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SERVICE LAISON

The



Service Information

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Issued by
Nuffield Exports Limited

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SERVICE ENGINEER

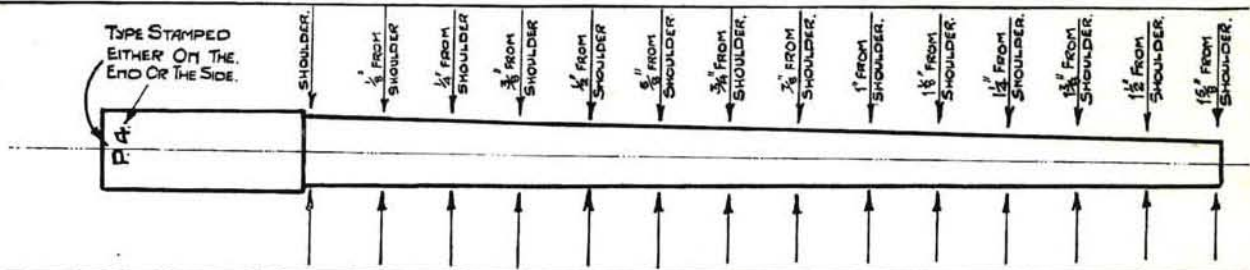
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Date of Issue: November, 1933

Service Information Sheet No. 7
S.U. CARBURETTOR NEEDLES



TYPE OF NEEDLE	USED FOR.	MEASUREMENTS IN THOUSANDTHS OF AN INCH.													
		89	85	81.7	80.1	78.6	77	75.4	73.8	72.3	70.7	69.1	67.6		
M.6.	M.G. MIDGET M. TYPE. WEAKER. 1929-32.	89	85	81.7	80.1	78.6	77	75.4	73.8	72.3	70.7	69.1	67.6		
M.5.	M.G. MIDGET M. TYPE. STANDARD. 1929-32.	89	85	81.7	79.2	77.6	76	74.5	72.9	71.2	69.6	68	66.6		
G.2.	M.G. MIDGET M. TYPE. RICHER. 1929-32.	87.5	83.5	81	78.5	76.5	74.5	72.5	70.5	69	67.4	66	64.2		
Nº 2.	M.G. MIDGET M. TYPE. RICHER. 1929-32.	89	85	81.4	78.5	76.7	74.9	73.2	71.4	69.6	67.8	66	65	64	
24.B.	M.G. MK. I. AND MK. II (6 CYL) WEAKER. 1929-33.	88	84.5	81.5	79.5	77.5	75.5	73.5	71.5	69.5	67.5	65.5	63.5	61.5	
24.A.	M.G. MK. I. AND MK. II (6 CYL) STANDARD. 1929-33.	88	84.5	81.5	78.5	76	73.8	71.6	69.8	68	66	64	62	60	
24	M.G. MK. I. & MK. II (6 CYL) RICHER. 1929-33.	88	84.5	81.5	78.5	75.5	72.5	70.2	68.2	66.7	65	63.6	62.5	61	
M.6.	M.G. MAGNA 'F' TYPE. WEAKER. 1932-33.	89	85	81.7	80.1	78.6	77	75.4	73.8	72.3	70.7	69.1	67.6		
M.5.	M.G. MAGNA 'F' TYPE. STANDARD. 1932-33.	89	85	81.7	79.2	77.6	76	74.5	72.9	71.2	69.6	68	66.6		
Nº 1.	M.G. MAGNA 'F' TYPE. RICHER. 1932-33.	89	85	81.4	78.5	77	75.5	74	72.5	71	69.5	68	67	66	
M.6.	M.G. MIDGET 'D' TYPE. WEAKER. 1932.	89	85	81.7	80.1	78.6	77	75.4	73.8	72.3	70.7	69.1	67.6		
M.5.	M.G. MIDGET 'D' TYPE. STANDARD. 1932.	89	85	81.7	79.2	77.6	76	74.5	72.9	71.2	69.6	68	66.6		
G.2.	M.G. MIDGET 'D' TYPE. RICHER. 1932.	87.5	83.5	81	78.5	76.5	74.5	72.5	70.5	69	67.4	66	64.2		
Nº 2.	M.G. MIDGET 'D' TYPE. RICHER. 1932.	89	85	81.4	78.5	76.7	74.9	73.2	71.4	69.6	67.8	66	65	64	
M.6.	M.G. MIDGET 'J' TYPE. WEAKER. 1933-34.	89	85	81.7	80.1	78.6	77	75.4	73.8	72.3	70.7	69.1	67.6		
D.8.	M.G. MIDGET 'J' TYPE. STANDARD. 1933-34.	89	85	81.7	78.5	76.7	76	75	74	73	72	71	70		
Nº 1.	M.G. MIDGET 'J' TYPE. RICHER. 1933-34.	89	85	81.4	78.5	77	75.5	74	72.5	71	69.5	68	67	66	
M.M.E.	M.G. MIDGET 'J3' TYPE. SUPERCHARGED. WEAKER. 1933-34.	89	85	81.5	78	74	70.7	67.3	63.6	60	56.3	53	49.5	46	
RLB.	M.G. MIDGET 'J3' TYPE. SUPERCHARGED. STANDARD. 1933-34.	89	85	81	77	73.5	69.3	66	62.6	59.2	56	52.6	49.5	46	
C.S.2	M.G. MIDGET 'J3' TYPE. SUPERCHARGED. RICHER. 1933-34.	89	85	81	77	73	69	65	61.5	58	54.6	51	47.5	44	
R.S.	M.G. MAGNETTE 'KI & KI' WEAKER. 1933.	89	85	82.3	81	80.3	79.5	78.6	78	77.5	77	76.5	76		
07	M.G. MAGNETTE 'KI & KI' STANDARD. 1933.	89	85	81.5	80	79.5	79	78.5	78	77.5	77	76.5	76		
D.8	M.G. MAGNETTE 'KI & KI' RICHER. 1933.	89	85	81.7	78.5	78.7	76	75	74	73	72	71	70		
07	M.G. MAGNETTE 'KI & KI' RICHER. 1933.	89	85	81.5	79.5	78	77	76	75	74	73	72	71		

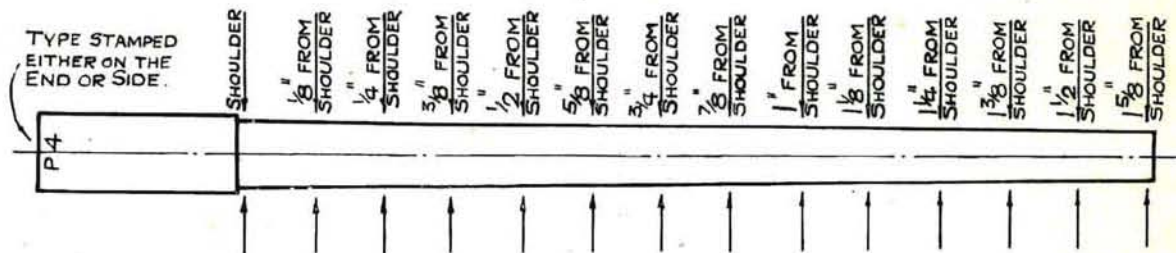
Date of Issue : April, 1936

Revised : March, 1937

Revised : August, 1939

Service Information Sheet No. 7—continued

S.U. CARBURETTER NEEDLES—(continued)



TYPE OF NEEDLE	USED FOR	MEASUREMENTS IN THOUSANDTHS OF AN INCH.													
		SHOULDER	1/8" FROM SHOULDER	1/4" FROM SHOULDER	3/8" FROM SHOULDER	1/2" FROM SHOULDER	5/8" FROM SHOULDER	3/4" FROM SHOULDER	7/8" FROM SHOULDER	1" FROM SHOULDER	1 1/8" FROM SHOULDER	1 1/4" FROM SHOULDER	1 3/8" FROM SHOULDER	1 1/2" FROM SHOULDER	1 5/8" FROM SHOULDER
07	MG. MAGNA "L" TYPE WEAKER. 1933-34	89	85	81.5	79.5	78	77	76	75	74	73	72	71		
L	MG. MAGNA "L" TYPE STANDARD. 1933-34	89	85	81	79	77	75	73.5	72	71	70	69	68		
R3	MG. MAGNA "L" TYPE RICHER. 1933-34	89	85	80.5	77.6	75.9	74	72.2	70.3	68.7	67	65	63.2		
V2	MG. MAGNETTE "N" & "KN" WEAKER. 1934-36	89	85	82	79.5	77.5	75.6	73.8	71.8	69.8	67.8	65.8	64		
N ^o 3	MG. MAGNETTE "N" & "KN" STANDARD. 1934-36	89	85	81.4	78.5	76.5	74.4	72.3	70.3	68.3	66.1	64	63	62	
H4	MG. MAGNETTE "N" & "KN" RICHER. 1934-36	89	85	81	77.8	76	74.1	72	70.2	68.3	66.3	64	62		
S	MG. MIDGET "P" TYPE & "PB" TYPE WEAKER. 1934-36	89	85	82.2	80.6	79	77.4	75.8	74	72.4	70.8	69	67.5		
M6	MG. MIDGET "P" TYPE & "PB" TYPE STANDARD. 1934-36	89	85	81.7	80.1	78.6	77	75.4	73.8	72.3	70.7	69.1	67.6		
M5	MG. MIDGET "P" TYPE & "PB" TYPE RICHER. 1934-36	89	85	81.7	79.2	77.6	76	74.5	72.9	71.2	69.6	68	66.6		
CK	MG. TWO-LITRE "SA" TYPE WEAKER 1936-	90	84	81	79	77.5	77	76.6	76.2	75.7	75.3	74.9	74.5	74	
CH	MG. TWO-LITRE "SA" TYPE STANDARD. 1936-	90	84	80.5	78.2	76.7	76	75.6	75.2	74.7	74.3	73.8	73.3	73	
CL	MG. TWO-LITRE "SA" TYPE RICHER. 1936-	90	84	80	77.5	76	75	74.6	74.2	73.7	73.3	72.8	72.4	72	
S	"TA" SERIES MIDGET. WEAKER. 1936-	89	85	82.2	80.6	79	77.4	75.8	74	72.4	70.8	69	67.5		
AC	"TA" SERIES MIDGET. STANDARD. 1936-	89	85	82	80	78.3	76.5	74.6	73	71	69.4	67.6	66	64	
MI	"TA" SERIES MIDGET RICHER. 1936-	89	85	81.7	79.6	77.7	75.7	73.7	71.7	69.8	67.8	65.9	64		
CP	MG. 1/2-LITRE "VA" TYPE WEAKER. 1937-	89	85	81.3	79.3	77.5	75.7	74	73.5	73	72.5	72	71.5		
CO.	MG. 1/2-LITRE "VA" TYPE STANDARD. 1937-	89	85	81	78.7	76.5	74.7	73	72.5	72	71.7	71.4	71		
BK	MG. 1/2-LITRE "VA" TYPE RICHER 1937-	89	84.5	81.5	78.5	76.2	73.8	72.2	71.5	71	70.6	70.3	70	69.5	
AM	MG. 2-G LITRE "W" TYPE WEAKER 1939.	89	85	81	78	75.3	73	70.4	68	65.5	63	60.6	58.3	56	
EL	MG. 2-G LITRE "W" TYPE STANDARD 1939	89	85	80	77.5	74.7	72	70	68	66	64	62	60	58	
EG	MG. 2-G LITRE "W" TYPE RICHER 1939	88	85	80	76.8	74	71	68.5	66.5	65	63.7	62	61	60	

