

MODIFICATIONS.

M.G. SERIES "Y" 1 1/2 LITRE.

SERVICE TECHNICAL LIBRARY

- LOCKEED BRAKE FLUID.** - From Ch. No. Y 3812.
Lockheed brake fluid No 33 has replaced Lockheed orange fluid.
Reason:- No 33 fluid more suitable for arctic conditions.
- DYNAMO.** - From Engine No. XPAG/TR/14133 (Tourer) XPAG/SC/14023 (Saloon)
New small dynamo has been fitted in place of the larger type.
The New parts involved are:-
X24419 Dynamo type C39PV (Tourer) Lucas No 22257A
162078 Dynamo type CP39PV (Saloon) Lucas No 22250F
QA11093 Swivel bolt.
X24416 Adjusting link.
SA2443 Dynamo pulley and fan assembly.
X24417 Dynamo distance piece.
Note:- Control box Lucas No 37057E must be fitted in conjunction with these dynamos.
- Export LHD** - From Engine No. XPAG/TL/14133 (Tourer) XPAG/SC/LHD/14023 (Saloon)
As above.
- STARTER.** - From Engine No. XPAG/TR/14133 (Tourer) XPAG/SC/14023 (Saloon)
New small starter has been fitted in place of the larger type.
New parts involved are:-
X31401 Starter M35 G1 Lucas No 25022B
X24418 Flywheel starter ring.
- Export LHD** - From Engine No. XPAG/TL/14133 (Tourer) XPAG/SC/14023 (Saloon) As above.
- GEARBOX.** - From December 1950. Gearbox No. SG485.
New shifter shaft Pt No. 24457 fitted with circlip.
Reason:- To overcome ejection of balls and springs from top and third synchro hub.
- GEARBOX.** - From Engine No. XPAG/15499.
Balls are peened into synchro hub each with two square ended depressions at the end of each ball hole around the hub.
Reason:- Further modification to prevent the synchro balls from becoming released.
- PISTON.** - From Engine No. XPAG/SC/15576.
Introduction of new type piston, Pt No. 24456 with circular bottom edge to produce oil scraping effect.
Reason:- To reduce oil consumption.
- FRONT OIL SEAL ASSEMBLY** - For service purposes, the following parts replace the original oil retaining disc and felt washer.
Washer. Pt No. 500328 2 off
Retaining cap. Pt No. 500335 2 off
Seal. Pt No. 500336 2 off
Reason:- To prevent grease leakage from front hub.
- GEARBOX.** - From Engine No. XPAG/SC/16431.
One spring hole drilled right through synchro hub and an additional ball added, which locates in an indent in the gearbox mainshaft.
Reason:- To positively maintain top and 3rd synchro hub in the correct position.
- CYLINDER HEAD GASKET.** - From Engine No. XPAG/SC/16478 to 16590.
Special cylinder head gaskets coated with varnish which require no doping on assembly, fitted to the above engines.
- OIL SUCTION FILTER ASSEMBLY.** - From Engine No. XPAG/SC/16729.
Suction filter brought on to centre line of crankshaft. New Parts:-
Oil suction filter assembly Pt No. 168008 including
Oil suction pipe s/assembly, Pt No. 168010 (incorporating pipe Pt No. 168007)
Oil suction gauze sub assembly, Pt No 22398 or 24294.
Reason:- To prevent oil starvation when cornering at fast speeds.

DYNAMO.

- From Engine No. XPAG/SC/16769.
Introduction of higher output dynamo Pt No. 162626 and dynamo pulley fan Pt No. 162627 with addition of blanking plate to pulley side of fan for better cooling.
Reason:- Improvement to design.

VALVE ROCKER
EXHAUST.

- From Engine No. XPAG/SC/16831.
Camshaft Pt No. X22329 (High lift 8 mm) replaces camshaft Pt No. MG900/106 (Low lift 6.5 mm) with the introduction of new exhaust valve rockers with lengthened boss and copper lined steel bush to suit, involving redrilled shaft. Medium spacer spring replaces long spring. Short spacer spring replaces medium. New Part numbers:-

SA2232/2	Rocker shaft with plugs.	1 off
MG862/201	Spacer spring (Front inter and rear)	4 off
MG862/202	Spacer spring, long (centre)	1 off
MG679/200	Washer for rocker shaft.	10 off
SA2213/5	Rocker with bush Nos 4 & 8.	2 off
SA2214/5	Rocker with bush Nos 1 & 5.	2 off

Reason:- To reduce rocker noise.

CAMSHAFT.

- From Engine No. XPAG/SC/16831.
Camshaft Pt No. X22329 replaces Pt No. MG900/106. The valve timing is as follows:-

Inlet opens	5°	B.T.D.C.
Inlet closes.	45°	A.B.D.C.
Exhaust opens.	45°	B.B.D.C.
Exhaust closes.	5°	A.T.D.C.

