

GENERAL INFORMATION

CONTROLS

Hand brake

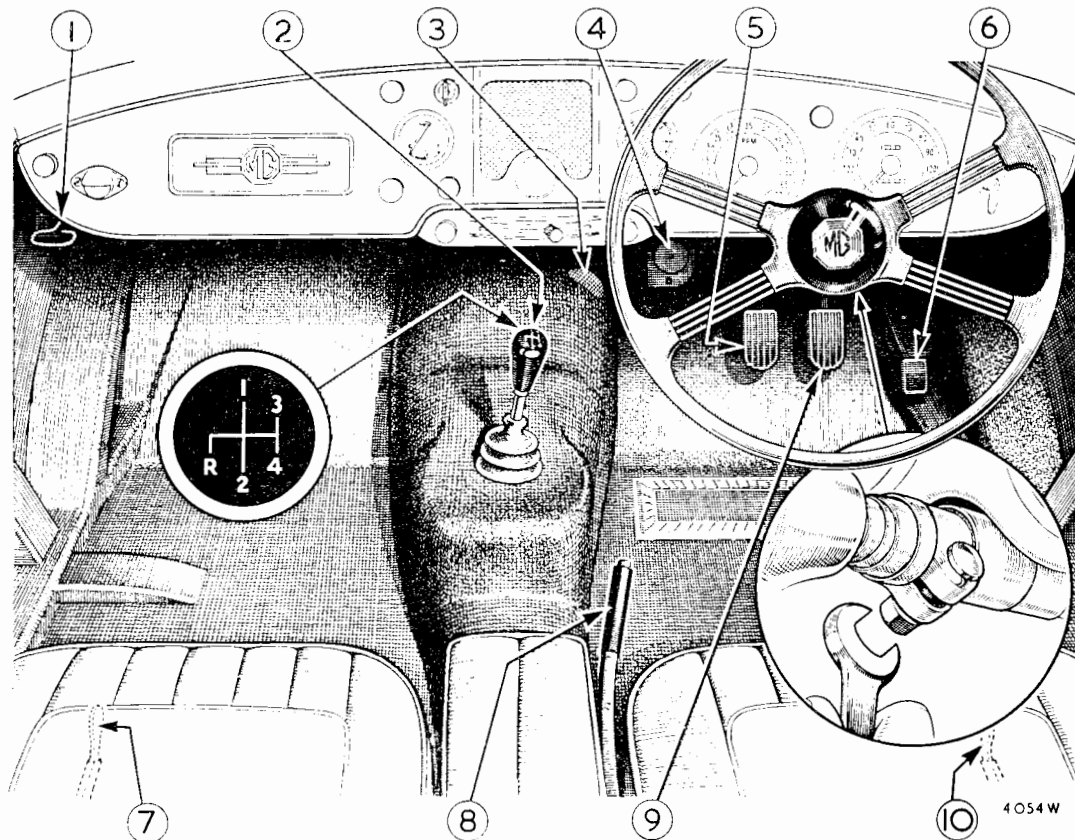
The hand brake lever is located alongside the driver's seat and operates on the rear disc brakes only by means of separately mounted calipers.

To operate, pull up the lever and press the knob in the end with the thumb to lock the lever in position. To release the brakes pull upwards on the lever to automatically release the lock and then push downwards.

Always apply the hand brake when parking.

Brake pedal

The pedal operates the hydraulic disc brakes on all four wheels and will also operate the twin stop warning lamps when the ignition is switched on.



The location of the driving controls

- | | | |
|-----------------------------|------------------|----------------------|
| 1. Bonnet release. | 5. Clutch pedal. | 8. Hand brake lever. |
| 2. Gear lever. | 6. Accelerator. | 9. Foot brake. |
| 3. Gearbox oil filler plug. | 7. Seat lock. | 10. Seat lock. |
| 4. Headlamp dip switch. | | |

Gear lever

The four forward gears and the reverse gear are engaged by moving the lever to the positions indicated in the illustration.

To engage the reverse gear move the lever to the left of the neutral position until resistance is felt, apply side pressure to the lever to overcome the resistance, and then pull it backwards to engage the gear.

Synchromesh engagement is provided on second, third, and fourth gears.

Seat adjustment

A lever is provided at the front of each seat and this must be pressed outwards to release the catches and allow the seat to slide.

GENERAL INFORMATION—*continued*

Steering column adjustment

A steering column which is adjustable for length is available as an optional extra. This enables the steering wheel to be placed in the most comfortable driving position after slackening a clamp bolt below the wheel hub. Always re-tighten the nut securely after adjustment.

