marked 15psi and "G1050 – x5"

Filler Plug, in brass or s/steel to replace the black plastic original (LR=ERR4686) which degrades and then shatters under pressure, LR and MGB/Midget (B&G)=ARA2404(L) or superceded to KTP9401 (other LR numbers are 607024 and NTC4609). Also supplied by CW. **NB ...** Every RV8 owner should get rid of the black plastic plug asap! See <http://www.v8register.net/subpages/RV8NOTE150updated.htm>

Filler Plug O ring LR and MGB/Midget (B&G)=TRS1418

Coolant Temp. Sensor to ECU (not to gauge), LR=ETC8496, www.lrdirect.com about £5.50. Crush washer is LR=243967. This is the sensor which allows the ECU to increase fuelling for a cold start. (Not the sender for the water temp gauge!). ([Original sensor Lucas 8TT-73355A, replaced 4/10](#)).

This ECU sensor is Lucas SNB802 (3TT) and can be replaced by LR=ETC8496, IM=55128, Facet=73200, Lucas=73355A or 8TT or 8TT73355A or 73170 or 73198 or 73335, Webcon=WTS163, Jaguar=EAC3927 (1980-1992 XJ6 and 1980-1988 XJS), Saab=7485006

Coolant Temp. Sender to Gauge, LR=PRC8003 and crush washer 90568054

Water pump, LR=STC483 (3 hole flange to take belt pulley), about £40. QH=QCP2614 - This is the pump used on the RV8 by Rover **but** they re-engineered the shaft; the normal LR pump's shaft is too long, flange too far forward. - needs re-engineering (refer to Peter Ferguson). Dimensions needed for shortening the shaft as per Max Porter's email on file - gasket face of pump casing to front face of flange = 87.5mm to 90mm. Measure the old one (discrepancies probably result of original re-engineering of LR standard pumps). Ensure pulleys are aligned (alternator pulley can be brought forward by spacing washers if necessary) (STC483 supercedes RTC6339)
Otherwise go to CW or MGMecca

Water pump gasket, (for STC483) LR=ERR2428

'Fan' belt (alternator/water pump toothed drive belt) Unipart=GVB11175 (as supplied by Clive Wheatley, March 07). Toothed, V-shaped belt, external circumference 1188mm +/- . Ian Fowler reports that down to 1175mm fits okay - Halfords=HB1175A. Gates=6227MC ? (from Panks, Norwich). (Formerly GFB500, then GCB11160. Also fits some Triumph GT6 Mk2's.)

Radiator Cooling Fan unit, by Spal, original VA08 - AP9/C - 23A . The replacement Spal fan with upgraded motor from Fereday Cars is VA08 - AP10/C - 23A, John Cumming bought for £80.

Radiator cooling fan thermostatic switch, standard fit is set to switch in at 107degrees and out at 100degrees (marked ELTH and 264218). This seems very high. Replace with the Commercial Ignition switch, part number XEFS87, same socket fitting, which operates at 97/93 degrees, about £14 at motor factors (with gasket). Alternatively, from Fiat dealers, part number P F0046520219 *J04G05 Switch* plus part number P F0004085631 *Z/STK Sealing Gasket* – again, same fittings, operates at 95/90 degrees. 29mm spanner needed, and antifreeze for topping up.

Thermostat should open at 82 degrees

Thermostat gasket, LR=ERR2429

FUEL

Stepper motor, ETC 6660, about £70 from Matt Savage - Official Land Rover part ERR 5199? (about £100) (ERR5199 seems to be the superceded part for ETC6660, which was also used in the 3.5). Lucas 2ACM.

NB ... If a new stepper motor is fitted, the base idle speed must be re-set.

[To check the multiplug at the ECU - unplug the multiplug at the ECU and (with the ignition off) check the resistance between pins 1 and 26 and between pins 28 and 29. Both should be 40-60 Ohms, that checks the circuits to the stepper motor and if the resistance is correct the stepper motor should work. per Geoff King]

What causes deposits on the stepper motor? "*The engine has a positive and closed circuit crankcase breather system; combustion blow-by and oil fumes are extracted from the crankcase via the flame arrester (flame trap) by the vacuum in the inlet manifold. The fumes then mix with the fresh charge of air and pass into the engine. As the engine wears, more blow-by occurs so the contamination of the stepper motor – the valve actually – increases. And if the engine idles frequently, more vented fumes pass through the stepper motor. It is not possible to state at which mileage or age the valve may soot up as it depends on the condition of the engine and how it is used*". per Geoff King, 6.07.

Stepper motor gasket (for ERR5199 and probably ETC6660), LR=ERR2926

Throttle Potentiometer (usa=throttle position sensor), Lucas 215SA. LR=ETC8495(A) (ERR2263 cheaper but not correct part), IM=19975

Adjustment ...

"adjust the pot so you have 325mV +/- 35mV between the red and green. If necessary, elongate the holes in the pot slightly to adjust it". per Geoff King, 6.07

"The procedure for setting the throttle pot is to take a reading from the Red wire and ground. The Pot should be adjusted by twisting it until it reads 0.35 volts with the throttle closed, the ignition on and the engine turned off". per John Cumming, 6.07.

After adjustment, operate throttle several times and check volt reading again. The ECU may take a few miles to adapt the idle speed back to the normal 700rpm.

Throttle potentiometer gasket, LR=ERR4944

Fuel temp' sensor to ECU, on the fuel rail. LR=ETC6661, plus gasket/washer. If up the creek, this can cause jerkiness (to the extent of rear axle clonking) when coasting at low revs in a high'ish gear.

Fuel Injectors, Lucas FDB 300 (8NJ), same as late 2.0 EFi Montego and possibly early Rover 800, see Roger Parker in the W'Shop Notes. LR=ETC722 ?. IM=14572. Webcon=WF1045 or 9890130000.

These Lucas injectors spray a jet onto a plate which diffuses the jet into a finer spray. However, the alternative **Bosch** injectors fitted to John Cumming's car by Mark Adams (INJ2008 pink top, 185cc. per min. £40 each), inject a fine mist, with no diffusing plate, and are much better (allegedly).

