

CONFIDENTIAL

MG / 297

SERVICE MEMORANDUM

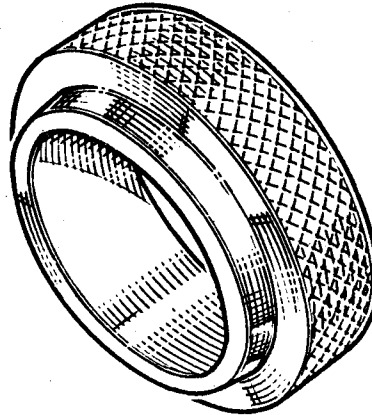
MGF/38

10 February 1960

GEARBOX FRONT COVER CENTRALISER

MAGNETTE (ZA & ZB)
MAGNETTE (Mark III)

MGA
MGA 1600
MGA Twin Cam



TOOL No. 18G598

WEIGHT 4 ozs.

To ensure the correct positioning of the gearbox front cover (which carries an oil seal) it is important that the cover is fitted concentric to the first motion shaft if oil leaks are to be avoided. To help in this direction, this Service Tool 18G598 has been designed, and is considered to be essential when the front cover has been removed for any reason.

Generally, the reason for removal is renewal of oil seal, which entails the following procedure:

1. After front cover has been removed from gearbox, take out and discard faulty seal, taking great care that neither the bore nor flat surfaces of front cover are damaged in any way.
2. Clean off cover and examine carefully for burrs or bruises (particularly around bore), stud holes and machined surfaces. By means of surface plate or straight-edge, check flat surfaces for any sign of warping or twist. If twist is present, and too bad to correct, a new front cover should be fitted.
3. Remove and discard gearbox cover gasket, and clean off the flat surface and around the base of all studs.

4. Offer front cover (without oil seal) to gearbox and push right home onto studs. The cover should be free to move in all directions (vertical, horizontal and rotational), if not, the points at which it is binding (holes on studs) must be found and the high spots carefully removed until the cover is free to 'float'.
5. When satisfied with aforementioned condition, fit new oil seal to cover. This is best done by using Service Tool 18G134 with Adaptor 18G134Q. The seal must be fitted so that its lip faces inwards toward the gearbox.
6. Lightly grease and fit new gasket to gearbox front face.
7. Fit the centraliser, 18G598, to the bore of front cover and push in until tight.
8. After lightly oiling the oil seal, pass the cover carefully over the first motion shaft (paying particular attention to ensure that splines of shaft do not cut or damage inner knife-edge of seal) and, keeping centraliser firmly in position, push cover onto studs.
9. Fit all spring washers and nuts, tightening the latter only finger-tight all round.
10. Using a suitable socket spanner with a long extension, tighten all nuts (by diametrical selection) one half-turn each until fully tightened.
11. Remove centraliser and refit all clutch operating items.