

MISCELLANEOUS INFORMATION

ERRORS IN FACTORY LITERATURE - A few inconsistencies are noted here...ones that should be known by the MGA enthusiast!

- 1) The position of the heater control switch assembly is shown up-side-down in most factory publications. The on/off switch side of the control should face down.
- 2) Some of the factory released photos of the MGA, picture proto-type cars and mock set-ups ...especially sales brochure photos. In some cases the "workings" of "manufactured" models do not match those of the "official" photos.
- 3) Inaccuracies concerning fasteners exist in the parts manuals, (in part number and illustration). I have noted a number of these over the years and believe the factory made changes as the cars were being manufactured...these changes were never recorded on an official basis as the changes were not considered important. BMC published a fastener specification booklet which was distributed to its dealers in 1964. (CSR has reproduced this - part No. SP-12). The information in this booklet is designed to decipher part numbers and the fasteners they represent. The correct part numbers are not always used to represent the actual part installed by the factory...it is usually a good idea to record this information as you dismantle your car...or at least make comparisons to the factory parts listings.

SEAT CUSHIONS - The bottom cushion is made from foam and the back cushion is made from rubberized "horse hair" material. (CSR offers both cushions). There were at least two ways in which the factory assembled the back cushion assembly...CSR supplies a 1" and 2" thick rectangular section for each back frame. Once the wood tacking blocks (CSR No. W6/7) and "chip" paper board material (CSR No. P40) are attached to the seat frame the rubberized hair can be installed. (The "chip board" material is a common product used by architects, model builders, etc. and can be purchased at a graphics supply house). Place the 1" piece in the frame first - and the 2" piece on top of it - trim the tops to match the curvature of the frame. Pull the upholstery cover over the frame...use cotton batting material as filler, etc.

BATTERY COVER PANEL - Steel panel used to cover battery access area. Panels were painted body colour and coated with tar on the underside. Later panels incorporated a lift handle - welded on front edge which was covered with a rubber sheath. Panels are held to body via a Dzus - 1/4 turn fastener which is pressed into the panel at two points. The Dzus fastener engages a wire fitting which is riveted to the underside of the battery cover ledge. These panels were covered with carpeting - all coupe' models and as an option on roadsters. A vinyl-like material was sewn to the front edge of the carpet which in turn wrapped around the front of the panel. The carpet assembly was glued in position.

MASTER CYLINDER (DUAL TYPE) - New cylinders have become expensive and difficult to obtain...resleeving used cylinders is a practical way of renewing your system. At some point "defective" seals were being supplied by Lockheed in new cylinders. The seal was a bit longer than originals and tended to block the air "bleed" hole - especially on the brake side. The MGA owner experienced a total lock up of the brakes as a consequence. Always make sure the "bleed" holes are not blocked by the seals when the piston is in a "relaxed" position...remove the reservoir cover plate and examine the holes with a strong light. If the hole is blocked I suggest buying a fresh Lockheed rebuilding kit and replacing the seal...checking to make sure the suspect seal is indeed longer. Some shim the front cover...this allows the piston to move forward and clear the hole. Follow the directions in the workshop manual for the proper adjustment of the pushrod/fork assembly. Wear in the forks, clevis pins and pedals will cause problems in the action of the braking. The pins are easily obtainable (CSR No. F94) and the holes in the forks and pedals can be filled and redrilled to the original size. CSR offers this service.