Fuel system, alternative parts, see W'Shop Notes vol 1, note 45

Fuel pump AUU1649, Bosch 0.580.464.008 (3.0 bar). **NB**: Bosch 0.580.464.070 is the same, 3.0 bar, flow 130/180 l/hr, inlet 12mm, outlet 8mm, 135l/h @ 3bar, listed as replacement for AUU1649, RR Vogue 1985-93. Sytec=FP603. QH=QFP603 (same spec). Pierburg=7.21287.53.0. AC Delco=EP181. Jaguar=CBC005657 (for V12). See also GCL603

NB ... a **faulty fuel pump relay**, situated on the front bulkhead behind the centre console, can lead you to think the pump has failed. Before replacing pump, check that there is power to it during first 4 seconds of switching ignition on - if not, it may well be the relay.

NB ... To check the pressure produced by a connected fuel pump ..."All you need is about a 3m length of clear plastic tubing (or total of that length). Fix the top of the tube about 3m above the ground and connect the bottom end to your pump. Switch on the pump. Each psi will support a column of petrol very close to 1m, so for 2psi the column would rise to 2m vertically above the pump. Only count the vertical height; any horizontal component makes no odds." from Bob Owen 8/07. (2 to 2.5psi for a carb V8).

Fuel filter, large post-pump, push-on connections, Unipart=GFE7001, also GFE7096, about £7. QH (Wix)=WF8040. Fram=G3829. Lucas=54405045. Fiaam=FT5141. [Mann=WK613 is Not Correct]. Hengst=H80WK01. Knecht=KL9. Purolater=F60146. Tecnocar=B88. LR/RR=NTC5958 (matt savage). IM=30080 (lots of applications, see their partfinder). Jaguar=EAC3112(C). Delphi=FF21. (Bosch=0 450 905 030 or 0 450 905 002-(850)). Powertrain=PMFI4. Also (makers unknown) MB957, FIG7002 (Bosch?). See www.mdc-auto.co.uk for Fram.

Fuel filter, small pre-pump plastic type, push-on connections, Unipart=GFE7004. Hengst=H100WK. Use the larger type of the universal inline filters, with 6 and 8mm inlet stubs, NOT 4mm, and cut off the 6mm stub, to use the 8mm stub. The pump needs this increased flow.

Inertia fuel pump cut-off switch, LR=WQT100030L

Charcoal canister (this incorporates the **purge valve**) ZKC5013 - LR Disco'V8 is ESR1190; same?

EXHAUST

Cats - <http://www.cats4less.co.uk/home.php> cost £126.99 plus £6.50 postage and the usual VAT. it came complete and fitted perfectly. oval, ceramic. (per Kev Lillywhite 3/07.)

Also eurocats.co.uk, £60 per cat self-fitted.

The originals are three way, closed loop cats.

Lambda sensor (Oxygen sensor) (Originals PRC7062A). LR=ERR6729, IM=16339 or universal 16354. Webcon=WLS303 or universal WLU006 or TE11014T18. Lucas 3LS. NGK=OTD3G-3A1 (stock code 0453). JustLambda (www.lambdasensor.com/main/mg.htm)=LAM-23802 or universal LAM-23880.

Front (regulating) for pre-catalyst fitment, 3 wire, Titania*, 12mm, overall length 521mm. (*Zirconia sensors are half the price but not suitable).

There is nothing specific about the oxygen sensors, universals of decent make are fine (eg. Bosch), just check number of wires/size/material. Voltage should be 0-1.5, default of 0.8v.

Exhaust manifold, locking tabs for nuts, LR=ERC7321 (8 needed, under £1 each) - not known yet whether they definitely fit the RV8's headers

Exhaust manifold gaskets, LR=ERR6733, double type (replaces earlier ERR5008 and ERR5010). 4 needed. Later Unipart # GUG 704448 MG ?

ELECTRICS (engine/battery exc. ignition)

Battery, (new Oldham Calcium 4 yr warranty 15.7.06), type 075C, cold crank power 600amp SAE, reserve capacity 110 mins, (63a/h at the 20 hr rate), dimensions L 242mm x W 175 x H 175. This is physically the largest which the battery box will take.

Always disconnect the negative first. When reconnecting, connect positive first.

Jump leads; connect positives first, then negatives. After starting, disconnect negatives first, then positives.

Battery charging (inc. via cig lighter) see RV8NOTE 56 on website

Battery quick-release clamps, CW's are made by Ebienne (Italian) and are very robust. Cheaper elsewhere?

Alternator, GNU2398, Magnetti Marelli A127/65, 65 amps @6000rpm, regulator 21TR. LR=**STC234(G)** *. Lucas=LRB127=24220. Delco-Remy=DRA3994. Some replacements do not include the fan.

* LR part **STC234G** should include the fan but is normally assembled with the mounting lugs on the wrong side for the RV8. To turn them around, remove the 3 bolts that hold the unit together. Remove the 3 5.5mm bolts that hold the brush unit and gently pull free. Prise the pulley end away but only enough to be able to turn the pulley end approx 130 degrees to get its two lugs in the same position as existing unit, ie. facing the engine. The one on the bottom (pulley end) in line with the one at the back and the other pulley-end lug, the one that attaches to the adjustment bracket, at approx 2 o' clock.

Refit the three long bolts, tighten progressively. then carefully push the brush unit back into place and fit /tighten the 3 bolts.

NB ...The other LR V8 alternator, STC233G, is assembled with the lugs in correct position but the connectors are the wrong type for the RV8. It's easiest to 'modify' STC234G as above.

** Panks Auto Electrical Ltd, 15 Heigham Street, Norwich, NR2 4TE - 01603 629962 - ask for the boss, Terry; has agreed special price for Burbler's of £60 +P&P. Panks have a note on file of correct Lucas part #

Spares for alternator from www.alternatormart.co.uk, (Martin); parts to replace: regulator, rectifier, diodes and bushes, as required. Care needed on positions of fixing lugs on replacements (see above re. STC234G).

'Fan' belt (alternator/water pump toothed drive belt) Unipart=GVB11175 (as supplied by Clive Wheatley, March 07). Toothed, V-shaped belt, external circumference 1188mm +/- . Ian Fowler reports that down to 1175mm fits okay - Halfords=HB1175A. Gates=6227MC (? via Panks) (Formerly GFB500, then GCB11160. Also fits some Triumph GT6 Mk2's.)