Headlamp beam dip switch

This is situated on the left of the clutch pedal and is foot-operated. The switch will dip the headlamp beams on one depression and raise them on the next.

Bonnet lock release

The bonnet is hinged at the rear and the lock is released by pulling on the ring below the instrument panel on the extreme left-hand side of the car.

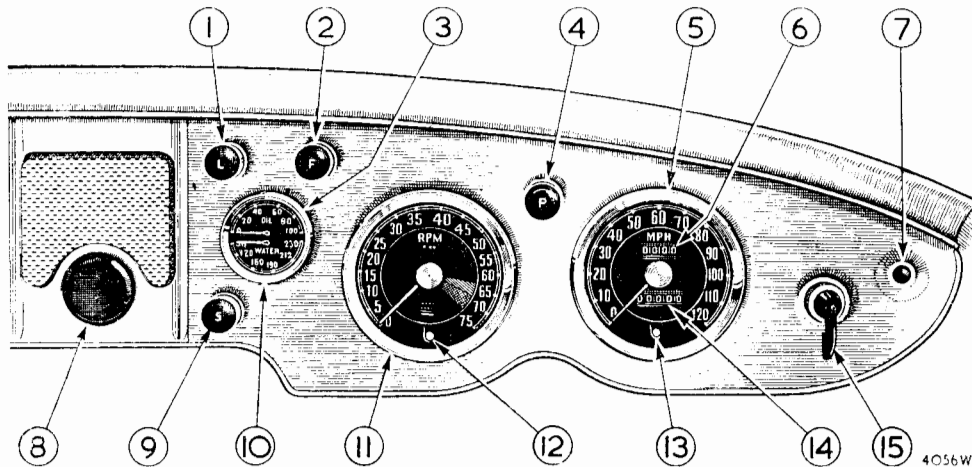
The bonnet is still held by the safety catch, which must be released before the bonnet can be raised.

To re-lock the bonnet in the fully closed position after opening, press downwards on the front of the bonnet until the lock is heard to engage.

INSTRUMENT PANEL

Speedometer

The speedometer also records the trip and total distances. The trip recorder is reset to zero by pushing upwards the knob below the instrument and turning it anti-clockwise.



The right-hand side of the instrument panel (R.H.D.)

- | | |
|----------------------------------|----------------------------------|
| 1. Headlamp and sidelamp switch. | 9. Starter switch. |
| 2. Fog lamp switch. | 10. Water temperature gauge. |
| 3. Oil gauge. | 11. Revolution indicator. |
| 4. Panel light switch. | 12. Ignition warning light. |
| 5. Speedometer. | 13. Headlamp beam warning light. |
| 6. Trip mileage. | 14. Total mileage. |
| 7. Flasher warning light. | 15. Direction indicator switch. |
| 8. Horn button. | |

Main beam warning light

The warning light at the bottom of the speedometer dial glows red when the headlamp main beams are in use as a reminder to dip the beam when approaching other traffic.

Engine revolution indicator

This dial is calibrated in hundreds of revolutions per minute. Normal use of the engine will not require speeds over 6,000 r.p.m. and great care must be taken if the needle does approach the amber sector of the dial, which commences at 6,500 r.p.m. Under favourable conditions the needle may be allowed to enter the amber sector, **but under no circumstances must it enter the red sector.**

GENERAL INFORMATION—*continued*

Ignition warning light

The warning light at the bottom of the revolution indicator dial glows red when the ignition is switched on and will go out again when the engine is started and its speed is increased sufficiently for the dynamo to charge the battery. Should the light glow at all engine speeds, the dynamo is not charging the battery.

Oil pressure gauge

The pressure of the oil should be between 30 and 80 lb./sq. in. (2.1 and 5.6 kg./cm.²) under normal running conditions. Approximately 10 lb./sq. in. (.7 kg./cm.²) should be shown when the engine is idling.

