

*Pedals(1)(2)(3)*

The pedals are arranged in the conventional positions.

The brake pedal operates the dual hydraulic braking system applying the brakes on all four brakes, also when the ignition is switched on, bringing the stop warning lights into operation.

*Gear lever(4)*

The gear positions are indicated on the lever knob. To engage reverse gear move the lever to the left in the neutral position until resistance is felt, apply further side pressure to overcome the resistance and then pull the lever back to engage the gear. The reverse lights operate automatically when reverse is selected with the ignition switched on.

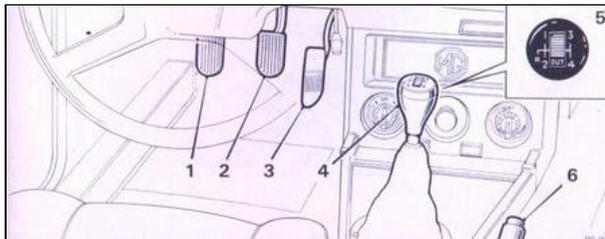
Synchromesh engagement is provided on all forward gears.

*Overdrive switch(when fitted)(5)*

A slide switch incorporated in the gear lever knob operates the overdrive. To engage the overdrive move the switch rearward; to disengage, move the switch forward.

*Hand brake*

The handbrake is one off the pull-up lever type, operating mechanically on the rear wheels only. To release the handbrake pull the lever up slightly, depress the button on the end of the lever and push the lever down.

*Key number*

The key number appears on the key, on the number tag supplied or on a label attached to the windscreen on a new car. The steeringcolumn lock(4), if used properly, will greatly reduce the possibility on the car being stolen.

*Unlocking*

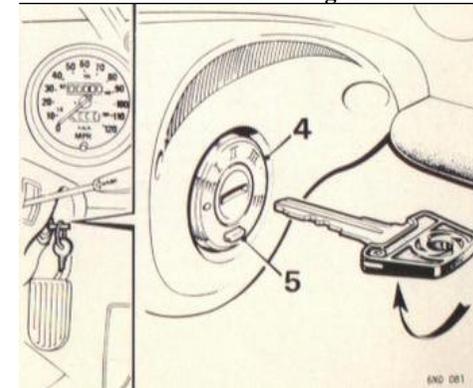
To unlock the steering, insert the key and turn it to position "I". If the steering wheel has been turned to engage the lock, slight movement of the steering wheel will assist disengagement of the lock plunger.

*Ignition and start*

To switch on the ignition, turn the key to position to "II". Further movement against spring resistance to position "III" operates the starter motor. Release the key immediately the engine starts.

*Locking*

To lock the steering, turn the key anti-clockwise to the position marked "I", press the button (5), turn the key in the "O" position and withdraw it.

**Do not lubricated the steering lock.***Instruments**Speedometer(1)*

In addition to indicating the road speed this instrument also records the total distance (3) and the distance travelled for any particular trip(2).

To reset the trip recorder, press the knob(4) and all the counters will return to zero.

**Tachometer(5)**

This instrument indicates the revolutions per minute of the engine and assists the driver to use the most effective speed range for maximum performance in any gear.

**Fuel gauge(6)**

When the ignition is switched on the fuel gauge indicates approx. the amount of fuel in the tank.

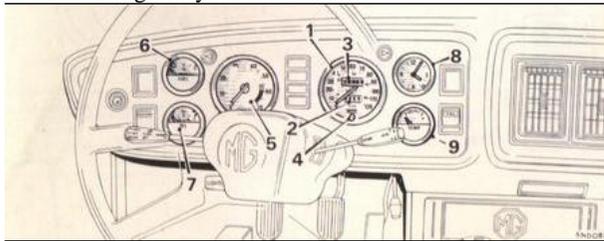
**Oil pressure gauge(7)**

The gauge registers the pressure of the oil in the lubricating system.

**Clock(8)**

To start the clock or reset the hands, press and turn the button until the hands are at the correct time.

**Coolant temperature gauge(9)** The gauge indicates the temperature of the coolant as it leaves the engine cylinder head.