Starter Motor, GNU4665. CW=Bosch=LR=AMR2165 (Bosch= 0 001 108 144; this should be the correct type, with solenoid underneath; see below), Pre-engaged, 1.4kw. (clockwise rotation, 9 spline pinion). Lucas=LRS01649=26801. Delco-Remy=DRS3198. [LR=NAD10038?? not sure.]

Solenoid switch for Starter Motor can be replaced by itself. (s/be Bosch 0 331 303 168). Panks Auto Electrical Ltd, 15 Heigham Street, Norwich, NR2 4TE - 01603 629962 - ask for Terry. Panks can also clean and recondition the starter motor.

"I am not sure of the numbers but there are only 2 types of starter. The 1st one is the Range Rover starter this has the solenoid sticking out of the side. The 2nd which is for vehicles with limited space which is fitted to SD1 Rovers and the original MGB GTV8 which has the solenoid under the starter as the exhaust

runs next to the starter.", island4x4 on ebay. The RV8's starter is the 2nd type (see CW photo).

Brake Lights Switch, situated on rear of pedal box. Available from B&G at about £9, part number XKB10003, per Peter Thompson, 5.08.

Windscreen washer bottle, original by Valeo, serial # starts with "H 04 ..."

Engine mounts, ZKC 6611 and 6612, unique to RV8 - the thicker one is the offside, and fails first (**NB**: it may well not be a failed mount, the engine rotates towards the offside under torque, so that headers foul either the steering pinion and/or the inner wing aperture; reposition engine on mounts. (See SM's RV8 W'shop Note). (However, MGB later ones look the same as the thicker one on RV8.)

BRAKES;

NB .. Brake parts in general, try Brake Parts International in Rochdale, 01706 666999, <http://www.brakesint.co.uk/> (buy online), recommended by Peter Ferguson. Their part numbers for the RV8 are - **rear wheel cylinders** BWC5095 (about £9 each +VAT/P&P) - set of 4 **rear shoes** BSS7140 (about £17 the set +VAT/P&P). Parts made by BremTech. Good prices on front discs and pads too.

Brake Master Cylinder. The late MGB, mid-1976-1980, dual circuit master cylinder can be used, with existing reservoir substituted for smaller MGB one, and one of the two front wheel outlets blanked off with a nipple (the RV8 has a splitter further down the pipe).

Stainless steel sleeving of master cylinder piston available from Past Parts 01284 750729.

EBC Greenstuff front pads, DP2243 are correct for the RV8, same as the Austin Princess. £43.99 Including VAT from <http://www.evocars.com/acatalog/Greenstuff.html>. Normal EBC=EBC243.

Front pads: Generally, the 4-pot caliper pads as used on the Austin/Morris/Wolseley Princess/2200, 1975-81, and later Ambassador, 1982-85 (which had wear indicators built in **which can be safely removed**). The 4 pads are identical (not handed).

Mintex M1144 series=MLB52 (/71?). Unipart=GBP244(AF) (GBP265 with wear indicators)(also possibly GBP90244, GBP219). Belaco=LD52-H. Apec=LP52. DelphiLockheed=LP47. Bendix=571821B. QH=BP121. Brakeworld=BW010. Lucas/Girling=GDB752 (GDB771 with wear indicators). AutoDelta=DP573. Moprod=MDP52 (MDP936 with wear indicators). Motorcraft=BW022. Powertrain=PBDL71. Veco=VA236 (with wear indicators). Supra=MTT194 (with wear indicators). Balco?=BP1449 (with wear indicators). Firstline=FBP1015 and FBP1045 (with wear indicators). Also DL52 (maker?).

Also MORGAN Plus 4 2.0 94- , MORGAN Plus 8 3.9 94- , MORGAN Plus 8 4.6 97-. Triumph TR8. TVR 400 4litre 89-92, TVR 420 4.2litre 86-89, TVR 450 4.5litre 89-92.

[The **factory GTV8** are Mintex=MLB40. Brakeworld=BW007. (same as Stag and TR7 apparently. The pads are handed)]

Front pads fitting kit Mintex=MBA951

Brake discs GBD90838, Delphi=BG2336, 262mm, Quinton Hazell=BDC3573 (supercedes BDC 5101) (these give original part as GBD90801 - correct?), FTE (QH)=BS3573. See QH cat' for other Rover/Honda no's. Veco=VL375

NB: Warning Dimensions of different brake discs on the market, supposedly for the RV8, vary enormously, from diameter of 240mm up to 270mm and thickness of 21mm up to 27mm. The **Manual** states 270 x 24.25 *minimum* thickness, with a pad minimum thickness inc. backplate of 6.5mm.

Calipers, Delphi Lockheed (Borg&Beck)=Nearside LC5937. Unipart=GBC90183 (R), 90182 (L). (Originals have Lockheed with QH (presumably made by Quinton Hazell?) marked on casting, with 3247 3076 (or 3070?).)

Caliper service kit inc. seals Lockheed SSB2614

Brake shoes GBS901165AF (axle set) (one thick, one thin. Thicker shoe is the leading, connected to the automatic adjuster. Thinner shoe is connected to the handbrake. 228.6 x 45.)

Unipart(MGR)=UGCGBS1119AF (Older Unipart probably GBS1119). Girling=GS6140.

Brakeworld=BW1013. Lockheed (Delphi)=LS1201. Moprod=MBS58. Mintex=MLR42. Auto Delta=BS290 (*my spares. Label on shrinkwrap is "BS40-93, IBS385"*). PowerTrain=PBSL1047 (PBSF 385 also correct?).

(Used on Transit 80 and 100 1976-85, and 120 1978-85 - Sherpa 350 1983-85, Sherpa V8 1986-89, Sherpa 200 1989 on exc. minibus. LDV 200 '89-94, LDV Pilot '96 on).

[The **factory GTV8** are Brakeworld=BW1220 (254 x 45)]

Brake drums GDB90127. Manual states internal diameter 229mm, with lining minimum thickness 1.5mm

Brake rear wheel cylinders, Delphi (Lockheed)=LW15028 (RA39K), EBC=C088 (556?).

AutoDelta=70167. QH=BWC3238. Ford=1554476. LDV=RTC4454. Rover/Unipart=GWC1715 (**NB.** later Unipart (MGR)=UGCGWC1715). Brakeworld=BC19. Also MBC188 (maker?).

These are not handed. (Used on Transits, and Sherpa's ... See other section above *)

H'Brake cables, CW= GVC 902174 (left), 902173 (right). (Are these Unipart numbers?)