Water temperature gauge

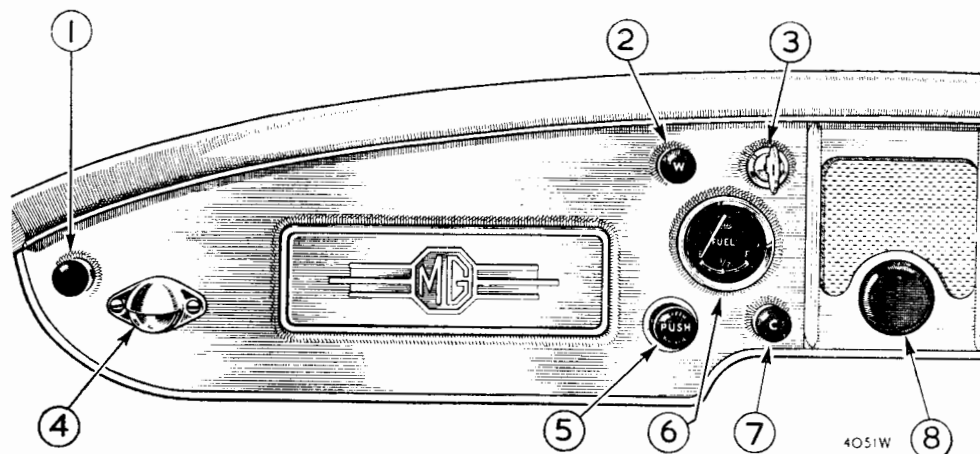
The temperature of the cooling water leaving the cylinder head is indicated by this gauge and should be approximately 160° F. (71° C.) when the engine is running normally.

Starter switch

Pull out the knob marked 'S' to operate the starter motor. The switch must be pushed in immediately the engine starts.

Lamp switch

To switch on the sidelamps, tail lamps, and number-plate illumination lamp pull out the knob marked 'L'. Turn the knob clockwise and pull out again to switch on the headlamps. See 'Headlamp beam dip switch' and 'Main beam warning light'.



The left-hand side of the instrument panel (R.H.D.)

- | | |
|------------------------------|-------------------------------|
| 1. Map-reading light switch. | 5. Windshield washer control. |
| 2. Windshield wiper switch. | 6. Fuel gauge. |
| 3. Ignition switch. | 7. Choke control. |
| 4. Map-reading light. | 8. Horn button. |

Fog lamp switch

A fog lamp is not fitted as standard equipment, but the switch marked 'F' on the instrument panel is connected to the battery and is ready for use when a fog lamp is connected to it.

Pull out the knob to switch on the fog lamp.

Panel lamp switch

To illuminate the instruments turn the control knob 'P' clockwise. The first movement of the knob will switch on the lamps and further turning to the right will dim the lamps.

The panel lamps will only operate when the sidelamps also are switched on.

GENERAL INFORMATION—*continued*

Direction indicator switch

The lever-type switch on the outer edge of the panel controls the flashing indicator unit. The unit will operate only while the ignition is switched on, and flashes the sidelamp and tail lamp on the side of the car to which the switch lever is moved until it is automatically switched off.

While the flashing unit is switched on the warning light next to the switch will show green.

Fuel gauge

This operates only when the ignition is switched on.

Choke or mixture control

To enrich the mixture and assist starting when the engine is cold pull out the knob marked 'C' and lock it in position by turning it anti-clockwise. Turn the knob clockwise and push it inwards to the normal running position as soon as the engine is warm enough to run without the rich mixture.

Never allow the engine to run for any length of time with the knob pulled out.

Ignition switch

The fuel pump and gauge are brought into action by this switch, which is also the master switch for the windshield wipers and direction indicators.

Windshield wiper switch

The windshield wipers are self-parking and operate only when the ignition is switched on.

Pull out the control 'W' to set the wiper blades in motion. Push in the knob to switch off the motor and park the blades.

Map-reading lamp

The map-reading lamp is controlled by the adjacent knob, which must be pulled out to switch on the light. The lamp will only operate while the sidelamps are switched on.

Windshield washer

When windshield-washing equipment is fitted it is operated by the knob marked 'Push' below the fuel gauge.

HEATING AND DEMISTING EQUIPMENT

The 2.75-kw. heating and demisting unit is fitted as an extra to standard equipment.

Fresh air is ducted from the radiator grille to the heating element and blower motor mounted below the bonnet. Water from the engine cooling system is used to heat the element.

Warmed air issues from the toeboard or the windshield demisting vents according to the position of the controls mounted below the instrument panel.

Air

The left-hand knob controls the air supply. When the knob is pushed in the air duct is open and air at atmospheric temperature will enter the car when it is in motion and will issue from the toeboard or demisting vents.

Air blower

Pull out the knob marked 'B' on the temperature control lever to switch on the blower motor, and this will increase the flow of air into the car and may be used to give a supply of air when the car is stationary or travelling at low speed. The blower will only operate when the ignition is switched on.

If the blower motor is switched off and the air control knob is pulled outwards to close the air duct fresh air cannot enter the car from the toeboard or windshield vents.

