

# MGB V8

Ground Up Restoration and Conversion 1997 By "The MG Guys" Of Glenburn, Maine

## CONVERSION AND RESTORATION DETAILS

### GENERAL

1967 MGB with 1972 tub  
Aluminum hood  
New sills, floors & fenders  
PPG DP series epoxy primer  
PPG Brooklands Green color & clearcoat  
Firewall and transmission tunnel modified for V-8 conversion  
Biscuit interior with leather aftermarket seats  
Vehicle weight 2,060 lbs +/-

### SUSPENSION, ETC.

Upated front & rear springs  
3/4" front swaybar  
Heavy duty front lever shocks & Spax adjustable tube rear shocks  
Datsun 280Z finned aluminum rear brake drums/Stock MGB front discs with MGBV8 pads  
Narrowed 8" 1970 Ford Mustang/Maverick rear axle with 3.00 ratio  
Subframe connectors and traction links  
Braided brake hoses and late MGB brake booster  
Panasport wheels with 195/60/14/ tires

### DRIVELINE

Borg-Warner T-5 transmission (.73 overdrive)  
9 3/4" S10 4X4 diaphragm clutch  
Tilton hydraulic throw out bearing with MG master cylinder  
Rover 3500 flywheel lightened to 24 lbs

### ENGINE

1963 Buick 215 aluminum V8  
.040 overbore with 9.6 to 1 compression  
Crower 228 cam & valve train (hydraulic lifters)  
Heads port matched with Rover exhaust valves  
GM intake with 500 cfm Edelbrock 4 barrel carb  
Pertronix electronic ignition in GM distributor  
High volume oil pump with remote filter  
Gear drive starter  
Baffled oil pan  
1965/1966 Ford Mustang "Maximum Cooling" radiator  
Delco 80 amp alternator

Owned by David & Emily Hawkins, Deer Isle, Maine