Original parts were GVC1073-RH and GVC1074-LH

- QH have lots of GVC's listed, what are the lengths/connections?

H'Brake Release Button jammed in or out; *"Fixed handbrake. What had happened was that the rod , a bit of bent metal, had bent too far and was at the button end hard against one side effectively jamming the button from going in or out. To fix: Disconnect handbrake cable below car. Remove seat, brake gaiter, three screws holding lever in place, ease lever out through hole in tunnel (may have to slacken nut) . Take to bench, remove button,remove rod, bend rod so that it does not jam. Refit. Amazing result , would seem always been out of line and just got worse."* P Ferguson 7.08

Servo ... see above section {*}

Brake Lights Switch, situated on rear of pedal box. Available from B&G at about £9, part number XKB10003, per Peter Thompson, 5.08.

TRANSMISSION G'box, Clutch, Back Axle

Clutch master cylinder repair kit, Past Parts, Dan on 01284 750729, (on Ebay, seller name 'bromyardbrave') , PPL 17-0139 ... also new cylinders and most brake parts - also from Partco, per John Cumming. The master cylinder cap (inc. seal) is 64675560A. See also page 4.
(In fact, this number – 64675560 – looks like it is Girling's number for the complete master cylinder).

Clutch slave repair kit, Past Parts, Dan on 01284 750729, part number PPL 17-5229 (on Ebay, seller name 'bromyardbrave')

Clutch master cylinder 19mm (3/4") bore, Girling's casting number probably 64675560. See also page 4
CW= GSY90151CS } Does CW have these numbers
} transposed???

Clutch Slave cylinder, CW= GMC9010392Z (now GSC9010392) }

Stainless Steel Sleevng of pistons available from Past Parts also.

Clutch, drive (friction) plate only GCP90841AF. Same for both gearboxes.

RPi **2-part clutch kit**, 9.5inch for the RV8 £130 or less on ebay (seller name 'partsrange')

Clutch, Delphi Borg&Beck; Are major components same as for the LR Discovery 3.9 R380? (pressure plate (cover) FTC2001, Friction plate (drive plate/disc) FTC2002, release bearing FTC5200 ?) Dingocraft cheapest?

Borg and Beck 3-part clutch kit = HK6076. Marked for the RV8, TVR 350i (Rover 3.5 V8) and 4.0 Chimaera.

G'box Oil Pump for the R380 is LR part FTC4206

G'box oil, R380 - Castrol SMX-S, fully-syn, SAE 75W-85, API GL4 (better than MTF94) - don't use auto tranny fluid. R380's capacity is 2.9 litres without oil cooler (which it doesn't have). The **LT77** capacity is 2.7 litres - stick to ATF for this.

NB ... the **R380's** 2.9 litre capacity is from **dry fill**. Otherwise, the R380 will take approx. 2.5 litres. Allow time for the new oil to settle down before topping up.
Presumably, the same reduced 'wet fill' capacity applies to the **LT77** box.

Back Axle oil, capacity 0.9 litre (Quaife automatic torque bias diff' - **NOT** a normal limited slip diff'.) - Manual specifies Shell Spirax HD80W-90, GL5. This is no longer made. Shell now recommend Spirax AX 80W-90, API GL5 (Feb'07). (Spirax A is mineral, AX is semi-synthetic and ASX is fully synthetic). However, this is only available in 20litre upwards(!).

NOTE - Quaife now specify fully synthetic and recommend Silkolene's Silktran Syn 5 75W-90 GL5.
Do **NOT** use special LSD oil.

Back axle Salisbury code in the manual is 12HA. However, the basic axle is code 9HA - the 12HA code may designate the fitting of the Quaife diff'. Parts generally correspond to the 9HA code.

Prop shaft coverplate is the same as the MGB/MGC, available from Heritage.

Gearlever rubber gaiter (under the centre console and leather gaiter) is often split and perished. B&G # BHH2049. *"The replacement is the 76-80 Rubber Bumper MGB part. After removing the gearknob, the*

old gaiter can be cut off and the new one is eased over the upper gearlever shaft with the help of some grease (vaseline!)." Rob Collier 11.07. You may find that the new one restricts the downward travel of the gearlever into 2nd especially - no doubt this is why the gaiter often splits under the strain. **David Sutcliffe has developed an easy mod' to remove this problem - ask me for file of photos.**

Reversing lights switch, high up on gearbox. B&G=UMB100050A about £8. The depth by which the switch enters the gearbox is fairly critical - the manual shows a washer but even a thin fibre washer prevents the switch from being operated. It's above the oil level, so apply sealant to the thread only.

EXHAUST

Cats - <http://www.cats4less.co.uk/home.php> cost £126.99 plus £6.50 postage and the usual VAT. it came complete and fitted perfectly. oval, ceramic. (per Kev Lillywhite 3/07.)

Lambda sensor (Oxygen sensor) (Originals PRC7062A). LR=ERR6729, IM=16339 or universal 16354. Webcon=WLS303 or universal WLU006 or TE11014T18. Lucas 3LS. NGK=OTD3G-3A1 (stock code 0453). JustLambda (www.lambdasensor.com/main/mg.htm)=LAM-23802 or universal LAM-23880.

3 wire, Titania*, 12mm, overall length 521mm. (*Zirconia sensors are half the price but not suitable (?))

There is nothing specific about the oxygen sensors, universals of decent make are fine (eg. Bosch), just check number of wires/size/material. Voltage should be 0-1.5, default of 0.8v.

Bonded rubber/metal supports for Tail Box (2), "bobbins", with 2 threaded studs, available from B&G.

Exhaust manifold, locking tabs for nuts, LR=ERC7321 (8 needed, under £1 each) - not known yet whether they definitely fit the RV8's headers but probably will.

Exhaust manifold gaskets, LR=ERR6733, double type (replaces earlier ERR5008 and ERR5010). 4 needed.

STEERING and SUSPENSION

Bump stops (front "spring aids") New original-type bump stops are available from the chap in Somerset who bought up Portlands' stock (the company who made the front cross member and front suspension for Rover) - he sells on ebay, [here](#). - VAG Automotive Components. He's contactable apparently on a mobile number of 07595 344047. His name is Reg. These bump stops seem very good quality and are cheaper than CW's hard blue poly' ones

Front springs, Jap spec GRS105 (yellow stripe) about 450lbs?. Gavin Brown's uprated GRS105HD, 10% stiffer than Jap.