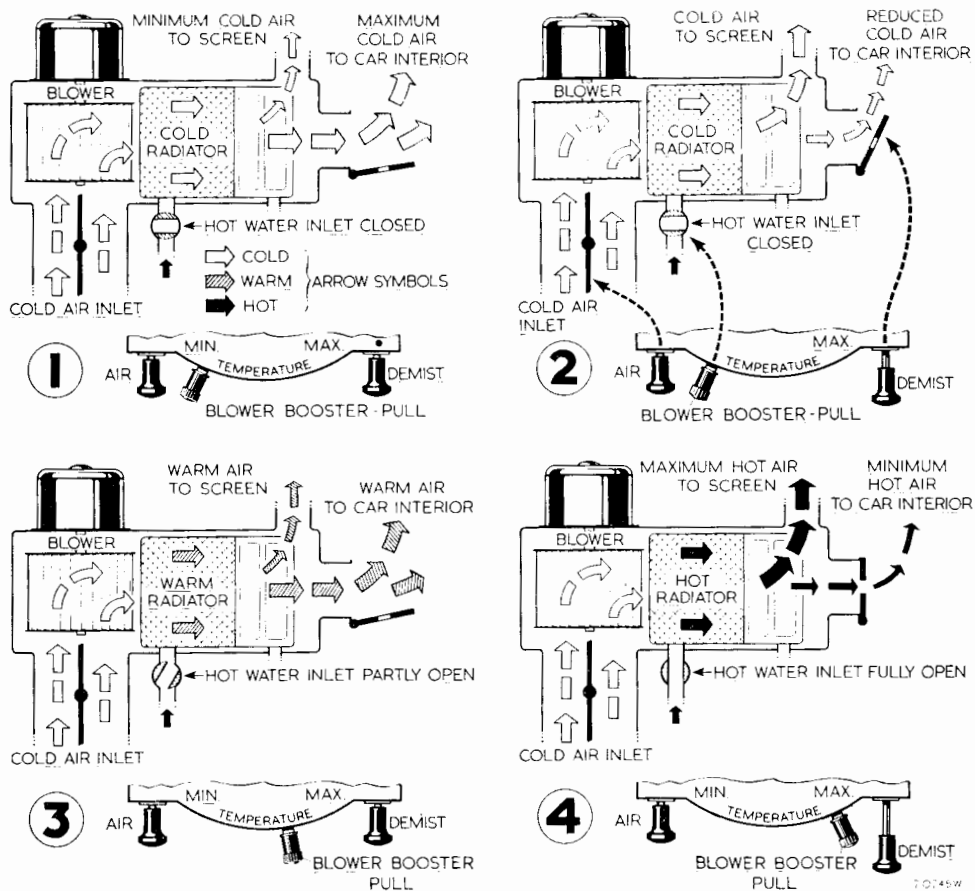
GENERAL INFORMATION—*continued*

Demist

The right-hand knob on the heater unit control panel operates a shutter in the panel above the gearbox cover. When the control is pushed into the normal position the shutter is open and most of the air from the unit will enter the car at the toeboard, while some will issue from the vents below the windshield. As the knob is pulled out the shutter closes and more air is delivered to the car from the demisting vents, giving the maximum supply of air to the windshield. This is the demist position of the control if the blower is switched on and also the defrost position if the heater is operating.

Temperature

The temperature lever operates the water valve on the engine. When the lever is in the left-hand position the hot water supply is cut off and air entering the car through the unit will not be heated. As the lever is moved to the right the water supply is increased and the maximum temperature is obtained.



The circulation of the air through the heater unit with the controls positioned as recommended below

As a general guide, here are some of the more frequently required positions:

No additional ventilation or heating. Pull out the air control, push the temperature control to the left.

- (1) *Hot weather.* Push in the air and demist controls. Move the temperature control to the left. To increase the supply of air switch on the blower motor.
- (2) *Warm weather.* Set the controls as for hot weather. To increase the supply of air switch on the blower motor. To prevent mist forming on the windshield pull out the demist control partially.
- (3) *Cold weather.* Place the air control in its normal position and the temperature lever according to the heating required. Switch on the blower to increase the air supply. (If demisting is required pull out the demist control.)
- (4) *Severe cold.* Move the temperature control to the right for maximum heating and pull out the demist control fully to give a maximum supply of hot air to the screen. Switch on the blower motor to increase the air flow.

GENERAL INFORMATION—*continued*

WINDSHIELD WASHER

The washing equipment supplied as an optional fitting is operated by pumping the knob on the instrument panel. As the knob moves towards the panel a jet of cleaning fluid is ejected onto the windshield from nozzles on the scuttle.

