CLASSIC DRIVING DEVELOPMENT LTD

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TR 8 or TR 7 converted to V8:   PARAMETERS TO CHECK REF FITTING OF PAS

RACK ON SUBFRAME:

70 mm is needed (66 + 4 mm for clearance) to accommodate the PAS rack, between the surface of the subframe and the underside of the sump.

It should be a flat part of the sump, not the curve where the shallow flat part goes into the sump well.

CRANK PULLEY:

A V pulley for the pump drive should be behind the main V pulley / front damper, which drives the alternator and the water pump.

Early P6 / MGB V8 front pulley will have to be changed for SD1 type. If there is no separate pulley order one with the PAS kit.

Serpentine Belt drive can be accommodated, please specify on order as the pump mounting is different, it bolts to the front of the LH cylinder bank.

V belt pumps bolt low down on the LH side of the engine block.

CRANK PULLEY PICK UP SENSOR:

Don't worry if this is present a simple mod can be done in order for the belt to be fitted.

ALTERNATOR POSITION:

Should be in front of RH bank of cylinders. Alternators have been seen on lower LH side of engine block, if so they will have to be moved if it is a V belt pulley; they can stay if it is serpentine, as long as a good belt route can be found.

INLET / FUELING TYPE:

4 barrel type carbs with a flat circular air filter are generally ok. SD1 type SU carbs may have a bonnet clearance problem. Fuel injected engines almost certainly will have a bonnet clearance problem. See www.mez.co.uk to help solve the problem

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SUBFRAME:

87 mm clear height. Subframe should be a genuine TR8 type, but some 'copies' may be ok.

SPACERS CAN BE USED BETWEEN THE SUBFRAME AND THE BODY / CHASSIS RAILS TO GAIN ENGINE INLET SYSTEM TO BONNET CLEARANCE. 1 inch MAX THICKNESS IS ADVISED.

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