Bottom Ball Joint, GSJ371 (Unipart), later Rover # is RBK000371EVA. QH=QSJ371. Additionally, Don Barter reports that QH's QSJ1057S is correct (which was also used on the Rover 800). (??? QH=QSJ1057S. also Rover 800's GSJ278/295, Honda 51220 SD4 000/004 ???)

Top Ball Joint, GSJ412 (Unipart), later MGRover # is RBK000412EVA, Veco=VB 046, QH=QSJ527S, Amsteer=AMSJ527 also fits XJ6/XJ12/Series 1,11,111 up to chas. num 345389 10/69-10/86. XJ6/XJ12 10/86-9/94. XJ6/XJ12 9/94on. XJS up to chas. 107864 9/75-81. XJS from chas. 107865 1981-86. Jag #s are C7378, C23024, CAC9938 (try jagman0_6 on ebay). These were used on all Jags from 50's

(?) onwards, but those for the XJ40 onwards are sealed for life.

Lower wishbone bushes, metalastic type, are the same as the GTV8 part, number BHH 1123.

Upper wishbone bushes, Slipflex grease-retaining bushes and washers, ZKC6745 (two split bushes incorporating two washers each wishbone). The bushes are Jaguar, Bush-Wishbone part no. 02MJA1462AB, available from Jaguar dealers (early XJ6 and also XJS). The centre steel bush is too long by 6mm and has to be shortened in a lathe. About £93 + VAT for the set of four. They are supplied dry so the grease retaining bush has to be filled with rubber grease upon assembly.

Track (Tie) Rod End, GSJ397 (Unipart). Don Barter reports that the MGB part is correct for the RV8 (which MGB model??).

QH=QR1175 RHT (**NB ...** the right hand threaded joint only is used, on both sides, from a left and right hand thread pair). (formerly QR289 RHT). Lockheed (AP)=TA18. Mopar=5041046 or RHT 5044971. Also Bedford 7 124 864. Rootes (various models, late 50's to early 70's), 00 05 044971. Leyland (Unipart?)=27H 8567 or 8568, whichever is the RHT)
(The originals have 010928 on the stem).

Rack, GSR(0)372. The manufacturer of the rack was Supra (as opposed to Camgears for the MGB rack).

Where the pinion enters the rack, there are two bearings and a seal. Peter Ferguson found that these are available, as follows;

"HK2020 2RS Drawn Cup Needle roller bearing 20x26x20 (Torrington) £4.75 from www.aceurotrade.co.uk. Also supplied 620222 Ball Bearing 15x35x11 Nachi for £3.00. Both inc vat. But did not appear to stock seals!

Nitrile seal 20x30x5.5 Type R23 from Simply Bearings Ltd. www.simplybearings.co.uk, who also have a 20x30x6 R21 seal. Difficult to tell which is correct. Cost £1.00 each. They can also supply the Ball Bearing 620222 15x35 x11 (as above) for £2.34. All plus vat and postage".

Koni Sports shocks (yellow), these are Koni (Holland) part numbers Front 11850 Y 00717 -- Rear 11850 Y 11718. It seems that Koni have recently reverted to these being **not adjustable on the car**, having to be removed in the same way as the original Konis (Aug.07). Is this progress???

Spax Rear Shocks, custom-made for RV8, Don Barter has purchased Spax custom-made, krypton gas, fully adjustable (**on the car!**) rear shocks for the RV8, based on detailed dimensions of the original Konis. These will now be available to anyone quoting the make-up code - **K 65 VV0** - this code contains all the information needed by Spax. (Part of their **KSX Custom Range within their Classic Cars section**).

The adjustment from 0 to 28 notches is done by a knurled knob near the bottom of the cylinder, easily accessible, and the adjustment is for both bump and rebound. Price is about £80 each (Aug.07).

See http://www.spax.co.uk/selector_html.php - (01869 244771) This website contains all the instructions on how to arrive at the make-up code for any shock absorber.

Spax Front shocks, see above ... ^ The make-up code for the fronts is probably K 30 EP0 but there's a question mark over size of the bottom fixing.

(Spax rear shocks for the B, TMG30715 - would they fit RV8? Doubtful.)

Front anti-roll bar bushes, B&G=AHH7927BST (7/8") in black polyurethane, slightly softer than blue.

NB ... the red (hardest) poly' bushes can wear grooves in the bar, necessitating replacement. Use rubber grease when fitting.

HEATER & A/C

Heater matrix JEF10005 (Mini, Metro, Rover 100 Ascot etc) - Midland Mini Centre, 0121 777 1961 or CW.

Heater Fan and Motor, as above or CW.

Heater controls facia panel, (lightbox). The symbols and colours tend to crinkle and flake off with age. Used on Montegos post 89, Maestros post 92, Rover 200 (and earlier Metro/100?) and Sherpa/LDV Convoy/Pilot vans. One of the AustinRover part numbers was CDP 5116.

A/C fans, per David S., originals are Spal VA14- AP11/C - 34S push fans. Replacements are VA14 - AP7/C - 34S (SPAL 7.5" 440cfm 12 Volt Push Fan W/Mount Kit). Try feredaycars.co.uk

A/C condensers see CW.

A/C drive belt, V-shaped but not toothed. External length 880mm x external width 13mm. Bando RAF=3345 13x850Li.

Heater Fan not working - but works with aircon switched on - by Jeff Swann, 6.07 *"if you are sure the fuses are ok, i would turn my attention to the blower resistor/relay. I don't have my manual/circuit diagrams to hand but i'm fairly sure that its a shared component between the aircon and heater and i suspect the fault may be there. I've never had a look at one but its possible that it may incorporate a thermal fuse which could have blown. Workshop manual will show its location."*

INTERIOR

Steering column stalks from the Metro .. **Interior door handles** by Jaguar * .. **Door pulls/armrests** Vauxhall Nova (possibly also Vectra? Cavalier? Astra?)

Interior chrome door pullhandles, from * Jaguar XJ6 series 2 and possibly other XJs

Best colour-match paint for seat frames, speaker grilles etc. is Ford's *Tuscan Beige*. Or Halford's *Champagne Beige*

Trim Colour official name was DK Stone (presumably Dark Stone).