Date of Issue : April, 1936
 Revised : March, 1938 ; February, 1948

Service Information Sheet No. 32

A repeated call for information regarding a complete list of M.G. models, past and present, has resulted in the issue of the tabulated list given below.

As the various types were not produced as yearly models, the dates quoted constitute the period during which they were produced.

With three exceptions the Chassis Numbers are prefixed by a type letter. The exceptions are :—
 14/40 models, which had Chassis Numbers containing six figures ;
 Mark I models, which had Chassis Numbers of 6000 onwards ;
 Mark IV models, which had Chassis Numbers of 2000 onwards.

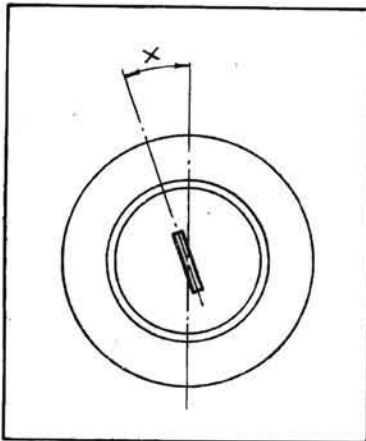
Series	Capacity in c.c.s	Prefix to Chassis No.	Production Period :		Body Type	Remarks
			From	To		
14/40	1802	Nil	1924	June, 1928	2-seater, Tourer and Saloon	4 cylinders
Mark Models.						
Mark I	2468	Nil	Dec., 1928	Aug., 1931	2-seater, Tourer and Saloon	6 cylinders
Mark II	2468	A.	March, 1930	Aug., 1933	2-seater, Tourer and Saloon	6 cylinders
Mark III	2468	B.	July, 1930	Dec., 1931	4-seater	Model title : " Tigress."
Mark IV	1802	Nil	Nov., 1927	Nov., 1929	2-seater, Tourer and Saloon	6 cylinders 4 cylinders
Midget Models (4 cylinders).						
M.	847	M.	April, 1929	Aug., 1932	2-seater and Coupé	Racing car
C.	746	C.	May, 1931	June, 1932	Racing 2-seater	
D.	847	D.	Oct., 1931	July, 1932	Tourer and Salonette	Supercharged
J.1	847	J.	Sept., 1932	Aug., 1933	Tourer and Salonette	
J.2	847	J.	Sept., 1932	March, 1934	2-seater	Supercharged Racing car
J.3	746	J.	Nov., 1932	Oct., 1933	2-seater	
J.4	746	J.	March, 1933	Aug., 1933	Racing 2-seater	
P.	847	P.A.	Feb., 1934	May, 1936	2-seater and Tourer	Supercharged Racing car
P.B.	939	P.B.	Sept., 1935	May, 1936	2-seater and Tourer	
Q.	746	Q.A.	May, 1934	Dec., 1934	Racing 2-seater	Supercharged Racing car
R.	746	R.A.	April, 1935	Sept., 1935	Racing Monoposto	
T.A.	1292	T.A.	July, 1936	Sept., 1939	2-seater	Supercharged Racing car
T.B.	1250	T.B.	April, 1939	Sept., 1939	2-seater	
T.C.	1250	T.C.	Nov. 1945	*	2-seater	
Magna Models (6 cylinders).						
F.1	1250	F.	Nov., 1931	Aug., 1932	Tourer and Salonette	} Fitted with 12 in. brakes
F.2	1250	F.	Oct., 1932	Jan., 1933	2-seater	
F.3	1250	F.	Sept., 1932	April, 1933	Tourer and Salonette	
L.1	1087	L.	March, 1933	Jan., 1935	Tourer, Saloon and Continental Coupé	
L.2	1087	L.	March, 1933	Dec., 1933	2-seater	
Magnette Models (6 cylinders).						
K.1	1087 later 1286	K.	Jan., 1933	Feb., 1935	Tourer and Saloon	Supercharged Racing car
K.2	1087 later 1286	K.	March, 1933	Jan., 1934	2-seater	
K.3	1087	K.	March, 1933	July, 1934	Racing 2-seater	
N.	1286	N.A.	April, 1934	Nov., 1936	2-seater and Tourer	Supercharged Racing car
K.N.	1286	K.N.	Sept., 1934	Sept., 1935	Saloon	
1½-Litre.						
V.A.	1548	V.A.	April, 1937	Sept., 1939	Tourer, Saloon and Foursome	
Two-Litre.						
S.A.	2228 later 2322	S.A.	March, 1936	Sept., 1939	Tourer, Saloon and Foursome	
2½-Litre						
W.A.	2561	W.A.	April, 1939	Sept., 1939	Saloon and Coupé	
1¼-Litre						
Y.	1250	Y.	May, 1947	*	Saloon	

* Models still current in February, 1948.

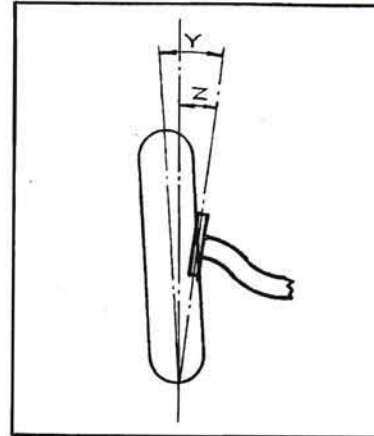
Revised : February, 1948

Service Information Sheet No. 61

STEERING ANGLES



B = BEAM.
P = PACKING.
S = SPRING.



The following information has been compiled to assist service stations when checking the steering gear on the various models. It is not intended for use in repairing damaged steering parts and attention is drawn to Service Information Sheet No. 10 on this subject.

Model	Castor Angle " X "	Knuckle Angle " Y "	King Pin Angle " Z "
M	3° (B Nil—P 3°—S Nil)	9°	6½°
D, J, F	6° (B 3°—P Nil—S 3°)	9°	6½°
L	7° (B 3°—P 1°—S 3°)	9°	6½°
K, KN, TA, TB	6° (B 3°—P Nil—S 3°)	10½°	7½°
P, PB	8½° (B 3°—P 2½°—S 3°)	9°	6½°
N	8° (B 3°—P 2°—S 3°)	10½°	7½°
SA	4° (B Nil—P Nil—S 4°)	10°	8°
VA	4½° (B Nil—P 1½°—S 3°)	10°	8°
WA	4° (B Nil—P Nil—S 4°)	10°	8°
TC... ..	5½° (B 3°—P 2½°—S Nil)	10½°	7½°
Y	1° ± ½°	10°	10° 11½° on full bump or rebound

Date of Issue: May, 1947

Service Information Sheet No. 67**SPEEDOMETER CABLES**

Complaints have been received of broken speedometer flexible cables, and oil finding its way up the cable and on to the numerals of the trip.

