

CONFIDENTIAL

MG/234

SERVICE MEMORANDUM

11 November 1958

WATER LOSS

'MGA' TWIN-CAM

It has been found that this can occur owing to vibration of the valve in the header tank pressure cap.

The remedy lies in a new 7 lb. (3.175 kg.) valve and a bracket mounted on the body panel, a new filler cap (without valve) being fitted to the header tank. A rubber connecting hose with ferrules (header tank neck to new pressure valve) is required, also a rubber overflow pipe (valve to draining point).

Note that the filler neck on the header tank must be removed and rotated through 180° as shown in the sketch overleaf.

To mount the valve bracket, two 9/32" (7.14 mm.) holes must be drilled in the inner face of the air duct as shown at 'A'. A 7/32" (5.56 mm.) dia. hole must also be drilled in the body side panel for the overflow tube clip 'B'.

The parts required are:-

Filler cap - header tank	Part No. AHH5904	1 off
Hose - neck to valve	AHH5905	1 off
Pressure valve	AHH5903	1 off
Screw - valve to bracket	PMZO308	2 off
Washer - valve to bracket	LWZ203	2 off
Nut - valve to bracket	FNZ103	2 off
Bracket - valve	AHH5906	1 off
Screw - bracket to panel	HZSO404	2 off
Washer - bracket to panel	LWZ204	2 off
Nut - bracket to panel	FNZ104	2 off
Overflow pipe	AHH5907	1 off
Clip - pipe	PCRO607	1 off
Screw - pipe clip	PMZO306	1 off
Washer - plain	PWZ103	1 off
Washer - spring	LWZ203	1 off
Nut	FNZ103	1 off

All cars after Car No. 652 have the new valve incorporated, as have Cars Nos. 575, 613, 623, 633 and 648.

P.T.O.