Coventry Hood & Tonneau in Telford, UK - the main guy there is Dave Lowe, their phone number is 01952 501177.

Original beige plastic **window winder handles**, marked with the AustinRover logo of the 80's, part # YOO 3199. The beige plastic washers or spacers are marked "BL Cars", part # EAM 9417, also 'JPC 9023' (the maker?). These were fitted to the Maestro, Montego and Mk2 Metro to April 1990, available in different trim colours (with different alpha prefix's).

Chrome window winders, B & Midget, CZA7109C . These are probably the only chrome winders on the market with the correct hexagonal drive which fits the RV8. Have a centre screw fixing.

Console warning lights, L to R; low brake fluid, handbrake, oil pressure, hazards, Cat overheat (Jap spec only). Bulbs are 2 watt, part number GLB 281

Dash bulbs - see top, note by Colin Humphrey

Flasher Unit, square, 3-flat pin, hazard type, Lucas DRC8626, 19FL, 35093A (73005). Rover=GFU2208 or GFU2222 (also used in Mini). See ebay or Mini specialists.

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NB ... This is the same remote and ECU as used on the Rover Metro and Mini of same period (1993 to 95) and also on some Land Rover Discovery's of same period (and possibly other Land Rover models) although some of the Land Rover alarm ECUs (the 17VT) work on 433mhz, not on the required 418mhz, so check before buying.

See <http://www.avon-automotive.co.uk/> for new remotes and other services. The remotes often come up on ebay; see ebay sellers "greencarparts" and "smuggs100".

It's worth buying a couple of spare batteries and keeping in the glove box for emergencies.

The casing is a press-fit; use a thin bladed knife and gently prise the case apart on the edge with the keyring hole. When removing/refitting the batteries, use something plastic (like the tip of a Biro pen top) to push the old batteries out. Wipe the new batteries with a duster before fitting to remove any finger grease marks and then handle by the edges.

Alarm - The main alarm ECU is the large black box fixed to the top centre of the rear bulkhead, with a large 'V' stamped in the casing. Its diagnostic socket is the green socket hanging from the loom underneath. The box under the central arm rest inside the car is the volumetric (mass movement) sensor and is original Rover part ZKC6472, Lucas part 52010007 and was made by GEC Plessey (marked DA5812-001 9443).

Veneer refurb', recommended by Richard Rushmer - Keith Broughton at Haere Mai, Old Friendship Lane, Cawston, Norwich (near Felthorpe), 01603 871158, mobile 07901 704741 - heartily recommended by John C. who had his door caps relacquered for £60 the pair. Keith will also seal the backs of the door caps (moisture absorbed by the base mdf is the cause of the lacquer cracking on the fronts - the mdf expands but the thick lacquer cannot).

Hide food - leathercaredirect.com (connolly 284g £9.47), emmasbaker-jones.co.uk (saddle food 456g £9.50)

Pedal rubbers, AHH5100, (as on the MGB, MGC - try 'sussex8181' on ebay)

New Overmats, www.autostyle.co.uk, in Hungerford, will make up mats to a paper template, with a heelpad if req'd, and bound on edges, with non-slip backing, recommended in July 07 by RV8er. £60 a pair plus £5 for heelpad on drivers mat. In various colours. But no provision for a logo/badge.

Another potential supplier of new overmats; can make top quality new carpets for the price of second-hand ones though it appears without the MG logo from the website. Need to confirm this by phone. Could have them made with a Burblers logo though. Choice of colour etc etc and cheaper ones too.

<http://www.carmats4u.com/index.php>

Original Overmats, The MG octagon (in red and pale gold, same as the boot/bonnet badges) is stitched in the corner of the mat next to the sill, just in front of the seat. The centre of the octagon is 75mm from the side edge of the mat (adjacent to the sill) and 165mm from the bottom edge of the mat (in front of the seat runners). The octagon itself is 60mm in diameter.

The colour of the overmat is a very slightly darker brown than the main carpets, with a dark chocolate brown binding all round. They have a heavy plastic backing with 'pimples' to stop them from moving around.

The drivers mat has no heel pad - it needs one, as the originals wear badly in this area.

Heater controls facia panel, (lightbox). The symbols and colours tend to crinkle and flake off with age. Used on Montegos post 89, Maestros post 92, Rover 200 (and earlier Metro/100?) and Sherpa/LDV Convoy/Pilot vans. One of the AustinRover part numbers was CDP 5116.

Interior lights, used on many Rover/MG saloons and the MGF/TF

Interior lamp for behind seats?, Try MGB console (dash) lamp BHA5138, switched, surface mount? Will this be bright enough?

Interior lights relay, no.1, failure can cause lights to flash intermittently, Lucas=SCB 100, Rover=EEP 0170

Speedo repairs - Contact John Ostick at: J D O Instrument Engrs
34 Spring Avenue
KEIGHLEY
West Yorkshire
BD21 4UG
England <http://www.jdo1.com/page8.html> Well recommended.

VDO gauges and instruments, VDO is now part of Siemens (<http://www.siemensvdo.com/home>). The style of the RV8's VDO instruments/gauges was called "Night Design" or "Night Vision"? but is probably no longer made. The VDO range called "Vision" is very similar. Try the Welsh MG Centre, <http://www.welshmg.co.uk/> or CW.

Cigar(ette) lighter " is YUJ10024 which I believe is a Rover 400 part. Brown & Gammons stock this. As for removal, the socket is held in with tabs on the illumination ring which spring into the aperture. A special tool is required (which you can't buy) to release them but with a bit of fiddling it should be possible to free the socket." Steve Keen, 4.08.

Ashtray, is later MG Rover part number 14B2016

Tonneau rails/sticks' for the MGB fit the RV8 - part numbers are AHH6529 and AHH6530.

Tonneaus (full) and cockpit covers, "All tonneau covers suffer from the problem of pooling and leaking through the zip. The way round it is to use a cockpit cover, which is a waterproof cover with elastics at the corners, and fits from the top of the windscreen, to give it a slope, down to the boot lid. To find suppliers, Google on MGB cockpit cover" from Chris Hunt Cooke, 8.07

Original Panasonic hifi / CD changer fitted to Japanese RV8s - radio/cassette unit CQ-LR2450A - CD changer CX-CR2250A

Rear view mirror re-fixing to windscreen - "Use a mirror kit from Halfords. There is an epoxy sheet which you trim to size and add a small amount of their resin it holds like ---- to a blanket!! Clean the glass or 'black area' with methylated spirits (scrape any old glue with a blade). Then I file the old glue off the mirror base ... so it is dead level. If you file with a rocking motion, it is unlikely to adhere to your screen. After putting the resin on, push/place it on the windscreen and HOLD IT WITHOUT MOVING IT FOR ONE MINUTE (your arm WILL ache). If you do not do this, the whole process will fail" Ray Ellis.

