

My Hawk build part 24 by Stuart Clarke

Getting ready to turn the key.

Things had moved on quite nicely now and the end was virtually in sight. It was getting to that do or die moment when I find out if all of those hours invested on most of my weekends over the last 18 months will have been in vain.

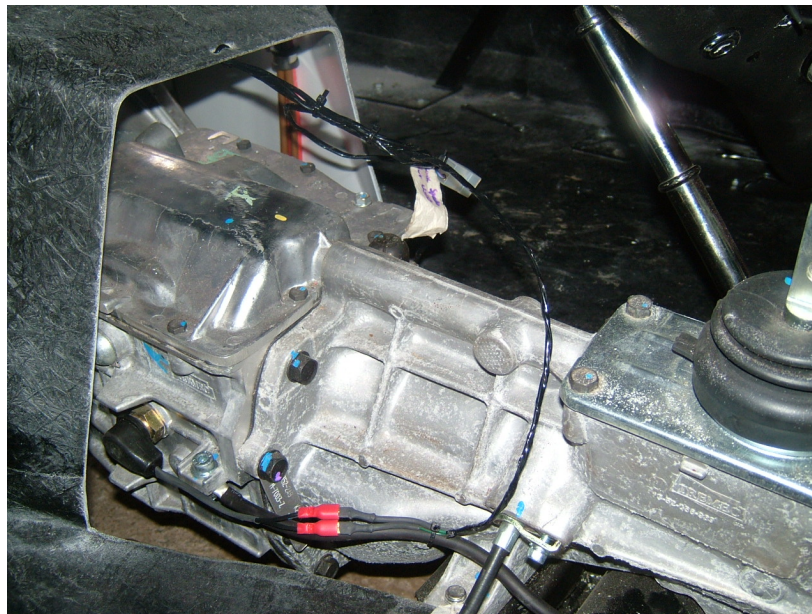
I was quietly confident.

Just had couple of things to do before I turned the key.

I had a few wiring bits to finish off in the cockpit. I'd ordered a proper cap from the US for the reversing switch.



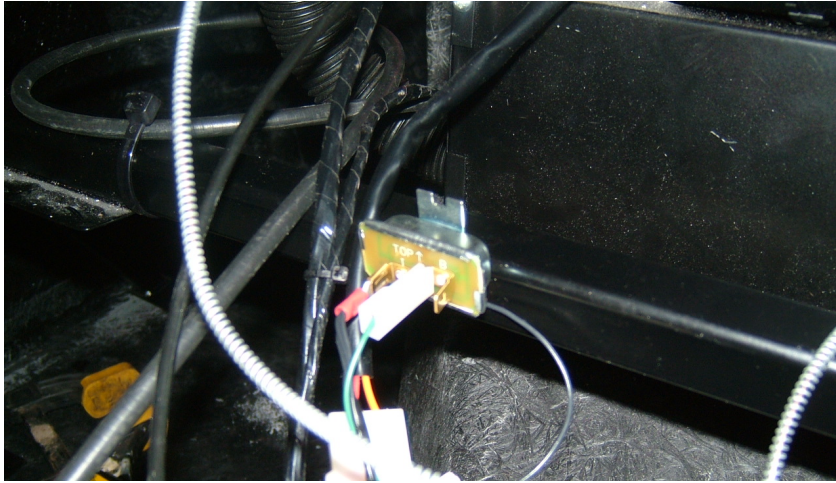
I much prefer to use the correct parts rather than coming up with a bodge solution.