(See valve rocker - exhaust modification)

CLUTCH ASSEMBLY.

- From Engine No. XPAG/SC/16916.
Introduction of 8" dia clutch. The engine complete with gearbox is interchangeable with old units, but must not be supplied separately for vehicles prior to the above engine number. New Part numbers:-

XPAG/SC/2.	Engine and gearbox.
SA2445/2.	Power unit with clutch, less gearbox, electrical equipment, carburetters and manifolds.
SA2437/1	Gearbox complete.
SA2252/2	Flywheel with starter ring and dowels.
168020	Starter ring.
168124	Clutch assembly.
SA2239/4	Clutch housing with bush.
MG660/104	Bush for clutch housing.
MG795/146	Clutch fork.
168023	Clutch fork shaft.
MG795/145	Circlip.
X151/8	Key.
168021.	Clutch lever.

PISTON.

- From Engine No. XPAG/SC/16916.
Piston with top land reduced in diameter from 2.602" / 2.604" to 2.601" / 2.599" introduced.
Reason:- To avoid scuffing in supercharged engines.

DIPSTICK - GUIDE
TUBE.

- Prior to Engine No. XPAG/SC/17020.
A number of engines have been fitted with an incorrect dipstick guide tube, 1/2" longer than the correct guide tube, Pt No. 24408. This tube should be shortened, or a new dipstick guide tube Pt No 24408 fitted.
Reason:- To eliminate over-filling of sump.

OIL FILTER.

- Prior to Engine No. XPAG/SC/15405.
Purolator filter Pt No. 24475 may be fitted as an alternative to the Wilmot Breeden oil filter Pt No. MG862/39 providing the narrow type brackets Pt Nos MG862/394 and MG862/393 are used.

WATER PUMP.

- From Engine No. XPAG/SC/16463.
Water pump assembly, Pt No. SA2419/2 fitted with the standard super seal, Pt No. 162490 and impellor vane boss increased in length from 12 mm to 23 mm involving modification to body. N.B. Old and new parts are not interchangeable.
Reason:- Improved super seal.

M.G. SERIES "Y" 1 1/2 LITRE (Continued)

- OIL FILTER BRACKET ETC. - From Engine No. AP4G/SC/15405.
- To provide better support for the oil filter a more efficient method of strapping has been introduced. The support bracket has now 3 bolt fixing in lieu of 2 bolt. New Parts:-
- | | | |
|----------|---|-------|
| SA2404/9 | Cylinder block assembly. | 1 off |
| 24446 | Support bracket for oil filter. | 1 off |
| X151/19 | Support bracket for oil filter bolt. | 1 off |
| X151/15 | Support bracket for oil filter spring washer. | 1 off |
| 24447 | Oil filter strap. | 1 off |
| 24448 | Oil filter strap. | 1 off |
| X679/35 | Oil filter strap bolt. | 1 off |
| X31605 | Oil filter strap nut. | 1 off |
- Reason:- To prevent fracturing of pipes.

MODIFICATIONS.

M.G. SERIES "YB" 1 1/2 LITRE.

