MISCELLANEOUS INFORMATION

FUEL SYSTEM PROBLEMS - Besides worn carburetors and fuel pumps, fuel problems can be caused by clogged fuel delivery pipes and carb. float bowl over-flow pipes. Always make sure all pipes are clean and clear of obstructions. The "pick-up" pipe in the tank can also be clogged...if this is the case try blowing it out using high pressure air. If air does not work you may have to cut into the tank and replace the pipe. I have been able to restore most original tanks. The currently available reproduction tanks may not fit and it will most likely prove less expensive to repair your original tank. Once a used tank is stripped clean, holes can be filled with hi-temp silver solder, etc. (Make sure the tank has been purged of all gasoline and fumes before attempting any repair work!) The angle of the filler pipe is sometimes off...this can be caused by accidents and poor handling. (The petrol cap "lift" lever should face directly up.) Use a steel pipe which will "just" fit inside the tank filler pipe as a way to lever it "straight". Dents in the tank may also cause problems...sometimes the "pick-up" pipe which is attached to the tank "floor" is broken loose. Always remember it is possible to cut into a tank and make repairs.

FELT AIR DAM - A felt seal was glued to the underside of the bonnet directly over the radiator on push-rod MGAs. This seal helped keep air from going around the radiator and consequently aided in the cooling of the engine. CSR offers this seal - part no. P19.

CLUTCH WORKINGS - The clutch fork pivots via a bushing and shoulder bolt assembly. The action of the clutch is directly related to the condition of the bearing fork and clevis pins/pushrods for both the slave & master cylinders. Always replace these pieces if there is any sign of wear. The clevis pin hole in the clutch pedal may also require filling and redrilling. Early MGAs used a smaller diameter shoulder bolt for the fork pivot.

PEDALS - CLUTCH & BRAKE - Different pedals were used over the years on all models. "Improvements" were made as the closeness of the pedals sometimes made it difficult to work them if the driver was wearing wide shoes for example. The high position of the high/low beam switch on 1500 models also was a problem...if you are replacing your pedals always make sure you are dealing with a matched set! There are at least three different brake pedals and two different clutch pedals used over the 1500/1600 (LHD/RHD) range of cars. Twin Cam and "Special" 1600 models used the same pedals throughout their production.

RADIO INFORMATION - Radios were available as an option for all MGA models. Radios and mounting kits produced by Radiomobile were commonly used when the fitting was done by the factory for export models. Motorola supplied radios to fit the MGA and these units were usually fitted by U.S. dealers. Although Radiomobile kits were made available to the U.S. market they were expensive compared to the U.S. made Motorola kits...The Motorola units also did not require a separate amp. and speaker as all was contained in the tuner box. Other companies produced radios to fit the standard BMC mounting opening...many radios were designed for both neg. & pos./6 & 12 volt applications as the 50s and 60s were a transition time for electric systems on automobiles. Blaupunkt made a unit - FRANKFURT Tr deluxe for the U.S. market which was also commonly fitted to British cars as its neg./pos. - 6/12 volt design made it easy to adapt to MGAs. It, like the deluxe Radiomobile units had a separate amplifier. The Blaupunkt design allowed the amp. to be mounted to the tuner. Radiomobile also produced less expensive units, but in all cases a detached speaker was required. There are companies that specialize in older radios so although it may be expensive, it is relatively easy to locate period radios for your MGA.