**Warning lights and systems****Direction indicator(1)**

**GREEN.** The warning light flashes when the direction indicators are operating. Additional warning is also given by the audible 'clicking' of the flasher unit.

**Main beam(2)**

**BLUE.** The light glows when the headlights are switched on with the beams in the raised position. The light goes out when the beams are dipped.

**Ignition(3)**

**RED.** This light serves the dual purpose of reminding the driver to switch off the ignition and of being a no-charge indicator.

**Hazard(4)**

**RED.** The warning lights will flash when the hazard warning lights are operating, and the direction indicator warning lights will flash when the hazard warning lights are operating.

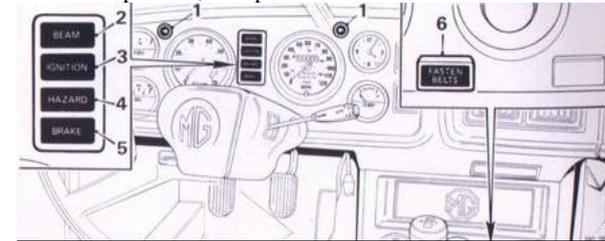
**Brake(5)**

**RED.** The warning light serves two separate functions. Firstly, if the brake system hydraulic pressure fails the lamp glows; secondly, the lamp glows as a brake 'on' indicator.

The warning light will only operate when the ignition is switched on.

**Seat belt(6)**

**RED.** The warning light will glow for eight seconds each time the ignition starter switch is operated, irrespective of whether the driver's seat belt is fastened.

**Braking system**

The hydraulic brake system has two independent circuits. If hydraulic pressure fails in one circuit, the remaining circuit will provide an emergency brake condition on the other two wheels and allow the car to be brought to rest by brake pedal application. This would be accompanied by the warning lamp(5) glowing on the instrument panel.

**If the warning lamp(5) at any time except when starting or when the ignition is switched on and the handbrake is applied, the cause must be investigated immediately**

**Anti-theft warning buzzer**

A combined ignition and steering lock with warning buzzer is fitted in the car. The warning buzzer will sound if the driver's door is opened while the key is in the lock. The buzzer will not operate if the key is removed from the lock.

When leaving the car always:

- Set the hand brake
- Lock the steering by removing the key from the ignition steering lock.
- Lock the car doors and remove the key.

**Switches****Lighting(1)**

Press the switch lever downwards to the central position to switch on the side and tail lights, and fully down for head lights.

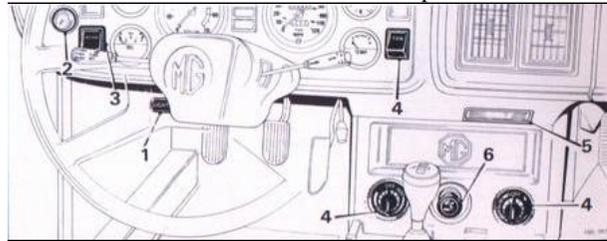
*Panel lamps(2)*

The panel lamps will function only when the side lamps are switched on. Turning the switch knob clockwise switches on the panel lights; further clockwise movement of the knob increases the light brilliance.

*Hazard warning(3)*

To use the direction indicators as a hazard warning to other road users, press the end of the switch rocker, when all the direction indicators, their warning lights and the hazard warning light will operate together, irrespective of whether the ignition key is on or off.

The green illumination on the face of the switch glows when the panel lights are switched on. Return the switch to the off position to cancel the warning.

*Blower switch and heater controls(4)*

See "Heating and Ventilating".

*Courtesy light(5)*

The courtesy light is controlled by a switch in the light and by a switch fitted to each door pillar. With the doors closed the light may be switched on by pressing the front edge of the lens which acts as a rocker switch.

Press the rear edge of the lens to switch off the light. Opening either door will switch on the light, and closing the door will extinguish the light.

*Cigar-lighter(6)*

To operate, press the knob inwards and release. When the element has become sufficiently heated the lighter will be partially ejected, and may be withdrawn for use. The rim of the cigar-lighter is illuminated when the panel lights are switched on.

**Column switch***Direction indicators, main beam and horn control**Direction indicators*

The switch operates the indicators only when the ignition is switched on.