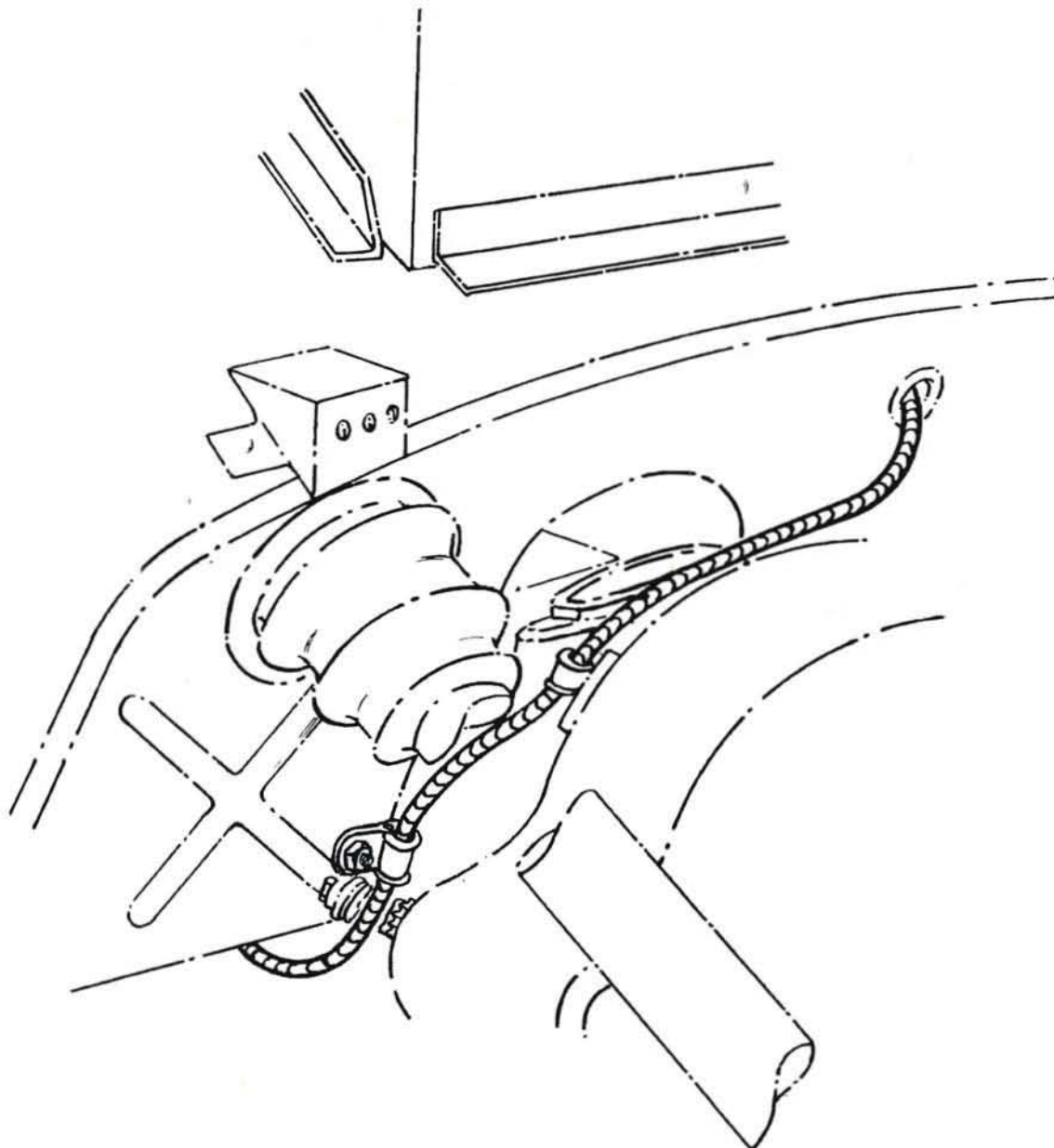
To obviate this, and commencing at Chassis No. TC.2196, a new cable, Pt. No. A.1270, Jaeger No. F.245, is being fitted. Cables incorporated on chassis prior to the one quoted may be changed for the later type if desired.

The run of the cable has also been modified, and from the drive it will now pass under the gearbox in a fair radius to clear the exhaust pipe and up the off-side, being clipped to the underside of the foot-ramp, and running over the clutch housing, clipped to the clutch housing bolt, and through existing hole and grommet, as shown in sketch overleaf. The clip on the clutch housing should be twisted to maintain the curve of the flex over the housing.

Additional material required is as follows:—

3 off.	S27/18.	Rubber ferrules.
3 off.	S2/50.	Clips.
1 off.	278D/1.	Plain washer ($\frac{1}{4}$ in. \times $\frac{1}{2}$ in. \times .072 in.).
1 off.	258D/1.	Spring washer ($\frac{1}{4}$ in. diameter).
1 off.	284J/2.	Countersunk screw ($\frac{1}{4}$ in. \times 26 \times 1 $\frac{1}{4}$ in.), which replaces existing bottom R.H. screw 284D/2 (gearbox rubber cover to foot-ramp). This new screw is $\frac{5}{8}$ in. longer and protrudes sufficiently to carry the clip, washers and nut.
1 off.	FN104/K.	Hex. nut ($\frac{1}{4}$ in. \times 26).

Service Information Sheet No. 67 (continued)



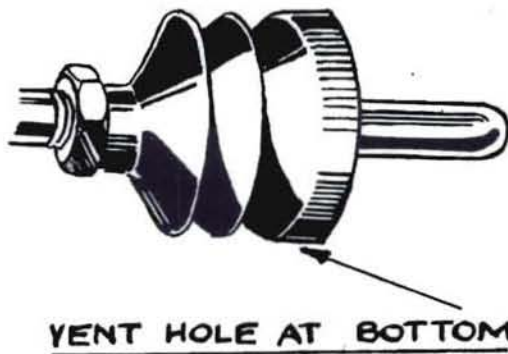
VIEW SHOWING SPEEDOMETER FLEXIBLE
CABLE RUN BETWEEN FOOT RAMP AND
CLUTCH HOUSING

Date of Issue: May, 1947

Service Information Sheet No. 68

BRAKE MASTER CYLINDERS

When assembling push rod to Lockheed brake master cylinder, care should be taken to see that the rubber boot is assembled with the vent hole at the bottom.

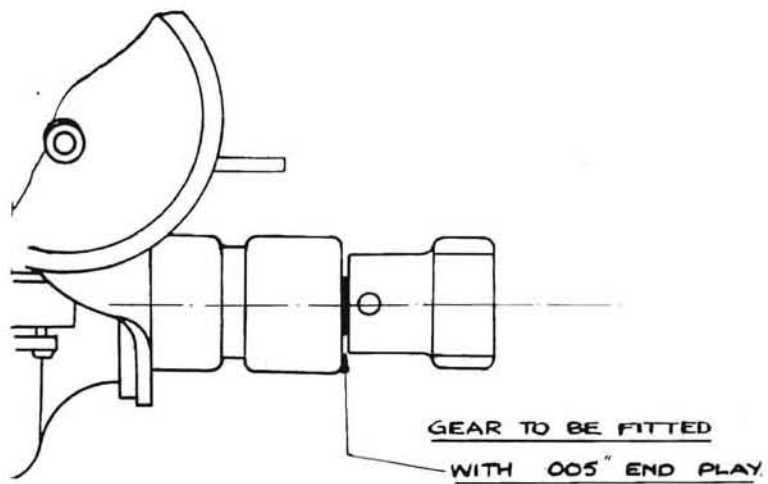


Date of Issue : May, 1947

Service Information Sheet No. 69

DISTRIBUTORS

When fitting the gear to a distributor spindle, .005 in. end play should be left as shown in the sketch below.



Date of Issue : July, 1947

Service Information Sheet No. 70**OIL BASE JOINTS**

When refitting the oil base particular care is necessary to ensure that oiltight joints are made around the front and rear crankshaft bearings.

In the first place it is necessary to take great care in cutting the gasket at the points X in Fig. 1. It is essential that the full length of the tags (shown at Y, Fig. 2) should be preserved, and that these should be cut perfectly square.

This done, the gasket should be stuck to the face of the *crankcase* with jointing compound, care being taken to ensure that the tags (Y, Fig. 2) come level with the edge of the machined face of the crankcase at the point where it is cut away to admit the rear main bearing cap (see Fig. 3).

At the front end the corresponding ends of the gasket should be laid *over* the ends of the timing chain case packing (which is recessed into the crankcase), and should abut against the crankshaft itself.

The rear main bearing cap should now be fitted.

The cork seal may now be stuck with jointing compound into the recess in the rear main bearing cap, care being taken to insert the ends of the seal between the bearing cap and the crankcase, as shown in Fig. 3. It is essential that there should be a good joint between the ends of the cork seal and the oil base gasket (as at Z, Fig. 3).

Finally the oil base should be refitted while the jointing compound mentioned above is still wet.

FIG. 1.
ORIGINAL ONE-PIECE GASKET.



FIG. 2

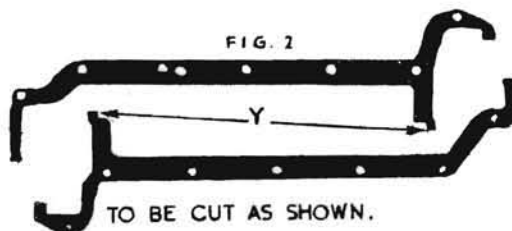
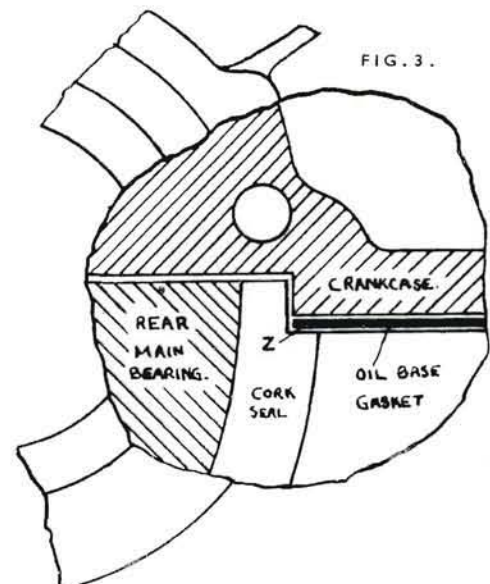


FIG. 3.