Gearlever rubber gaiter (under the centre console and leather gaiter) is often split and perished. B&G #

BHH2049. "The replacement is the 76-80 Rubber Bumper MGB part. After removing the gearknob, the old gaiter can be cut off and the new one is eased over the upper gearlever shaft with the help of some grease (vaseline!)." Rob Collier 11.07. You'll find that the new one may well restrict the downward travel of the gearlever into 2nd especially - no doubt this is why the gaiter often splits under the strain. **David Sutcliffe has developed an easy mod' to remove this problem - ask me for file of photos.**

BODY, LIGHTS, Keys etc.

Intermittant fault on Rear Lights/Indicators .. "try an extra earth wire from one of the light unit's mounting bolts to one of the earth connections on the bulb assembly". Peter Ferguson, 10.07

Lenses ... Clear **indicators** AMR 6521, Red **fogs** AMR 6522, Amber **indicators** AMR6517. (NAS/Wolf/Military Land Rover Defender parts made by J E Perei) (**Frank Fletcher**, see **email address book**, **ebay 'frankyfletch'**) (AMR6527/8 is the amber plus the plinth which the RV8 doesn't need). LR units may come with 24v bulbs - replace with 12v. (see ebay seller 'boltonbits').

Headlights Bosch H4, 472, P43t bulb 60/55w. (Xenon Plus bulbs, R872, 60/55w, direct replacement). As Porsche 911SC. Reflectors Bosch part# 0 301 800 602. For replating of reflectors, see S&T Electro-Platers in V8 Register Lifeline webpage. Also Peter/Colin at Dual Metallising Ltd, Unit 12/14 The Business Centre, James Road, Tyseley, Birmingham, B11 2BA, phone 0121 708 2748. For lenses and rubber seals, see CW

Headlight Lenses and rubber seals, see CW

Headlight Nacelles (the plastic surrounds) were made by a German company, Zender.

Side repeaters, amber PRC9916, clear XGB000020, smoked XGB000030 or 10031 or XGC000040 - used on lots of Rover saloons. Also available in transparent red, blue and other colours. T10 (501) 5w wedge bulbs, available in clear or amber.

Indicator, reversing and rear fog bulbs, 21w 382 (180 degree opposite pins)

Sidelight (front) bulbs/side repeater bulbs, T10 wedge 5w (501)

Brake/Tail lights, 380 21/5w bulbs.

Brake Lights Switch, situated on rear of pedal box. Available from B&G at about £9, part number XKB10003, per Peter Thompson, 5.08.

Spotlights (UK spec), mid 90s facelifted Ford Fiesta Si but without the metal mounting frame (453 55w bulb)

Number plate, Glovebox and Interior lights, 239 5w festoon bulbs.

NB ... Be very gentle when removing all interior light fittings, the clips break off very easily!

Boot light, 245 10w festoon bulb.

Key for glove box/petrol cap is made by Weston Body Hardware (WBH), serial number FT xxx. See <http://www.wbh.co.uk/technical-lock.htm>

Key for Ignition/Boot - this originally a Neiman key and locks. Key blanks made by Silca are code **NE38** (bare metal) and NE38AP, NE38DP and NE38P (each with different shape of plastic key head. The **NE38AP or NE38P** looks closest to length of key shank of the original key) but do not appear to have the pivot key head of the originals.

NB ... This original type of key blank is listed for the Freelander Series 1 on European listings but not UK, as LR part # **CWE100860** - is it available from UK LR parts suppliers?

I have now found a suitable swivel head type as used on MGF's. It has a hexagonal shaped head with the MG Logo in the centre. The MG Rover Part Number is CWE100580. The head is slightly larger than the original one and results in the head just missing the underside of the lower dash padding, but is so much easier to insert and use. Mike Lane, 9.09.

Ignition and Boot Locks made by Neiman

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MG badges boot/bonnet inserts, ask Fred Jenns. B&G have them without the plinths for about £2, ZKC6151A. Heat-sensitive adhesive - Use a hair dryer to heat the old ones to facilitate removal.

Bonnet rubber buffers, rectangular, in black rubber, (same as MGB) part number AHH6523.

A/C air intake grille in front bumper is ZKC6349. They occasionally come up on ebay.

Door mirrors, from the later Rover Metro, mk3 (90-95?) and the 100, Ascot and early 200, and also the MGF, Lotus Elise, Vauxhall VX220 (manual adjustment types, the electric types are not convertible to manual). Rover part number CRB10270 (Metro range). They were also colour-coded on some models. These probably come without the RV8's 'concertina' trim, which can be re-used.

The electric door mirrors from later MGFs and the TF (and probably the other cars above) are the exact same unit but with an electric adjusting motor added. As such, they can be fitted to the RV8 with mods' required for the cables and dash switch etc.

Door mirror replacement glass, Rover part # CRD10012. the later Rover Metro, mk3 (90-95?) Aftermarket are cheaper, see Summit # SRG-60.

Door mirror adjusting handles, see CW.

Door handles exterior, as MGB etc. AHH8885.

Sill covers screws are 1/4" UNF x 1/2" long, spanner size 7/16" A/F with washers. Replace with s/steel.

Petrol tank, seen on ebay with ZNC 5045 stencilled on top surface (Rover part #?).

Windscreen glass, try Uroglass, www.uroglass.com in Redditch, on ebay, about £157. Al Barnett recommends.

B&G are now offering new windscreens at about £160 and will keep one in storage for the customer until needed (11.07).

Wipers (standard black), blades 10" - Unipart GWB373. **arms** - Unipart DKB101490

Steering wheel and boss etc. is by Lecarra in the US (per David Sutcliffe). This boss is a copy of the MotoLita boss but was not made by them according to Simon Green, director of MotoLita.

Boot lid struts; Stabilus "2399AS". rated "0150N". stroke (mm) 130, cyl length 160, rod diam 8, cyl diam 20, 326 (max.200 when compressed) to centres of connectors.