Move the lever to position "A" when turning left and to position "B" when turning

right. After making a turn the signal is self-cancelled when the steering-wheel is returned to the straight-ahead position.

The switch lever may be held against spring pressure to select either left or right indicator and will cancel the indication immediately it is released without movement of the steering wheel.

A visual warning of a front or rear bulb failure is given when, after switching on an indicator, the warning lamp and the serviceable bulb on the affected side give a continuous light.

*Headlamp dipper*

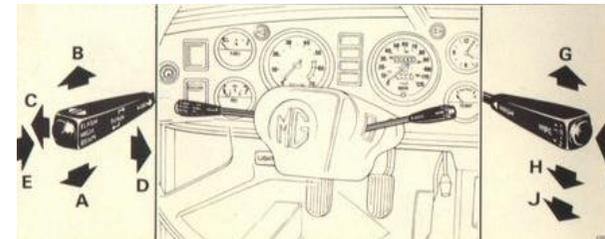
With the headlamps switched on at the lighting switch, move the lever forward ("C") to use the main beams; the warning light will glow (**BLUE**). Return the lever to the midway position to dip the beams.

*Headlamp flasher*

Lift the lever towards the steering wheel ("D") to flash the headlamps irrespective of whether they have been switched on at the lighting switch or not.

*Horns*

Press the end of the lever inwards ("E") to sound the horns.

*Windscreen washer and wiper control**Windscreen washer*

Press the end of the lever inwards ("F") to operate the washer jets.

In cold weather the washer reservoir should be filled with a mixture of water and a recommended washer solvent to prevent the water freezing.

*Windscreen wiper*

Move the lever upwards ("G") and then release it to obtain a single wipe. The lever will return to the 'off'-position and the blades will park automatically at the completion of the wipe.

To operate the wipers at normal speed move the lever down to the first position ("H") and to the second position ("J") when a higher speed is required.

**NOTE:** neither the windscreen wiper nor the washer can operate until the ignition has been switched on.



[Previous](#) **MGB Driver's Handbook 1976, part 3.Starting, running and loading the car** [Next](#)

The following instructions are a guide for starting, running and loading the car, and includes notes on the use of controls and the indicators of the instruments.

#### *Running in.*

The treatment given to the 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:

DO NOT exceed 45 m.p.h.

DO NOT operate at full throttle in any gear.

DO NOT allow the engine to labour in any gear.

#### *Choice of fuel.*

The engine has been designed to operate only on unleaded fuel. It is essential that unleaded fuel is used otherwise serious damage can be caused in the catalic convertor.

#### *Filling with fuel.*

The filler neck of the fuel tank is designed to accept fuel dispenser nozzles of the type specified only for unleaded fuel. The dispenser nozzle must be inserted into the filler neck sufficiently to open the trap door for fuel to flow into the fuel tank.

#### *Starting.*

Sit in the car, then wear and fasten the seat belts; this applies to both driver and passenger.

Switch on the ignition and check:

- That the ignition warning lights glows.
- That the fuel gauge registers.
- Depress the throttle pedal fully and release.

Operate the starter. Do not depress the throttle pedal while the starter is operated.

As soon as the engine is started check:

- That the oil pressure gauge registers.
- That the ignition warning lights has gone out.

When thirty seconds of starting the engine, quickly depress and release the throttle pedal to set the automatic choke to its correct position.

#### *Induction chamber heater(1)*

An induction chamber heater is fitted and operates below 4°C. When starting below this temperature it is necessary to allow a warning up period of thirty seconds between switching on the ignition and starting the engine.

Never leave the ignition switched on in excess of the recommended periods with the engine at rest.

#### *Fuel pump inertia switch.*

The electrical supply to the fuel pump is switched off by an inertia switch if the car is subjected to a moderate impact. The switch(1), shown in the off position, is located under the fascia on the left -hand side. To reset the switch unscrew the three screws(2) to release the bottom panel(3) push the plunger(4) into the switch and refit the bottom panel.