Date of Issue: June, 1947

Service Information Sheet No. 71**1½ LITRE GEARBOX****JUMPING OUT OF THIRD GEAR**

The stop for the third speed selector shaft is an abutment on the "cover for rear casing" on which the gear lever is mounted, marked X on the sketch below. Because this cover is mounted on an inclined face it is a matter of some difficulty to hold the limits for this stop, and it is possible for the third speed selector shaft to come up against its stop before the detent ball is fully seated in its groove. In these circumstances third speed will not always stay in mesh.

The remedy is to remove metal from the stop sufficient to allow the detent ball to seat correctly.

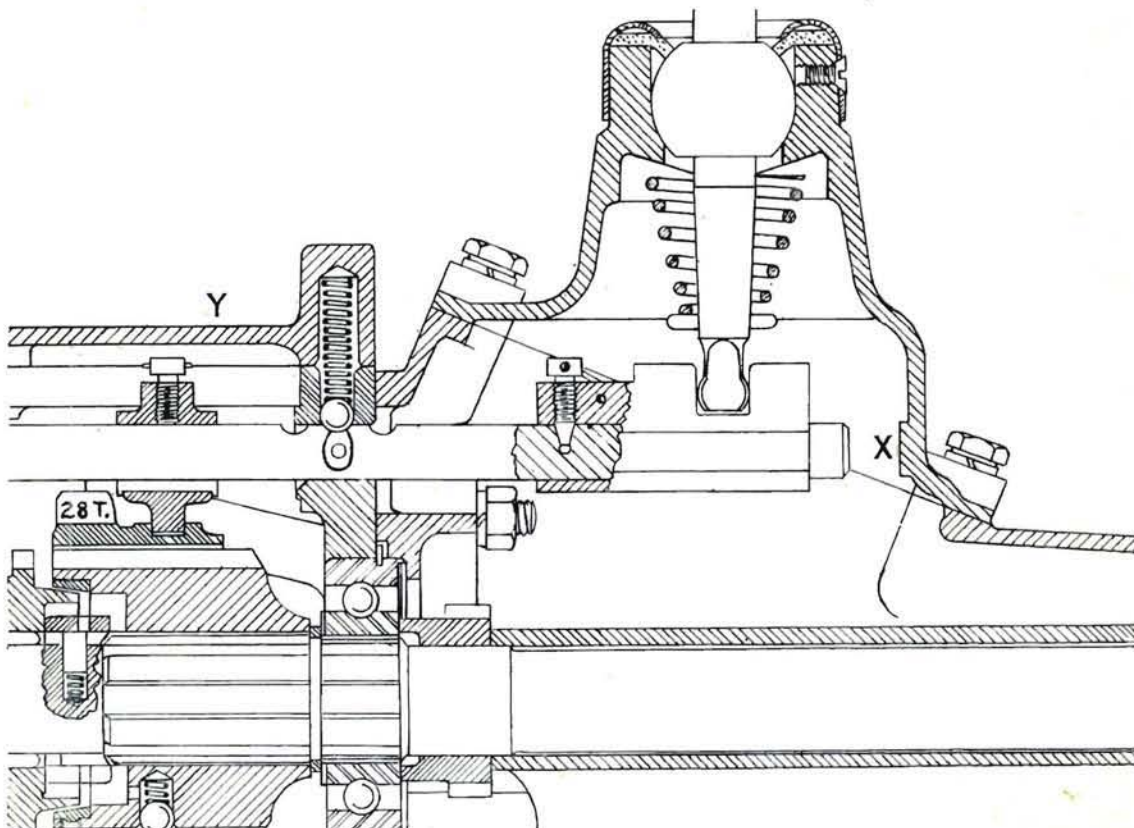
To do this the gearbox cover (marked Y in the sketch) should be removed, together with the third speed detent ball and spring. If the gear lever is now moved as far as it will go to the third speed position it will be possible to see, by looking down the detent ball hole, by how much the shaft stops short of the fully engaged position. This indicates the amount to be removed from the stop.

It is advisable to remove from the stop slightly more metal (about $\frac{1}{32}$ in.) than is necessary to permit full engagement. A condition can arise where the shaft just touches the stop in the normally engaged position and creates an annoying jangle, which is transmitted up the gear lever into the car.

CAUTION

It is a common practice for operators when examining for gearbox troubles to shift the gears by means of a screwdriver when the gearbox cover is removed. As the only stop on the third speed selector is the one above mentioned on the rear casing cover, it is possible, should this latter be removed at the time of working on the gearbox, to pull third speed back sufficiently to permit the third speed synchro balls and springs to escape. If this happens it will be necessary to remove and dismantle the gearbox.

ON NO ACCOUNT SHOULD THE GEARS BE SHIFTED OTHER THAN BY THE GEAR LEVER.



Date of Issue : August, 1947

Service Information Sheet No. 72

TYRE BALANCE

In order to obtain the best steering qualities, particularly at high speeds, the M.G. One and a Quarter Litre is fitted with balanced tyres.

Where necessary the desired limits of balance are obtained by the insertion, during manufacture of the tyre, of a specially compounded Balance Adjustment Patch inside the cover casing.

These patches are marked in red "Balance Adjustment Patch" with a figure indicating the weight of the patch.

It is emphasised that these patches are intended for balancing purposes only, and should not be removed or disturbed in any way.

Date of Issue: September, 1947

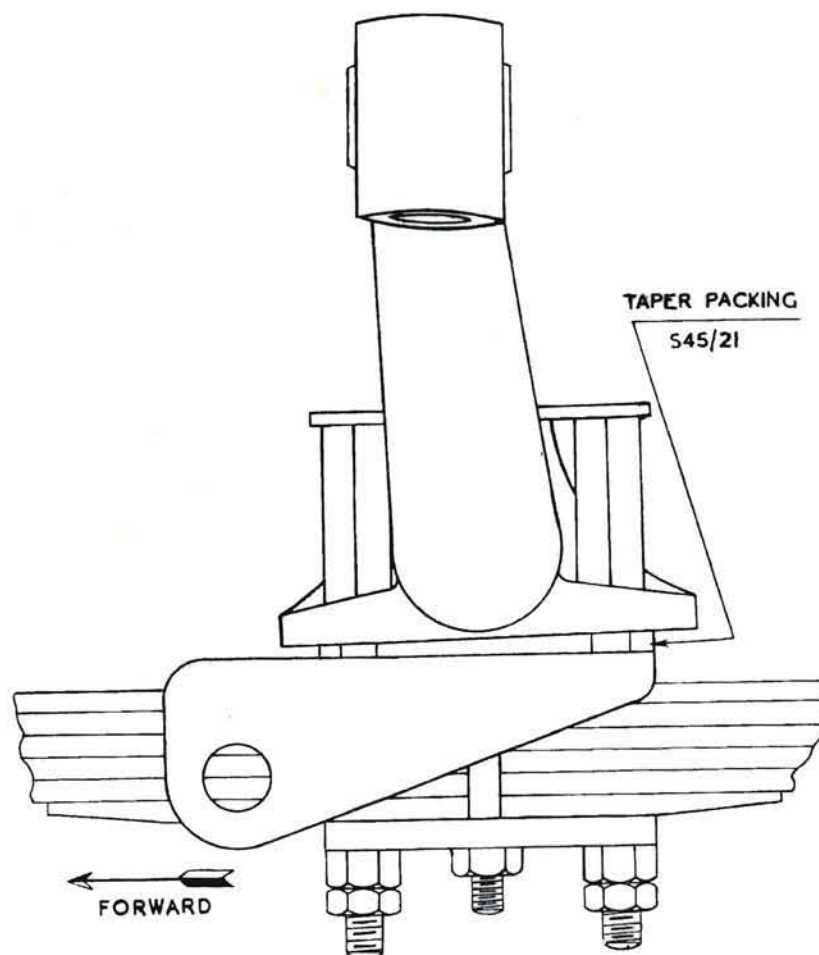
Service Information Sheet No. 73**FRONT AXLE AND STEERING**

An improvement is effected by reducing the castor angle from 8° to $5\frac{1}{2}^{\circ}$.

Cars produced prior to Chassis No. TC4251 may have this modification incorporated by fitting a taper plate—Part No. S45/21.

The correct position for the taper plate to be fitted is immediately beneath the front axle pad, with the *thicker* portion at the *rear* as shown in the sketch below.

In the majority of cases the existing bolts will be found to be of sufficient length, but if not, further bolts which are $\frac{1}{4}$ in. longer may be obtained, Part No. S33/85.