NB. Available new from Stabilus on 01332 298126 - part no. 2399AS price £12.50 each (*March 2010*).

(strutsdirect.co.uk. statusfluidpower.com. sgs-engineering.com/gas-struts. stabilus.co.uk). ZF Trading in UK, 01788 822855, 2399AS is Stabilus part number. Their price is about £28 each, same as Clive W.

NB: *"Having been in contact with Andy Wyatt at SGS Engineering, where they do the re-gassing and new replacement boot struts, he has just extended the following offer to ANY V8 Bulletin Board user: "Thanks for that; it's always nice to see where our customers originate from. As a side note; the new struts are £27.91 including VAT each but if you or any of the other V8 bulletin board users mention where you found our details we can offer a 15% discount - which makes the price for V8 bulletin board users £23.73 including VAT."* Rob Stewart.

See <http://www.sgs-engineering.com/>

Fuel Filler Neck Rubber Seal, The seal supplied by CW, whilst a different design than the original (it's one of the various types used on the MGB), fits well and is more robust than the original. Use WD40 on the pipe to ease it through the seal. When refitting the metal pipe into the rubber hose inside the boot, use a petrol-suitable sealant to prevent petrol odour in the boot space!

(The original seal eventually splits along the outside edge and causes water leaks in the boot)

Luggage Rack, boot lid, The MGB export (USA) type is available from Moss in the UK;

"I have bought a luggage rack [in s/steel] from Moss, and am very pleased with the quality and fixings which are Allen key type domed satin finish bolts. It comes with rubber strips to go between it and the paintwork and is very adjustable with liberal sized holes. The curve of the support bands follow the boot profile well, but I might drill an extra hole to make certain the band is close to the lid along the whole length making certain water does not collect underneath. The part number is GAC4003SS and it is on their website. Retail price is £174.95 and I paid £139.95 (no carriage involved as I collected)" Hugh Boddington, 12.07.

Hood renovation products from Renovo, www.renovointernational.com (also MGOC and Woolies, <http://www.woolies-trim.co.uk/>). Note that the lining material on original hoods is elasticated; repair

patches, if using non-elasticated fabric, should be small as possible. **Replacement hoods**; CW, MotoBuild (rec. by Fred Jenns, Egham, Grahame on 01784 477477), Prestige (not that good), MG Mecca. **NB ...** If buying a new hood, measure the width of the old hood over/between the side windows, in the light of the discovery that the hood frame was heightened during the production run.

See RV8Note 268 at <http://www.v8register.net/subpages/RV8NOTE268.htm>

Paint codes Nfire Red, COQ, superseded by CVQ? (0916 or BLVC916), AXB 10023 (Do not use CAQ or CBT).

Other RV8 colours: Le Mans Green HPD 1202 - Oxford Blue JSJ 1203 - Woodcote Green HPE 1204 - BRG (pearl) HNA 0617 - Flame Red COF 0818 - Carribean Blue UME 0911 - Old English White NNX 1205 - White Gold GMK 0933 (White Gold 2 is GMN) - Black PMF 0644 - (X-Power Grey LEF)

(Woodcote Green touch-up and lacquer is MG Rover (X Part) part number AWZ 100530)

WHEELS, TYRES (see Wheels above)

Front hub. Early & Late Types "Washer under nut probably means that the early bearing type has been replaced with the later bearing which has a narrower internal collar . The early and later hubs (groove around wheel mounting flange) are different in dimensions. The later bearing can be used in both hubs using spacers in the case of the early hub, but the early bearing can only be used in the early hub. If when hub is fitted the bearing inner collar does not protrude past the step in the stub axle, the spacer is required to get the nut to tighten onto the bearing. If a spacer has been fitted because a later bearing has been fitted, the spacer will only be 1mm thick and is usually fitted to the inner face of the bearing, eg. fitted to stub axle before hub is fitted." Stuart Ratcliff, RV8 Cars, Aus. 3/09.

Front Wheel Bearing Don Barter reports that SNR's bearing, number (SNR) GB 40714, is correct for the RV8. The later MGRover part number for the front hub, nuts and bearing is RFM 001594 EVA.

Rear Wheel Bearing, initially GHB383, then whole kit GHK1546. Is now later MGRover # ZKC5704EVA. This is made by Koyo, Japan, with bearing number marked of **838763B** (inner part of bearing also marked 'HS') and is c/w the fixing ring. Other bearing suppliers such as www.aceurotrade.co.uk or Simply Bearings Ltd, <http://simplybearings.co.uk/>, may be able to supply from this number.

Tyres, 1215's Goodyear Eagle NCT 5, 205/65 R15 94V. (Load 670kg). Geoff King strongly recommends Toyo Proxes T1-5 205/55 R15 88V from <http://www.mytyres.co.uk/> -- check whether these are made in a 65 profile for the RV8. And Simon Austin has Toyo Proxes TPT on his V8MGB. Generally, the RV8 needs a very grippy tyre, esp' in the wet, do not worry about longevity as they'll probably need changing on age before wear with low annual mileage.

GWilder replaced his with Continental Premium Contact 2, about £80 each. (Feb 2010)

Wheel Centre MG Badge (insert) stocked by B&G, about £2, ZKC 6151A (same as the bonnet badge insert)

Wheel refurbishment by hand, by Jeff Swann 6.07 ..

"I've just done all 4 roadwheels on my RV8 with great results. As you say, remove the wheels & then the dummy studs by punching them out, you will struggle however to sand the 1/2" flat that contains the studs as the whole wheel is coated in clear coat lacquer which must be removed beforehand and you could do the complete rim in as much time. The method I used was to liberally brush on polycell paint stripper (it won't hurt the alloy) leave for 10 Mins until it starts lifting the clear coat and then clean it off with wire

wool. I then washed them down with water and used 400 grit wet & dry through to 800 grit to take any imperfections out of the alloy. Once completed I finished the job by hand polishing them with Solvol Autosol. A dremel hand tool with wire brush attachment was used to clean all 120 studs. I decided not to re-lacquer them as it's only a matter of time before it happens again. Once a week polish and wax should keep them looking like new, depending of course on the conditions you use the car in. Time taken per wheel excluding studs approx 40 mins. Just to clarify, when I mentioned polishing them I was referring only to the rims and not the centres".