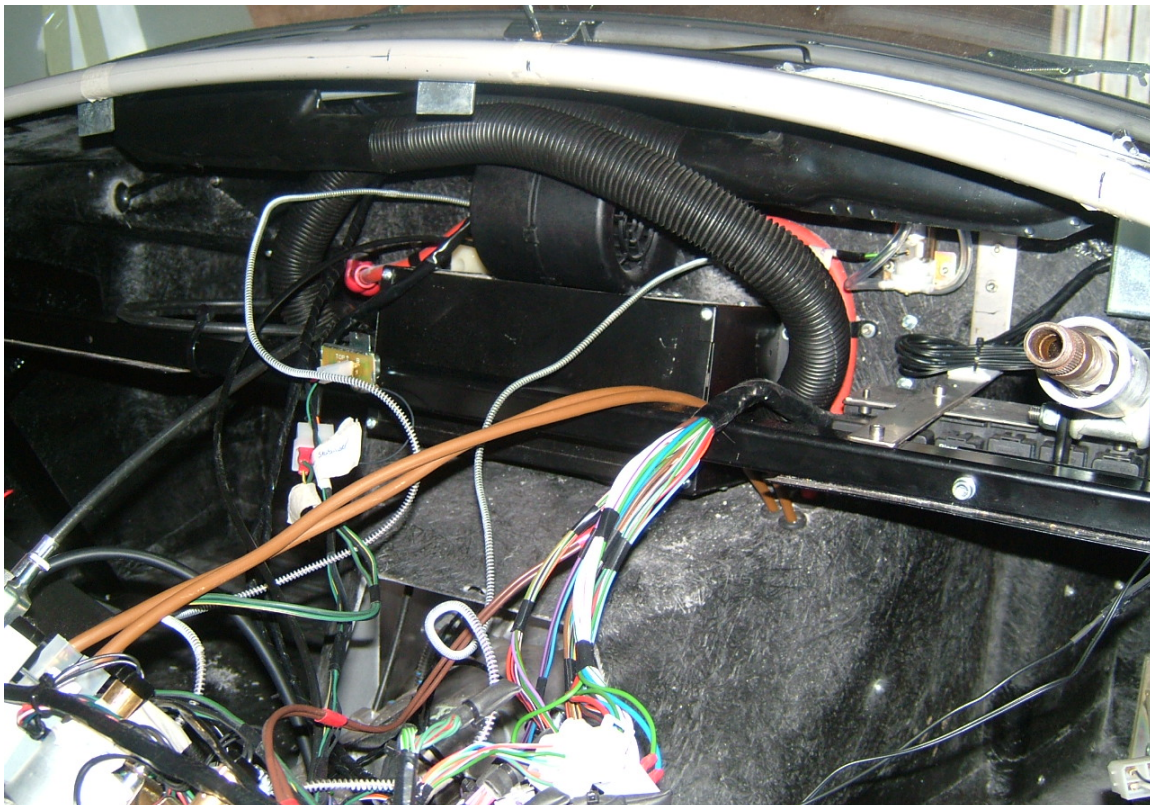
There much better.

I'd also received the voltage regulator which is needed for the fuel gauge and also if electrical temp gauges are used. I had mechanical gauges fitted so I just needed it to stop the fuel tank gauge reading full in a left hand bend and empty in a right hand one.

I fixed this to the scuttle bar and connected it up.



I also did a bit of tidying behind the dash, fitted the pipes from the heater to demist vents, a couple of cable ties on loose wires and just checked everything over again.



Just in case the engine turned over by accident I filled the coolant system with water and antifreeze. My system took about 13 litres in total. I had a small leak on the rad which required the jubilee clip tightening.



I then poured in the oil.



No leaks there!

I then primed the oil using an oil pump priming tool and a drill. To do this the distributor is removed (making sure that its location is identified as this has bearing on the timing) to expose the oil pump pencil drive. The priming tool fits into the drill and then in turn the tool connects to the oil pump drive shaft. Oil pumps drive anti clockwise!! It's also best to use a corded drill as I've heard of many cordless drills being "smoked" priming engines, as there is a considerable amount of torque needed to drive the oil pump. My oil pressure built up to 60 psi quite quickly so at least I knew all that was working well. I could now refit the distributor as that was all now done.