Set the windshield wipers in motion before operating the cleaning jets.

Fluid for the windshield is stored in an unbreakable bottle clipped to the engine bulkhead. When refilling with fluid lift the bottle from its clip and unscrew the cap.

FOLDING THE HOOD

Never fold the hood if it is wet or damp; wait until it is dry.

- (1) Release the hood from the pillars at the top of the windshield by unscrewing the wing bolts.
- (2) Release the rear bottom edge of the hood from the three buttons and the turnbuckle at each side. Pull on the centre knob of each button to release them from their attachment pins.
- (3) Raise the front of the hood slightly to release the tension in the canvas, and pull to the rear the bottom of the hood where it is attached to the tonneau panel to release it from the two anchor brackets on the panel.
- (4) Tip the seats forward, unfasten the sidescreen container, and turn it over onto the tonneau panel to expose the hood stowage compartment.
- (5) Leave the rear window panel suspended over the tonneau panel and collapse the hood into the stowage compartment, pulling the canvas clear of the hood irons and folding it forward over the front hood rail.
- (6) Fold the rear window forward over the hood, pulling out the spare canvas at each side and folding it neatly over the front of the window.
- (7) Push the hood into the stowage compartment and turn the sidescreen container forward to cover the hood.
- (8) Remove the sidescreens and stow them in the container pockets with the cranked bracket of each screen at opposite ends and facing towards the rear.
- (9) Secure the sidescreen container over the folded hood with the six buttons (three on each side).
- (10) Tighten the sidescreen clamping nut on each door to prevent its possible loss.

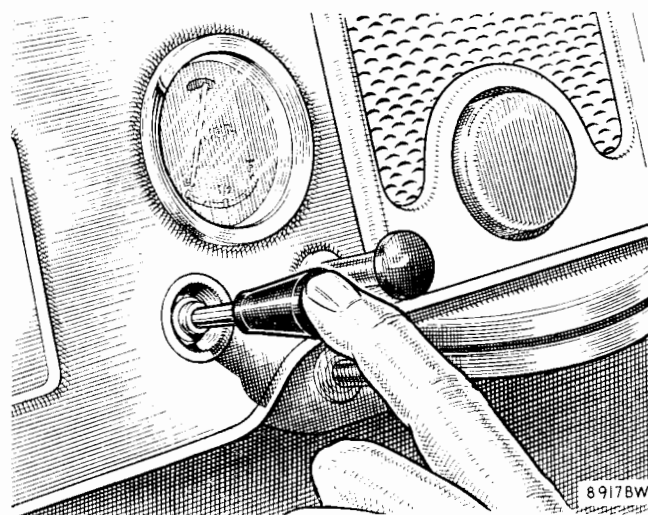
OPTIONAL FITTINGS

The following items of equipment are available as optional fittings:

Tonneau cover.	Competition windshield assembly.
Radiator blind.	Luggage carrier.
Heating and demisting equipment.	Wing driving mirror.
Twin horns.	Cold air ventilation kit.
Fog lamps.	Ashtray.
Cigar lighter.	Badge bar.
H.M.V. car radio (provision has been made for easy installation).	Sun visors (Coupé only).
Windshield washer.	Adjustable telescopic steering column.
Detachable hard-top.	Competition de-luxe seats.
Sliding windows.	Close-ratio gearbox.

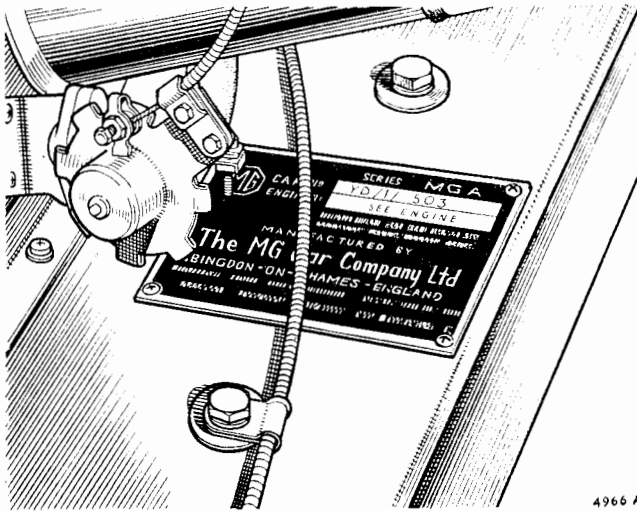
SERIAL NUMBERS

The major components of the vehicle have serial numbers and these will be found in the positions illustrated on the opposite page. When in communication with the Company or your Dealer always quote the engine number and car number complete with prefixes. The registration number is of no assistance and is not required. Write your name and address clearly.