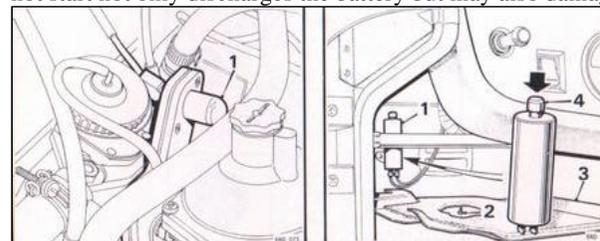
#### *Starter*

Do not operate the starter for longer than five or six seconds.

To prevent damage the starter cannot be operated while the engine is running.

If the engine fails to start, the ignition key must be returned to the off position before the starter can be operated again.

If after a reasonable number of attempts the engine should fail to start, switch off the ignition and investigate the cause. Continued use of the starter when the engine will not start not only discharges the battery but may also damage the starter.



#### *Ignition warning lamp*

The light(3) should glow when the engine is switched on, and go out and stay out at all times when the engine is running above normal idling speed. Failure to do so indicates a fault in the battery charging system. Check that the alternator drive belt is correctly tensioned before consulting your authorized Austin MG Dealer.

#### *Oil pressure gauge*

The gauge(1) should register a pressure as soon as the engine is started up. The pressure may rise above 80 lbf/in<sup>2</sup> when the engine is started from cold, and as the oil is circulated and warmed the pressure should then drop to between 50 and 80 lbf/in<sup>2</sup> at normal running speeds and to between 10 and 25 lbf/in<sup>2</sup> at idling speed. Should the gauge fail to register and pressure, stop the engine immediately and investigate the cause. Start by checking the oil level.

#### *Temperature gauge*

Normal operating temperature is reached when the pointer is at 'normal'. Overheating may cause serious damage. Should the pointer reach 'H'(hot), stop the engine and investigate the cause. Check the cooling fan operating (see chapter 'Electrical'), the drive belt tension, and when the system has cooled, check the coolant level.

When the ignition is switched off the needle returns to the 'cold' position.

#### *Tachometer*

For normal road work, and to obtain the most satisfactory service from your engine, select the appropriate gear to maintain engine speeds between 2000 and 4500 rev/min. When maximum acceleration is required upward gear selections should be made when the needle reaches the shaded sector (5500-6500 rev/min). Prolonged or excessive use of the highest engine speeds will tend to shorten the life of the engine. Allowing the engine to pull hard at low engine speeds must be avoided as this also has a detrimental effect on the engine.

Never allow the needle to enter the red sector.

#### *Overdrive*

A overdrive switch(5) incorporated in the gear lever knob operates the overdrive and provides a higher driver ratio for use with the third and fourth gear.

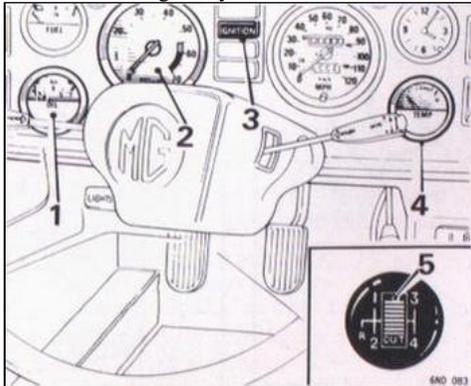
To engage the overdrive move the switch rearward, to disengage, move the slide switch forward. Accelerator pedal pressure should be maintained and it is not necessary to depress the clutch pedal during engagement or disengagement.

Overdrive can be engaged at any throttle opening when in third or top gear. In certain driving conditions, if increased acceleration is required the overdrive can be 'switched out' without alternation to the throttle setting or manually moving the gear lever.

**DO NOT** switch out the overdrive when travelling at speeds exceeding the maximum obtainable in direct drive in third or fourth gear.

For maximum fuel economy use overdrive in top gear above 40 m.p.h.(64km/u).

If for any reason the overdrive does not disengage, do not reverse the car otherwise extensive damage may result.



#### *Wet brakes*

If the car has been washed, driven through water, or over wet roads for prolonged periods full braking power may not be available.

Dry the brakes by applying the foot brake lightly several times while the car is in motion. Keep the hand brake applied while using high-pressure washing equipment.

#### *On-tow for recovery*

Should it become necessary to tow the car, use the towing eyes provided.