Date of Issue : September, 1947

Service Information Sheet No. 74

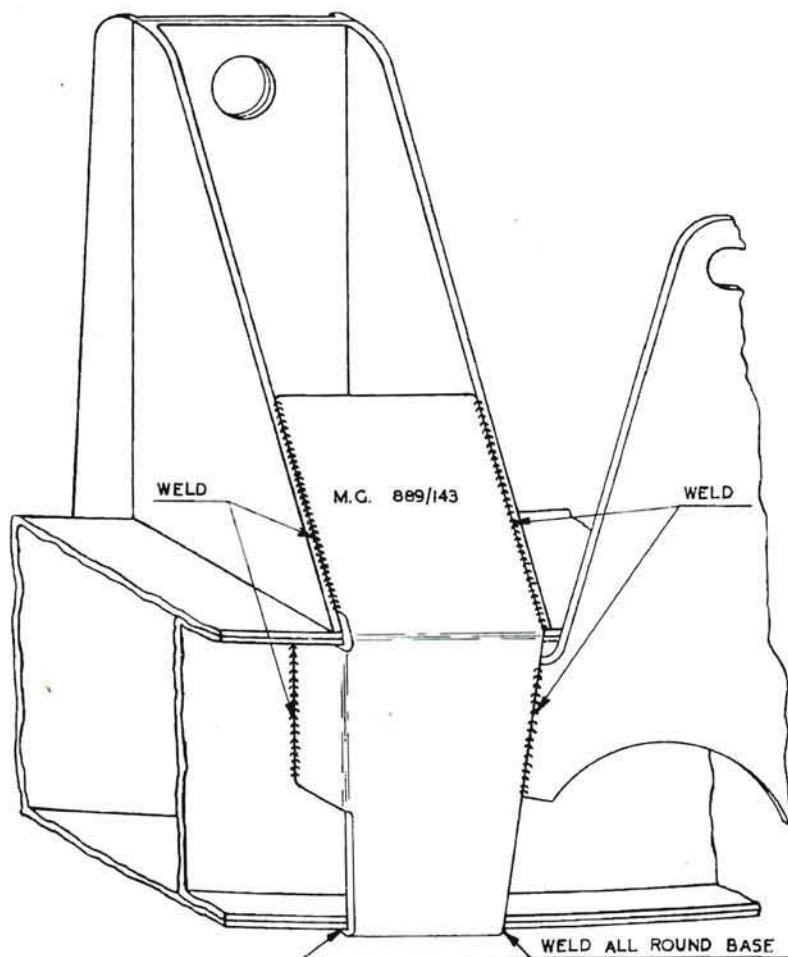
LATERAL CONTROL LINK BRACKET

This component which is integral with the rear of the chassis frame has been reinforced on car production commencing at Chassis No. Y0541.

There is a possibility, on vehicles prior to this, that the bracket may tend to break away from the chassis frame.

If this condition arises the fractures should be repaired by gas welding, and a reinforcing plate, to Part No. MG889/143, welded on to the existing bracket.

The drawing below shows the welding seams for the attachment of the reinforcing plate.



Date of Issue: September, 1947

Service Information Sheet No. 75

ENGINE AND EXHAUST SYSTEM MOUNTINGS

The following points are given for guidance when re-assembling the exhaust system, and/or refitting the engine and gearbox units into the chassis frame.

The methods outlined will help to ensure freedom from vibration and noise under normal running conditions.

Bottom Steady Buffer of Rear Engine Mounting

The slotted nut should be tightened only sufficiently to allow the split pin to be fitted.

Front Engine Steady Bar

With the inner adjusting rod already fitted to the engine, fit the power unit into the chassis frame and assemble the outer adjusting rod, adjusting nut and inboard rubber.

Do not at this stage fit the outboard rubber.

Tighten the two front engine bolts.

Rock the engine until it assumes its natural poise on the mounting rubbers and lengthen the adjuster until the inboard rubber is pressed firmly against the face of the bracket, care being taken to see that this does not move the engine.

The outboard rubber should now be fitted together with its cup washer and nut, the nut being tightened just sufficiently to allow the split pin to be entered.

The function of the link is to control engine movement, and not to support engine weight.

Neither the exhaust system nor the radiator should be fitted before the engine, but if, after the radiator has been assembled, it is found that the top water hose is slightly out of line, do not try to correct this by upsetting the engine position; if the misalignment is slight, it may be disregarded. Any large error should be corrected by adjusting the position of the radiator in the slotted holes of its support member.

Exhaust System Mounting

The exhaust system should be assembled to both its rear supports without undue strain, and it is advisable first of all to tighten the bolts at the exhaust manifold flange, and the bolt securing the clip under the gearbox.

If it is then found that the bolts for the two rear rubber bonded brackets cannot be fitted without strain, set the exhaust pipe into correct alignment. In all cases the silencer and tail pipe must be well clear of the chassis frame.

Date of Issue: December, 1947

Service Information Sheet No. 76**ACCELERATION AND PICK-UP**

As from Car No. TC.3856, carburettors are fitted with hydraulic dampers, Part No. A1326/3, which are incorporated with brass suction pistons, Part No. A1311/3. E.S. needles are retained as standard.

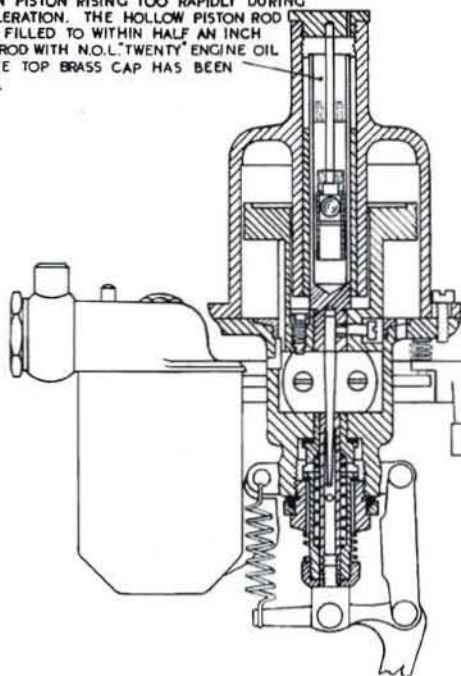
The hydraulic suction piston damper is a device located in the hollow piston rod and attached to the oil cap nut. It consists of a plunger with a one-way valve, and its function is to give a slightly enriched mixture by preventing the piston from rising unduly quickly on acceleration. Its effect is therefore helpful in cases where hesitation in acceleration from the lower speeds is encountered.

The only attention necessary is to keep the dampers supplied with N.O.L. "Twenty" Oil. Replenishment once a month should be sufficient.

It should be noted that the hydraulic damper fitted to the TC Midget differs from that fitted to the 1½ litre. The ball valve of the former has a travel .040 in. greater than that of the latter, and this can be seen by the position of the ball retaining pin in the piston. In order to distinguish the TC damper from other dampers in stock, the TC damper is copper-plated, while the others are left with their brass finish.

A section drawing of the carburettor showing the damper is given below.

HYDRAULIC PISTON DAMPER CARBURETTORS PREVENTS THE SUCTION PISTON RISING TOO RAPIDLY DURING SNAP ACCELERATION. THE HOLLOW PISTON ROD SHOULD BE FILLED TO WITHIN HALF AN INCH OF TOP OF ROD WITH N.O.L. "TWENTY" ENGINE OIL - AFTER THE TOP BRASS CAP HAS BEEN UNSCREWED.



Date of Issue: December, 1947

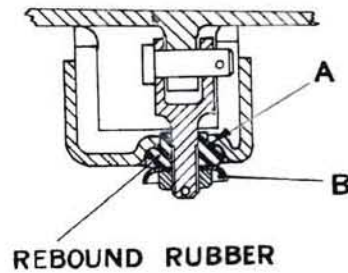
Service Information Sheet No. 77

REAR ENGINE MOUNTING

In order to prevent the rebound rubber (Part No. S75/52) from being cut by the rear engine mounting bracket, and also by the edges of the bottom washer, the hole in the bracket should be given $\frac{1}{8}$ in. radius where it is in contact with the rubber. (See A on the drawing.)

A new cup-shaped washer, Part No. S44/203, should be fitted to replace the flat one (B).

This modification has been included on cars produced from Chassis No. Y.0989.



Date of Issue: August, 1950

Service Information Sheet No. 79

**EXHAUST FLANGE GASKET—FRONT PIPE TO
MANIFOLD**

The early cars of the "TD" Series were fitted with an exhaust flange gasket to Part No. 126960 (Service No. 515/7).

Where cases of exhaust gas blowing at this point are encountered, a gasket to Part No. 52725 (Service No. 515/5) with a larger hole ($1\frac{11}{16}$ in. diameter) should be fitted.