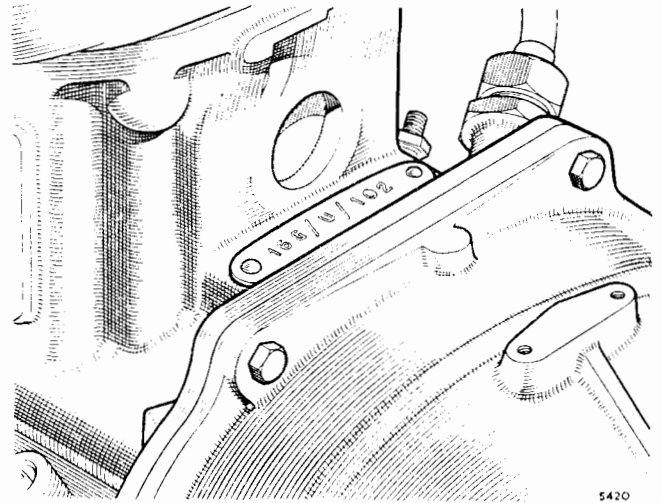
Operating the windshield washer

GENERAL INFORMATION—continued



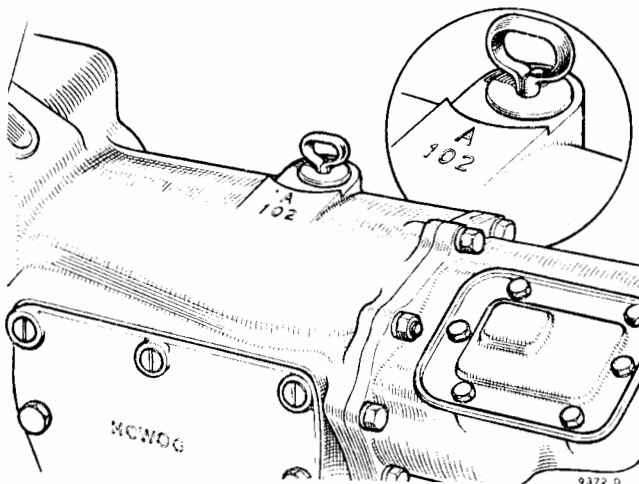
4966 A

Chassis number. This is stamped on the identification plate and should be quoted with its prefix. The plate is secured to the top left-hand side of the dash panel



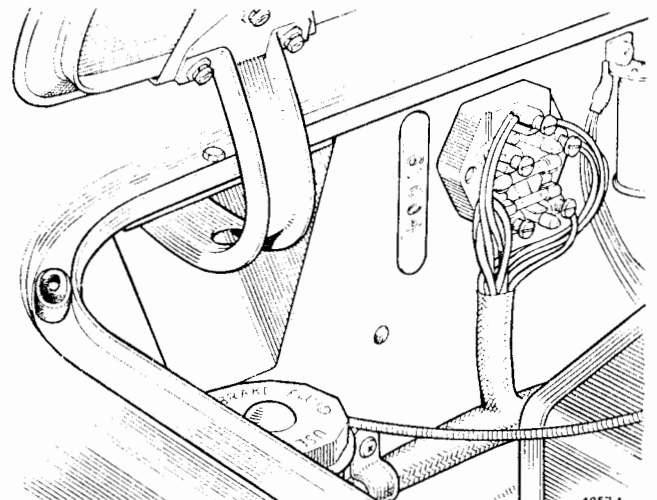
5420

Engine Number. Stamped on a plate at the rear of the engine behind the cylinder block



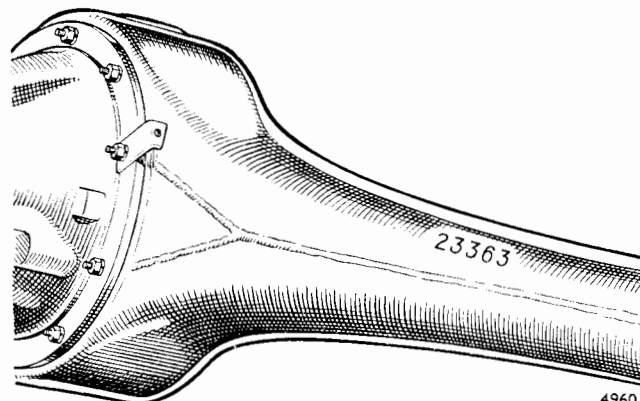
9372 D

Gearbox Number. Stamped on top of the gearbox casing adjacent to the dipstick



4957 A

Body Number. Stamped on a plate secured to the right-hand side of the dash panel



4960

Rear Axle Number. Stamped on the front of the left-hand rear axle tube

GENERAL INFORMATION—*continued*

POWER UNIT SERIAL NUMBER CODING

The engine number on later engines comprises a series of letters and numbers, presenting in code the capacity make, and type of unit, ancillaries fitted, and the type of compression together with the serial number of the unit.