- ANTI-ROLL BAR. - From Ch. No. YB 0251. December 1951.
Anti-roll bar fitted at front end.
- BATTERY. - From Ch. No. YB 0251. December 1951.
Lucas 12v battery GTW 9A 51 amp at 10 hours, as fitted to TD Midget.
- BRAKES (FRONT) - From Ch. No. YB0251.
Introduction of 2 leading shoe type front brakes and master cylinder as fitted to the T.D. Midget.
- BUMPERS. - From Ch. No. YB0251.
Front and rear bumpers fitted with over-riders.
- FRONT HUB -
BRAKE DRUM. - From Ch. No. YB0251.
Introduction of Lepaz type front hub and brake drum with grease retaining cup as fitted to the TD Midget.
- REAR AXLE
(HYPOID) - From Ch. No. YB0251.
8 x 41 ratio Hypoid type rear axle fitted necessitating alteration to body at seat pan.
- WHEELS AND TYRES. - From Ch. No. YB0251.
Introduction of tyre size 5.50 x 15 necessitating alteration to spare wheel compartment and rear wings will have deeper valance.
Tyre pressures now:- Front 22 lbs per sq inch, Rear 24 lbs per sq in.
- ENGINE TYPE
PLATE. - From Engine No. XPAG/SC2/17293.
Engine type plates changed to prefix SC2.
- OIL FILTER -
PUROLATOR. - From Engine No. XPAG/SC2/17293.
Introduction of Purolator type combined oil pump and filter assembly replacing the throw away type oil filter with external oil filter pipes, banjo unions etc.
Oil pump assembly Pt No. SA2448/1
Oil filter assembly Pt No. 162438 or 162459
including element Pt No. 162429 or 162451.
Note:- The combined oil pump and filter assembly may be fitted to earlier engines provided the support bracket bolt holes and the oil pipe filter to main oil gallery inlet is plugged to suit, and the oil filter by-pass valve withdrawn and deleted.
Reason:- Improvement to design.
- OIL SUCTION
FILTER ASSEMBLY. - From Engine No. XPAG/SC2/17383.
New oil suction filter assembly with added support for the filter introduced.
Reason:- Used in conjunction with larger capacity sump.
- SUMP. - From Engine No. XPAG/SC2/17383.
Engine sump assembly Pt No. SA2411/3 with the capacity increased to 10 1/2 pints replaces sump assembly Pt No. MG917/14 with capacity 9 pints.
Reason:- Fitted in conjunction with new suction filter assembly.
- CLUTCH ASSEMBLY. - From Engine No. XPAG/SC2/17392.
Introduction of clutch assembly Pt No. 168450 incorporating a clutch driven plate assembly with wound yarn facings Pt No. SA2446/2 replacing Clutch assembly Pt No. 168124 with a clutch driven plate assembly with moulded facings Pt No. SA2446/1.
Reason:- To eliminate any tendency for clutch to slip.
- CYLINDER BLOCK. - From Engine No. XPAG/SC2/17463.
Introduction of new cylinder block assembly to suit XPAG/TD/3 high compression cylinder head which has revised water circulation holes. Fitting of new cylinder head will take place at a later date. Cylinder block assembly Pt No SA2404/11 replaces Pt No. SA2404/10. Cylinder head gasket (with pear shaped water holes and large rear water hole) Pt No X24481 replaces Pt No. MG862/454 which has pear shaped water holes and a small rear water hole. Note:- Cylinder head gasket X24481 will eventually supersede Pt No. MG862/454 and will service all engines up to the commencement of the fitting of the new cylinder block and new cylinder head together which will take place at a later date.
Reason:- For interchangeability purposes.

FRONT HUB AND
BRAKE DRUM.

- From Ch. No. YB0286.
Introduction of front hub and brake drum with A.N.F. threading of wheel studs and nuts.
Reason:- Introduction of American National Fine threads.

GEARBOX.

- From Gearbox No. SJ 337.
Introduction of gearbox assembly Pt No. SA1906/11 having a longer 3rd and 4th gear shifter shaft with support cap for same fitted to the speedo gear housing.
Gearbox assembly Pt No. SA1906/11 replaces Pt No. SA1906/10.
Remote control assembly Pt No. SA2417/2 replaces Pt No. SA2417/1.
3rd and 4th shifter shaft assembly Pt No. SA2402/5 replaces Pt No. SA2402/3,
with the addition of
3rd and 4th shifter shaft support cap Pt No. 168221 (1 off)
Bolt, Pt No. MG827/318 (2 off)
Spring washer, Pt No. X25112 (2 off)
Reason:- To prevent breakage of shifter shaft.

PUSH ROD.

- From Engine No. XPAG/SC2/17432.
Introduction of shorter push rods in conjunction with longer rocker adjusting screws. Push rod assembly Pt No. 168431 (8 off) replaces Push rod assembly Pt No. MG862/27 (8 off). Adjusting screw for rocker Pt No. X21231 (8 off) replaces adjusting screw for rocker Pt No. MG679/215 (8 off).
Reason:- To make provision for fitment of high compression head on XPAG/TD3 models.

REAR AXLE.

- From Ch. No. YB 0286.
Introduction of rear axle assembly incorporating A.N.F. threads. Modified wheel brace also introduced to suit wheel nuts with A.N.F. threading.
Reason:- Introduction of American National Fine Threads.

VALVE - EXHAUST.

- From Engine No. XPAG/SC2/17500.
Introduction of exhaust valve Pt No. 168387 (4 off) made from "XB" quality steel replacing exhaust valve Pt No. MG/862/187 (4 off)
Reason:- To increase life of valve.

Dist. Hqs. FROM XPAQ/SC/R/17670. HOUSING MODIFIED TO TAKE
CLAMPING COTTER 163405, WASHER 164119 AND NOT
FN.109. IN LIEU OF ADJUSTING CLIP.

G'Box 3rd & 4th STRIKING 109

FROM XPAQ/SC/2/17610 WITH INCREASE
BY 2MM. TO 27MM. TO GIVE BETTER ENGAGEMENT
TO OVERCOME TENDENCY TO AUTOMATIC DISENGAGEMENT

Oil Pump Priming P.I.V. XPAQ/SC/2/17670

PUMP COVER 164489 GIVEN PLY X1079P WASHER X679/67