

CONFIDENTIAL

MG/212

SERVICE MEMORANDUM

19 Dec 1957

REAR MAIN BEARING OIL LEAKS

MAGNETTE

MGA

1. For the correct functioning of the oil return thread, it is imperative that it should be concentric with the bore of the housing and have between .003" and .006" (.075 mm. and .15 mm.) clearance, measured from the crest of the thread to the housing. This may be checked with the aid of a long feeler gauge and the mandrel shown in Fig.1.

Originally, the diameter of the oil-return thread was 2.139"/2.1405" (54.33/54.37 mm.) but at the undermentioned Engine Nos. this was reduced to 2.138"/2.1385" (54.305/54.32 mm.):

Magnette	BP15GA	17521
MGA	BP15GB	6615

Engines prior to these numbers may have to have .001 (.025 mm.) of material scraped from the bore of housing in order to provide the clearance specified.

2. Additionally, the following procedure may be adopted:
 - (a) Remove drain-tube from rear main bearing cap and clamp drilling jig, Part No.18G530, to cap (Fig.2.).
 - (b) Set this assembly up on a drilling machine and drill the two $\frac{5}{8}$ " (15.87 mm.) holes shown. Care should be taken to drill only as far as the oil gallery.
 - (c) Remove jig from cap and file slot in cap in dimensions shown in Fig.3.

N.B. These dimensions should not be exceeded.

 - (d) After cleaning thoroughly, replace drain-tube and refit cap with its bearing shell.

A small quantity of jointing compound may be used to prevent the possibility of oil-leaks between the sides and corners of the cap and the cylinder block, but care should be taken not to allow any compound to get on to the oil-return thread.