1st PREFIX GROUP—Cubic capacity, make, and type

1st Prefix number 8—803 c.c.
9—950 c.c.
12—1200 c.c.
15—1500 c.c.
16—1600 c.c.
22—2200 c.c.
25—2500 c.c.
26—2600 c.c.

1st Prefix letter B—B.M.C. Industrials
G—M.G.
H—Miscellaneous special
J—Commercial
M—Morris
R—Riley
W—Wolseley

2nd Prefix letter A—Z used for the variations of engine type

2nd PREFIX GROUP—Gearbox and Ancillaries

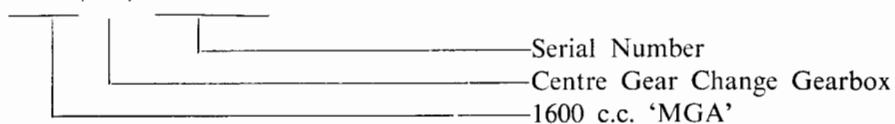
A—Automatic gearbox
M—Manumatic clutch
N—Steering column gear change gearbox
O—Overdrive (Borg-Warner)
P—Police specification
U—Centre gear change gearbox

3rd GROUP—Compression and serial number

H—High compression
L—Low compression } and serial number of unit

CODE EXAMPLE

1 6 G / U / 1 2 3 4 5 6



GENERAL INFORMATION—*continued*

IDENTIFICATION OF UNIFIED SCREW THREADS

The general standardization of Unified screw threads makes it necessary to identify all nuts, bolts, and set screws with these threads in order to ensure their being matched with correspondingly threaded components and the fitting of correct replacements.

Identification has been standardized and is effected in the following manner:

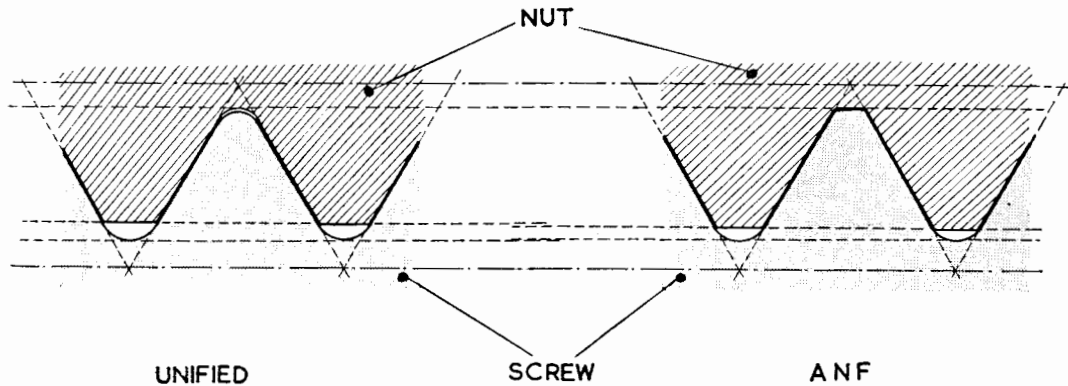
Nuts. By a circular groove turned on the end face of the nut or by connected circles stamped on one flat of the hexagon.

Bolts and set screws. By a circular depression turned on the head or by connected circles stamped on one flat of the hexagon.

Wheel stud nuts. By a notch cut in all the corners of the hexagon.

It is of the utmost importance that any nuts, bolts, or set screws marked with the above identifications are used only in conjunction with associated components having Unified threads and that only replacement parts with Unified threads are used, as these are **not** interchangeable with Whitworth, B.S.F., or Metric threads.

The Unified thread is, however, interchangeable with the American National Fine (A.N.F.) thread for all practical purposes.



This illustration of the Unified thread and the A.N.F. thread to the same scale indicates their close relationship

Spanners. It is to be noted that all A.N.F.- and Unified-threaded nuts and hexagon-headed bolts are made to the standard American hexagon sizes and that spanners of the appropriate size must be used when tightening or loosening them.

