



Series MGA 1600

Supplement to be used with the Driver's Handbook AKD1172B when Road Speed tyres and disc brakes all round are fitted as optional extras.





THE M.G. (SERIES MGA 1600) WITH CENTRE-LOCK DISC WHEELS

MAINTENANCE ATTENTION

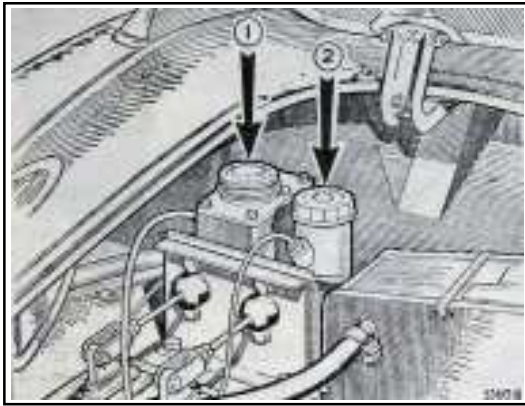
EVERY 1,000 MILES (1600 km.)

Brake and clutch fluid

Remove the brake and clutch master cylinder caps and check the level of the fluid in each cylinder

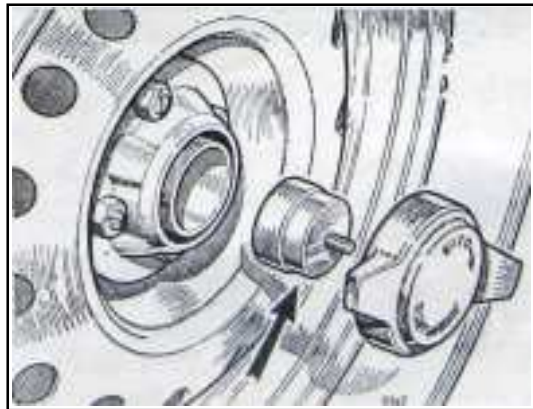
The master cylinders are mounted on the driver's side of the dash panel below the bonnet, and the fluid level should be 1/4 in. (6.3mm.) below the bottom of the filler neck and never above this.

Wakefield Crimson Fluid is recommended for use in the brake master cylinder and Girling Fluid in the clutch cylinder. If these fluids are not available a fluid conforming to Specifications S. A. E. 70.R1 should be used.



The brake master cylinder (arrowed 1) and the clutch master cylinder (arrowed 2)

After removing the winged hub nut the grease-retaining cap may be withdrawn



EVERY 6,000 MILES (9600 km.)

Front wheel hubs (F)

Unscrew the front wheel retaining nuts with the copper hammer provided in the tool kit and withdraw the grease-retaining caps. Pack the hubs with grease to Ref. F (page 64 of Drivers Handbook) and replace.

GENERAL DATA

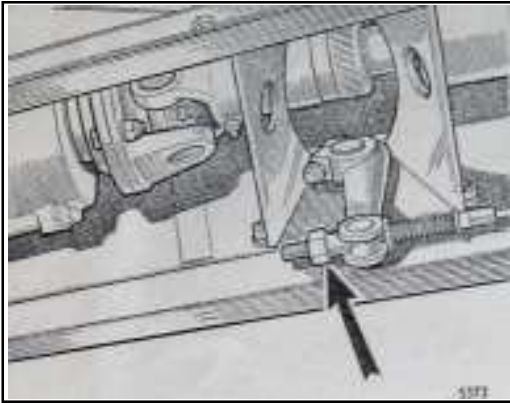
Tyre Size	5.90--15 Road Speed
Tyre Pressures:		
Normal	Front: 18 lb./sq. in. (1.27 kg./cm.2) Rear: 20 lb./sq. in. (1.4 kg./cm.2)
Full load or fast driving	Front: 22 lb./sq. in. (1.55 kg./cm.2) Rear: 24 lb./sq. in. (1.69 kg./cm.2)
Competition work, sustained high-] speed driving]	Front: 18 lb./sq. in. (1.27 kg./cm.2) Rear: 20 lb./sq. in. (1.4 kg./cm.2)
Dimensions:		
Track--Front	3 ft. 11-29/32 in. (1.217 m.)
Rear	4 ft. 0-7/8 In. (1.242 m.)
Turning circle	32 ft. 6 in. (9.91 m.)
Tow in	Nil
Wheelbase	7 ft. 10 in. (2.388 m.)
Length (overall)	13 ft. 0 in. (3.96 m.)
Height (overall)	4 ft. 2 in. (1.27 m.)
Ground clearance	6 in. (15.24 cm.)
Kerbside weight (ready for road)	..	2044 lbs. (927 kg.)