Date of Issue : August, 1950

Service Information Sheet No. 80

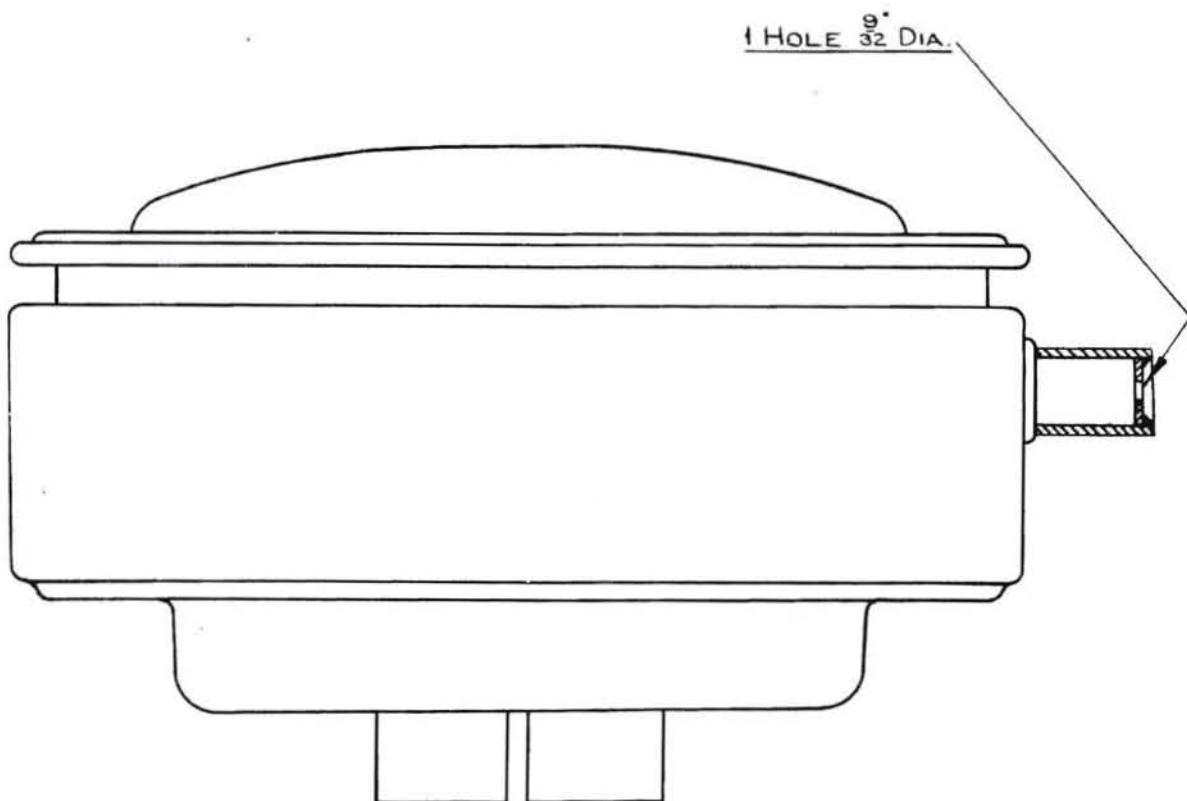
EXCESSIVE OIL CONSUMPTION

Some early cars of the "TD" Series have been observed to have a heavy oil consumption.

In some cases this has been found to be due to oil passing from the valve cover into the air cleaner and being consumed in the engine.

This can be prevented by inserting a restrictor or washer in the air cleaner engine breather pipe as indicated in the sketch below.

Later production engines have this modification incorporated as standard.



Date of Issue: August, 1950

Service Information Sheet No. 81

GEARBOX SYNCHROMESH HUB BALLS

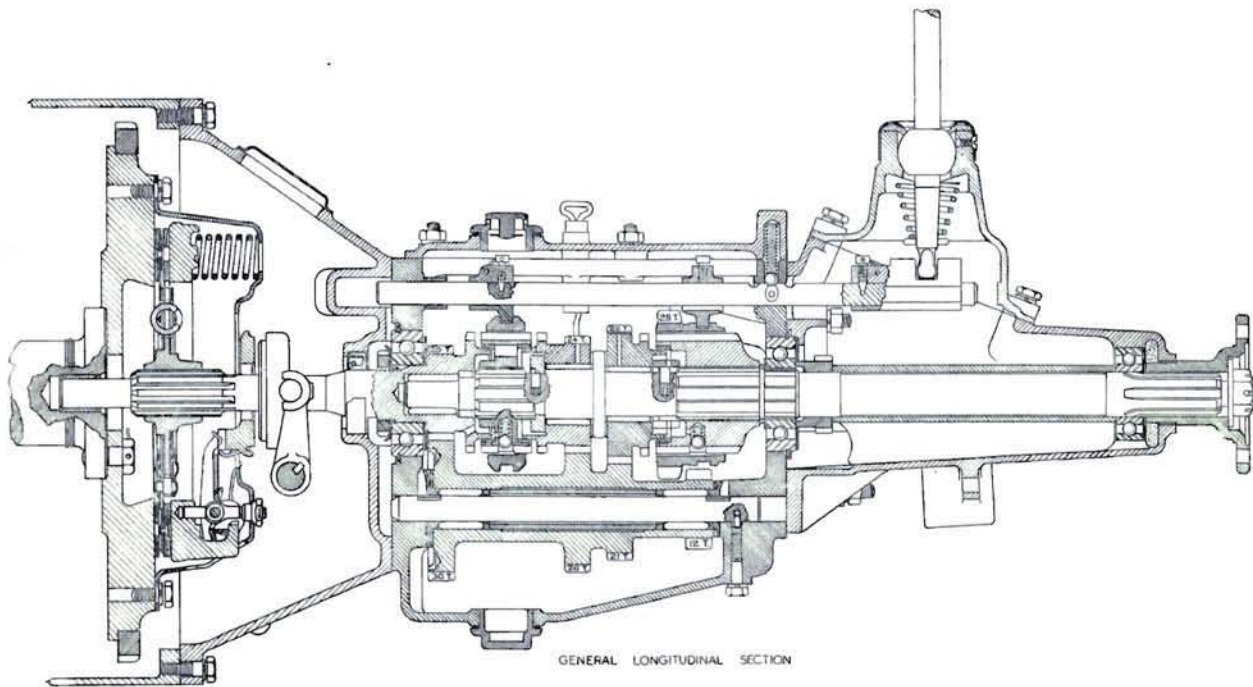
Cases have been encountered where the synchromesh hub balls have dropped out of their cage into the bottom of the gearbox, necessitating the dismantling and reassembly of the complete gearbox.

To obviate this, extreme care must be taken when removing and refitting the gear change lever not to withdraw the third speed gear selector shaft past the first stop, as this will cause the two components of the synchromesh mechanism to slide apart, releasing the balls and springs, which will drop into the box.

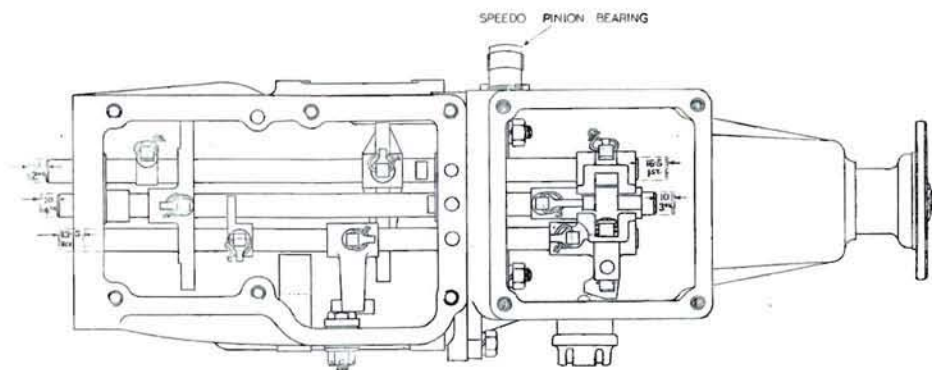
The third speed selector shaft is provided with two stops—one of the spring-loaded ball type, the other consisting of a boss on the inside face of the gear-lever housing. When the housing is removed there is no longer a rear stop to arrest the movement of the third speed selector shaft, which is liable to be withdrawn beyond its normal travel.

Reference to the accompanying illustration of the gearbox will make this clear.

On later models a longer selector shaft is fitted which has a retaining circlip at its forward end to prevent it from being withdrawn too far.



GENERAL LONGITUDINAL SECTION



PLAN VIEW OF SHIFTERS & SHAFTS

Sectional view of the gearbox

Service Information Sheet No. 82

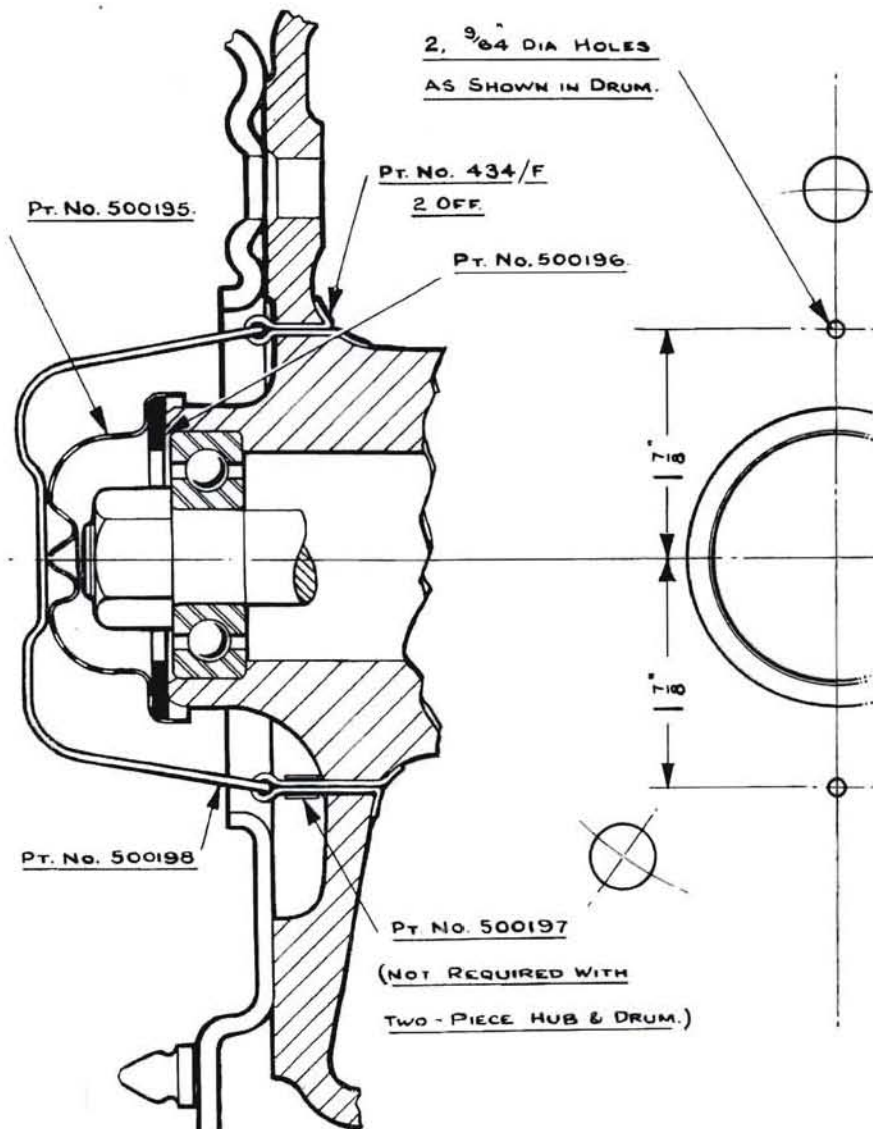
GREASE LEAKAGE FROM FRONT HUBS

The front hubs have been subject to grease leakage from the outside felt, and production cars in future will have a grease cap fitted to the hub end, which will entail a longer hub, etc.