KEY TO SPANNER SIZES (Nominal widths between jaws)

<i>Diameter of screw thread (inches)</i>	$\frac{1}{4}$ "	$\frac{5}{16}$ "	$\frac{3}{8}$ "	$\frac{7}{16}$ "	$\frac{1}{2}$ "	$\frac{9}{16}$ "	$\frac{5}{8}$ "	$\frac{3}{4}$ "	$\frac{7}{8}$ "	1"
For B.S.F. screws and nuts	.448	.529	.604	.705	.825	.925	1.016	1.207	1.309	1.489
For A.N.F. screws and nuts	.440	.504	.566	.629	.755	.880	.944	1.132	1.320	1.508
For Unified screws	.440	.504	.566	.630	.755	.817	.943	1.132	1.321	1.509
For Unified nuts (normal)	.440	.504	.566	.692	.755	.880	.943	1.132	1.321	1.509
For Unified nuts (heavy)	—	—	—	—	—	—	1.069	1.258	1.446	—

NOTE.—In the case of some Unified-threaded components the size of the hexagon for the nut is different from that of the bolt. Where this occurs the spanner size is shown in heavy type in the above table.

GENERAL INFORMATION—*continued*

PART NAME ALTERNATIVES

	<i>M.G. Part Name</i>	<i>Alternatives</i>
ENGINE	Gudgeon pin Scraper ring Core plug Oil sump	Piston pin. Small-end pin. Wrist pin. Oil control ring. Expansion plug. Welch plug. Sealing disc. Oil pan. Oil reservoir.
CONTROLS	Mixture control	Choke. Strangler.
GEARBOX	Gear lever Change-speed fork First-motion shaft Layshaft	Shift lever. Shift fork. Selector fork. Clutch shaft. First reduction pinion. Main drive pinion. Drive gear. Countershaft.
AXLE	Crown wheel Bevel pinion 'U' bolts Axle shaft Differential gear Differential pinion	Ring gear. Spiral drive gear. Small pinion. Spiral drive pinion. Spring clips. Half-shaft. Hub driving shaft. Jack driving shaft Sun wheel. Planet wheel.
STEERING	Swivel pin Stub axle Track-rod Draglink	Pivot pin. Steering pin. King pin. Swivel axle. Cross-tube. Side-tube. Steering connecting rod.
ELECTRICAL	Dynamo Control box	Generator. Voltage regulator. Cut-out. Voltage control.
EXHAUST	Silencer	Muffler.
BODY	Bonnet Wing	Hood. Mudguard. Fender.

COMMUNICATING WITH THE COMPANY

For all Home trade inquiries the address is:
THE M.G. CAR COMPANY LIMITED
 Abingdon, Berkshire.
Telephone: Abingdon 251-2-3-4.
Telegams: Emgee, Abingdon.

For all Overseas inquiries the address is:
NUFFIELD EXPORTS LIMITED
 Cowley, Oxford, England.
Telephone: Oxford, England, 77733.
Telex: 83133, Morex, Oxford, England.
Cables: Morex, Oxford, England.

CLAIMS UNDER WARRANTY

Claims for the replacement of material or parts under Warranty must always be submitted to the supplying Distributor or Dealer, or, when this is not possible, to the nearest Distributor or Dealer, informing them of the vendor's name and address.

GENERAL INFORMATION—*continued*

FUEL REQUIREMENTS

Where optimum performance is required, fuels having an octane rating of between 99 and 101 are suitable, and for normal touring conditions fuel having an octane rating of between 95 and 98 are suitable. Fuels down to 90 octane rating may be used provided the contact breaker points are checked for correct gap (.015 in.) and the ignition timing set to between 2° and 3° A.T.D.C.

Fuels below 90 octane **must not** be used.

RUNNING-IN SPEEDS

The treatment given to a new car will have an important bearing on its subsequent life, and engine speeds during this early period must be limited. The following instructions should be strictly adhered to.

During the first 500 miles (800 km.)

DO NOT exceed 45 m.p.h. (72 km.p.h.).

DO NOT operate at full throttle in any gear.

DO NOT allow the engine to labour in any gear.

CAR NUMBER IDENTIFICATION CODE

Car number identification of the MGA Twin Cam consists of two letters and one figure followed by the chassis number.

The coding is as follows:

YD1/ (Ch. No.) Right-hand drive (Home)	}	2-seater
YD2/ (Ch. No.) Right-hand drive (Export)		
YD3/ (Ch. No.) Left-hand drive		
YM1/ (Ch. No.) Right-hand drive (Home)	}	Coupé
YM2/ (Ch. No.) Right-hand drive (Export)		
YM3/ (Ch. No.) Left-hand drive		