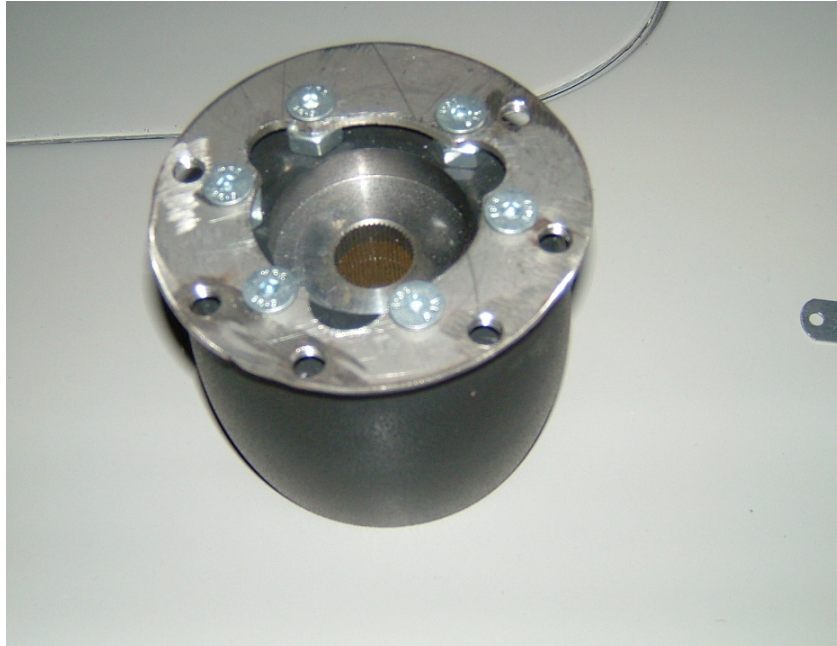
Next up was fuel so I put some fuel in the tank and checked for leaks. There was a slight weep around the tank exit fitting so I tightened that and that was OK. No leaks anywhere else.



One last look over all of the wiring and I also checked that all of the larger bolted connections were tight. I also checked those on the battery terminals and the chassis bonding earths.

Although it wasn't really needed at this stage, I'd been working on an IVA compliant steering wheel. According to my interpretation of the regs, the original MG wheel should be OK. Based on the fact that the centre horn button is padded, doesn't have any sharp projections and is collapsible as such I was going to keep my fingers crossed that it would be OK. It also doesn't have any slots or spokes to trap any jewelry which is another requirement! I just needed to make an adaptor to convert the Cobra boss to the MGB bolt configuration.

This should do it.



It all fitted OK.

I'd also made an IVA proof gear shifter this was made out of a piece of stainless bar with a stainless plate welded to it. An M10 thread tapped on the end of the bar and a few holes drilled to attach it to the gear box. Oh and a gear knob off a Ford Escort which has the same gear legend as the T5.



Whilst I was at it, I fitted an IVA compliant rear view mirror. Gerry has these and they are a very reasonable price. I just needed to drill two holes to the top of the scuttle and fit the mirror with two c/s cap screws.



After my IVA compliance session I could get back to testing.

I went over things once more just to check.

I decided to take the wiper arms off, just in case the wiper motor wasn't at the park position. Then to be on the safe side I got hold of a CO2 fire extinguisher and a couple of buckets of water..... just in case.

That's about it, checked fuses, relays and switches again. Nothing jamming the water pump / alternator belt. Hand brake on!

Moment of truth and I fitted the battery isolator key and turned it on. The hazard lights came on (which was a good start) well two of them didn't, offside rear and offside side repeater. I'd already told myself that I was best sorting the problems out as they came up rather than leaving them until later. I just didn't think that I'd be sorting them this early on! After some investigation and testing it turned out that one of the wires bonded into the lamp fitting had incomplete copper and a solid plastic insulation section along the wire. So much for quality control!! The side repeater was a bad crimp. I soon sorted all that out. I turned off the hazards and went through all the other switches. Heater wasn't the right configuration so played with the connections and soon had that sorted. Wiper motor worked fine so I refitted the wiper blades. Washer motor didn't work and after I tested it, it was getting 12 Volts. I'll sort that out later. Everything else seemed to be working OK so nothing left to do but turn the key.

First stage and fuel pump kicked in, I checked the carb and it wasn't getting any fuel. I flipped the fuel cap and could hear a burbling from within. Fuel pump was pumping the wrong way. It turned out that I'd fitted it the wrong way round. No idea how, just needed to turn it around. This took about 2 hours as the fuel pump location is not easily accessible. At least I know it can be changed without removing the body shell. As a pay back for my mistake, I did incur a few scraped knuckles.

After the pump was refitted, I checked for leaks again and all was OK.

I turned the key to the first stage and the oil pump kicked in. I pushed the accelerator pedal and I could hear the reassuring squirts of the carb bowls filling with petrol.

I thought stuff it and turned the key.

Starter motor tuned over and the 289 engine roared into life.

What a sound!!

A couple of pumps of the accelerator and it revved up nicely. Good oil pressure, temp starting to climb. Good idle speed of about 700 RPM, no problem Ticked like a clock!



It's alive!

I turned it off and cracked open a lager, with one of the biggest smiles, anyone could witness, on my face!