For existing cars without grease caps a special service cap is available, which is retained in position by a spring and provided with a rubber sealing gasket, as indicated in the illustration below.

The Service Parts for this conversion, per car, are as follows:—

500196.Z	Seal	...	...	...	2 off
500195.Z	Grease retainer cap	...	...	...	2 off
500198.Z	Spring clip	...	...	...	2 off
434/F	Split pin ($\frac{1}{8}$ in. \times $1\frac{1}{8}$ in.)	...	...	...	4 off
500197.Z	Distance tube	...	...	...	2 off (for one-piece hub and drum only)

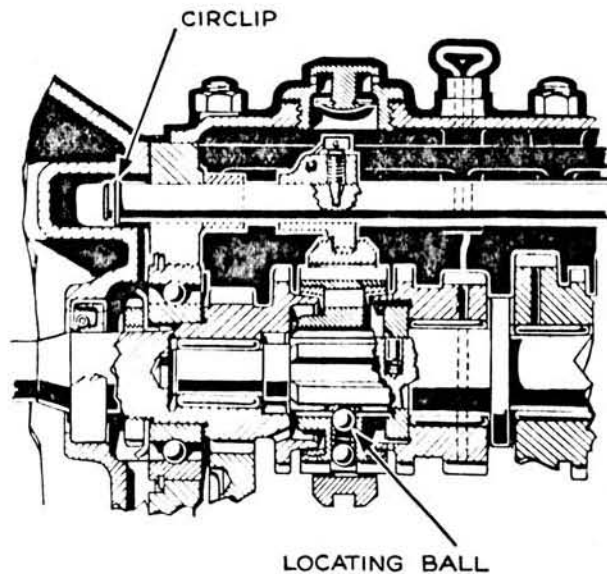


Service Information Sheet No. 83 (Sheet 1)

GEARBOX
(Service Modification only)

Further to S.I.S. No. 81. Cases have been found of the balls and springs being ejected from the top and third synchro hub due to discrepancies in the position of the third speed shifter shaft stop on the gear change cover. To overcome this (and also the possibility of the third gear being inadvertently moved beyond its position when the gear change extension cover is removed), a new shifter shaft is being fitted with a circlip which gives a positive stop for third gear under all conditions.

To further ensure that the synchro balls and springs do not become released, each ball is now being peened into the synchro hub (each with two square-ended depressions at the end of each ball hole around the hub); also a modified top and third striking dog, which is tapered internally each end, is now fitted to maintain the synchro-hub in the correct position.



This part section of the Gearbox indicates the lengthened third speed shifter shaft and its retaining circlip and the location of the additional locating ball in the synchromesh sliding hub.

The following parts are now deleted for Service purposes :—

24245	Striking dog (top and third)	1 off
SA2435	Sliding hub. Top and third with sliding cones comprising :	1 off
24246	Sliding hub	1 off
24247	Cone for hub	2 off
SA2402 2	Shifter shaft assembly. Top and third gear comprising :	1 off
24367	Shaft	1 off
3648	Pin for shaft	1 off
3649	Rivet for shaft	1 off

and replaced (for Service modification only) by :—

SA2435 1	Sliding hub. Top and third with sliding cones comprising :	1 off
24246	Sliding hub	1 off
24247	Cone for hub	2 off
24248	Spring for hub	6 off
1279	Ball for hub	6 off
SA2402 3	Shifter shaft assembly. Top and third gear comprising :—	1 off
24457	Shaft	1 off
24377	Circlip	1 off
3648	Pin for shaft	1 off
3649	Rivet for shaft	1 off
24465	Striking dog (top and third)	1 off

Date of Issue : January, 1951

Service Information Sheet No. 84

GREASE LEAKAGE FROM FRONT HUBS

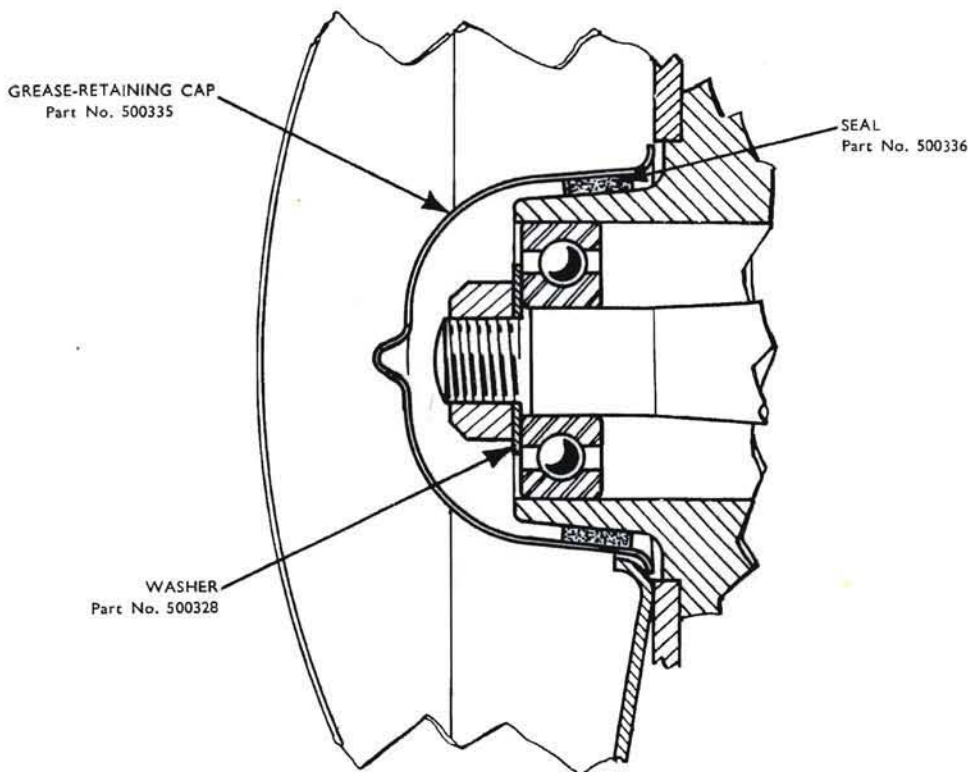
The front hubs have been subject to grease leakage from the outside felt, and a service scheme has been evolved to deal effectively with this, consisting of a grease retaining cap embracing the end of the hub and sealed by an annular felt washer.

This arrangement is clearly shown in the accompanying illustration, and it will be seen that the original oil retaining disc with its felt washer is removed from behind the hub retaining nut and replaced by the flat washer Part No. 500328.

A new oil seal (Part No. 500336) is then fitted over the end of the hub and the new grease retaining cap pushed over this. As the new cap is retained in position by the flanged inner edge of the wheel, it is, of course, necessary to remove the wheel before the cap can be fitted.

The new Service Parts required per car are:—

500328	Washer	...	...	...	...	...	2 off
500335	Retaining cap	...	...	...	...	...	2 off
500336	Seal	...	...	...	...	...	2 off



Date of Issue : August, 1951

Service Information Sheet No. 85

**INTRODUCTION OF 8" DIAMETER CLUTCH IN PLACE OF
7½" DIAMETER CLUTCH**

Commencing at Engine No. 9408 an 8 in. diameter Clutch has been introduced. This has been done to alleviate the synchro noise condition and to improve the torque carrying capacity.

The Engine type description has been altered from XPAG/TD to XPAG/TD/2. This has been done for the reason that while the Power Unit with gearbox complete is interchangeable, neither the engine unit nor the gearbox unit separately is interchangeable with previous engines, because the clutch thrust race is in a different position relative to the engine bell housing, and the clutch shaft and thrust face position is also different in the gearbox bell housing. This means that the old type XPAG/TD Engine and the corresponding gearbox will have to continue to be serviced.

The XPAG/TD Gearbox can be identified by the clutch fork shaft which has diameter of $\frac{5}{8}$ in. and Part No. SA.1906/9 whereas the XPAG/TD/2 has a clutch with a fork shaft having a diameter of $\frac{3}{4}$ in. and the Part No. SA.1906/10.

Listed below are the Parts affected by this change.