HAND BRAKE ADJUSTMENT

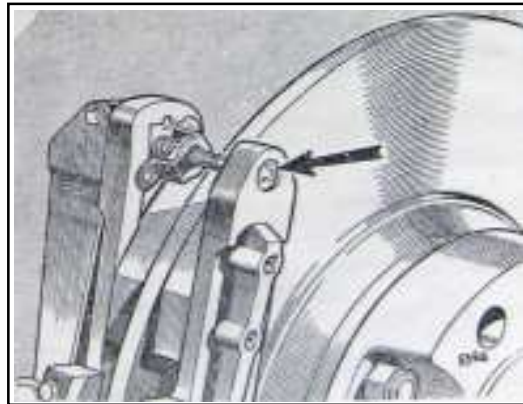
Hand brake adjustment

A separate cable operated parking mechanism is mounted on each of the rear brake calipers, and adjustment should be made in the following manner when the travel of the hand brake lever becomes excessive.

Raise the rear of the car, making certain that the front wheels are suitably blocked to prevent the car running forward, and remove both rear wheels. The hand brake lever should be in the fully off position whilst the adjustments are made.



The brake cable adjuster nut fitted to the hand brake relay lever



The hand brake caliper adjuster bolt fitted on both the rear wheel disc brakes

Slacken the brass adjuster nut fitted to the relay lever (located beside the front universal joint on the propeller shaft) so that the operating cable hangs loosely.

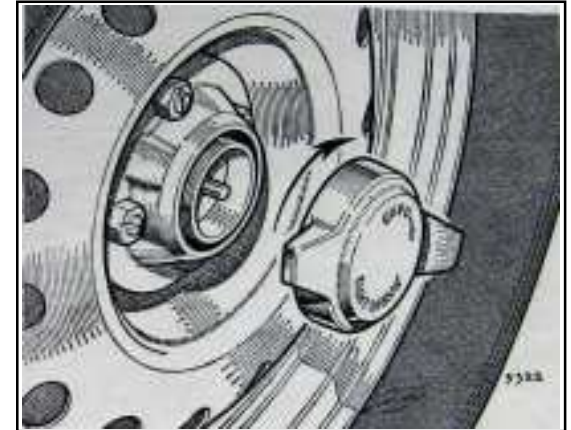
Tighten the adjuster bolt on each brake caliper until the pads 'nip' the brake disc. Screw up the brass adjuster nut on the relay lever until the cable is in tension.

Set the clearance between the pads and the brake disc by unscrewing each adjuster bolt until the discs rotate freely. This will require approximately one-third of a turn.

WHEELS AND TYRES

Removing and replacing the wheels

Use the copper mallet provided in the tool kit to slacken the winged hub nut used to secure the wheel to its splined shaft. The hub nuts on the left-hand side of the car have right-hand threads (turn anti-clockwise to unscrew) and the nuts on the right-hand side of the car have left-hand threads (turn clockwise to unscrew).



Turn the winged hub nuts clockwise to unscrew on the right-hand side of the car and anti-clockwise on the left-hand side

Each road wheel drives on four large pegs which locate in four holes in the face of each wheel hub. Make certain that these pegs register correctly in the holes before tightening the winged hub nuts. If the wheel is fitted correctly the nut should screw up approximately six turns.

A right-hand front wheel is shown in the illustration.