Part No.	Description	No. off.
XPAG/TD	Replaced by XPAG/TD/2	1
SA.2445	Replaced by SA.2445/1	1
SA.1906/9	Replaced by SA.1906/10	1
SA.2252/1	Replaced by SA.2252/2	1
X.22418	Replaced by 168020	1
X.24436	Replaced by 162605	1
MG.900/14	Replaced by SA.2239/4	1
MG.862/335	Replaced by MG.660/104	2
MG.862/300	Replaced by MG.795/146	1
MG.917/117	Replaced by 168023	1
MG.862/456	Replaced by MG795/145	1
P.151/185	Replaced by X.151/8	1
MG.900/146	Replaced by 168021	1

M. Smith

Date of Issue: October, 1951

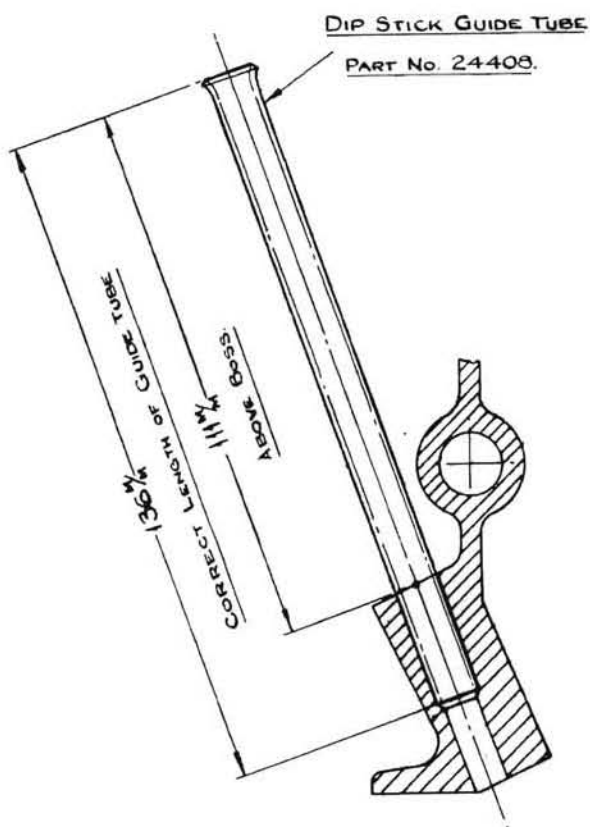
Service Information Sheet No. 86**ENGINE DIPSTICK GUIDE TUBES**

It has been found that on certain M.G. Midget (Series "TD") engines prior to Engine No. XPAG/TD10900, and on M.G. 1 $\frac{1}{4}$ litre (Series "Y") engines previous to Engine No. XPAG/SC17020, an incorrect dipstick guide tube may have been fitted, which is $\frac{1}{2}$ in. longer than the correct guide tube (Part No. 24408). This would, of course, give a false indication of the level and raise the effective oil level $\frac{1}{2}$ in. above the correct position.

In the majority of cases this will cause no harm, particularly if the level is habitually kept below the "Full" mark, but should the sump be filled above the "Full" mark there is the possibility of the crank-throws dipping in the oil and producing excessive lubrication of the cylinders, etc.

The correct length of the dipstick guide is indicated in the illustration and is easily checked.

If it is necessary to shorten the tube or fit a new one it is easily removed from the cylinder block, in which it is a press fit, by twisting it with suitable grips while pulling it out.



Service Information Sheet No. 88

Commencing at Engine No. XPAG/SC.2/17293 on the M.G. 1½ litre (Series YB) cars, and at Engine No. XPAG/TD.2 14224 on the M.G. Midget (Series TD) cars, a combined oil pump and external filter of the renewable element type has been introduced.

This has entailed a modified cylinder block and it is not possible to convert existing engines with the throw-away filter, to the new equipment.

The modifications indicated below are necessary to the Service Parts List to cover this alteration.

The following parts are deleted :—

<i>Part No.</i>	<i>Description</i>	<i>No. off</i>
SA2404/9	Cylinder Block Assembly	1
MG862/325	Spring for Oil Filter by-pass	1
MG827/170	Ball	1
MG862/326	Guide for Ball	1
MG862/327	Seat for Ball	1
N24451	Oil Pipe Assembly (Pump to Filter)	1
MG862/88	Oil Pipe Assembly (Filter to Block)	1
MG706/243	Bolt for Banjo	3
MG706/245	Washer	3
MG706/244	Washer	3
MG862/39	Oil Filter	1
24446	Oil Filter Support Bracket	1
N151/19	Bolt for Oil Filter Support Bracket	1
N151/15	Spring Washer	1
24447	Oil Filter Strap	1
24448	Oil Filter Strap	1
N679/35	Bolt for Oil Filter Strap	1
31695	Nut for Oil Filter Strap	1
MG917/9	Oil Pump Assembly	1
	including :—	
MG917/10	Oil Pump Body, bushed	1
MG917/11	Oil Pump Cover with Valve Seat	1
MG862/167	Bolt for Cover—long	2
MG862/168	Bolt for Cover—medium	2
MG862/176	Bolt for Cover—short	4
N151/6	Spring Washer	8
MG862/250	Joint for Oil Pump	1

and are replaced by the following :—

SA2404/10	Cylinder Block Assembly	1
SA2448/1	Oil Pump Assembly	1
	including :—	
SA2442/1	Oil Pump Body, bushed with Plugs	1
162138	Plug for Oil Pump Body (Filter Head)	1
10798	Plug for Oil Pump Body	1
N679/37	Washer for Plug for Oil Pump Body	1
SA2441/1	Oil Pump Cover with Valve Seat and Plug	1
10798	Plug for Oil Pump Cover	1
N679/37	Washer for Plug for Oil Pump Cover	1
MG827/167	Bolt for Cover—long	2
MG827/168	Bolt for Cover—medium	2
MG827/176	Bolt for Cover—short	2
N151/6	Spring Washer for Bolt for Cover	6
N679/59	Bolt for Cover—medium (wired)	2
15273	Washer for Bolt for Cover	2
	Lockwire	as reqd.
168122	Balance Valve	1
168120	Joint for Oil Pump Body	1
162138	Oil Filter Assembly	1
	including :—	(162159 alternative)
162129	Element for Oil Filter Assembly	1
		(162151 alternative)

Service Information Sheet No. 89

MODIFIED ROCKER GEAR

Commencing at Engine No. XPAG/TD.9008 on the M.G. Midget (Series "TD"), and at Engine No. XPAG/SC/16831 on the 1½ Litre M.G. Saloon model, revised rocker gear has been fitted; this has been done to reduce rocker noise. In the case of the 1½ Litre model, the camshaft has also been changed.

The following parts are deleted :—

<i>Part No.</i>	<i>Description</i>	<i>No. off</i>
MG862/18	Rocker-shaft with Plugs	1
MG862/203	Spacer Spring—long (centre)	1
MG862/202	Spacer Spring—medium (intermediate)	2
MG862/201	Spacer Spring—short (front and rear)	2
MG679/200	Washer for Rocker-shaft Clip	2
MG862/19	Rocker with Bush Nos. 4 and 8	2
MG862/20	Rocker with Bush Nos. 1 and 5	2
MG900/106	Camshaft (1½ Litre only)	1

and are replaced by the following :—

SA2232	Rocker-shaft with Plugs	1
MG862/201	Spacer Spring (front, intermediate and rear)	4
MG862/202	Spacer Spring—long (centre)	1
MG679/200	Washer for Rocker-shaft	10
SA2213/5	Rocker with Bush Nos. 4 and 8	2
SA2214/5	Rocker with Bush Nos. 1 and 5	2
X22329	Camshaft (1½ Litre only)	1

Service Information Sheet No. 90

MODIFIED WATER PUMP SEAL

Commencing at Engine No. XPAG/TD/6482 on the M.G. Midget (Series "TD") and Engine No. XPAG/SC/16463 on the 1½ Litre M.G. Saloon, a new water pump, having an improved type of seal, has been fitted.

The following parts are deleted :—

<i>Part No.</i>	<i>Description</i>	<i>No. off</i>
MG862/42	Water Pump Assembly	1
MG862/269	Water Pump Body	1
MG862/270	Spindle for Water Pump	1
MG862/271	Impeller Vane	1
MG862/77	Water Seal Kit	1 set

and are replaced by the following :—

SA2419/2	Water Pump Assembly	1
X24433	Water Pump Body	1
X24435	Spindle for Water Pump	1
X24434	Impeller Vane	1
162600	Washer for Water Pump Seal	1
162490	Water Pump Seal	1

Date of Issue: November, 1953

Service Information Sheet No. 92

BRAKE PIPE (Part No. 795/42)

Rear axle hose bracket to right-hand wheel cylinder.

The hydraulic brake pipe connecting the rear axle hose 3-way junction with the right-hand wheel cylinder has been found to foul the front face of the side curtain stowage box on certain cars on upward movement of the axle.

This has been found to be due to the pipe having been set so that it is too far from the axle case, causing it to foul the centre of the side curtain stowage box.

If the pipe has been fouling, a mark will be evident on the front plate of the stowage box confirming this, in which case the pipe should carefully be examined for damage. Should there be any signs of wear on the pipe it must be renewed immediately, and in any case it should be refitted so as to prevent contact with the stowage box.

When refitting the pipe, release the clips locating it to the axle and bend the pipe downwards reasonably sharply at the axle centre 3-way junction so that it passes round and under the adjacent differential case nut, and run it underneath the web on the right-hand side of the axle centre case—instead of on the top of the web as originally fitted—keeping the pipe close to the axle centre casing.

Refit the pipe locating clips and if the pipe has been disconnected bleed the brakes.