For recovery the car should be towed with the key in the ignition/steering lock at position 'I'. For tow starting the key should be at position 'II'.

#### *Vehicle loading*

Due consideration must be given to the overall weight carried when fully loading the car. Any loads carried on a luggage rack or downward load from a towing hitch must also be included in the maximum loading, see 'General Data'.

#### *Towing*

The towing weight of 1680 lb (762kg) is the maximum that is permissible.

When using bottom gear a gradient of up to 1 in 8 can be ascended from rest while towing a weight not exceeding this figure. It may be necessary to adjust the maximum towing weight to comply with local conditions and regulations.

The recommended downward load of a trailer or caravan on the towing hitch is 75 to 100 lb(34 to 45kg), but this may be reduced or exceeded at the discretion of the driver.

#### *Tyres*

The tyre and pressures must comply with regulations where such exist.



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### Keys

Three keys and a duplicate set are provided, the large key for the steering lock/ignition switch, the larger all metal key for the glove box, and the small all metal key for the door locks and the luggage compartment.

To reduce the possibility of theft, locks are not marked with a number.

NOTE THE KEY NUMBERS IMMEDIATELY on taking delivery of the car.

### Window regulators

To open a door window, turn the handle regulator (1) to obtain the opening required.

### Door locks

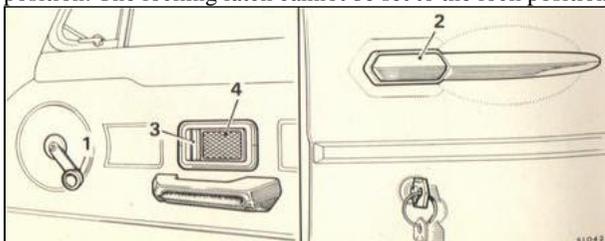
Both front doors may be locked from outside the car with the small key provided, and locked from inside the car with the door locking latch.

To unlock the front doors from the outside, insert the key into the lock and turn it towards the front of the car, return it to the upright position and withdraw it. Grasp the handle and depress the button(2) to open the door.

To lock the front doors from the outside, turn the key towards the rear of the car, return it to the upright position and withdraw it.

To lock the doors from inside the car, close the door and move the locking latch(3) towards the rear of the car. To open the door, move the locking latch towards the front of the car and pull the release lever(4) rearwards.

The doors can be opened from the outside when the locking latch is in the forward position. The locking latch cannot be set to the lock position while the door is open.



### Front ventilator windows

To open, move the catch lever(1) upwards and push the window outwards. To close, pull the catch inwards, and then push it forward until the catch is in the locked position.

### Glovebox

To unlock, insert the key, turn it clockwise, and depress the lock plunger to open the glovebox.

To lock, close the glovebox, turn the key anti-clockwise and withdraw the key from

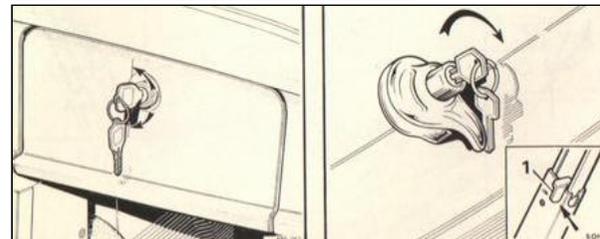
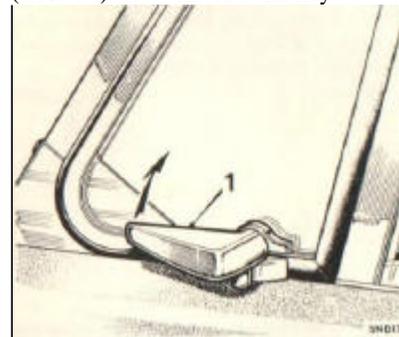
the lock.

### Luggage compartment

To open, insert the key and turn it anti-clockwise, depress the lock plunger and raise the lid. When fully raised the support stay will automatically spring into engagement and the lid will be held in the open position.

Raising the luggage compartment lid automatically switches on the light.

To close, raise the lid slightly, push the catch(1) on the bonnet stay forward to release the locking mechanism, and lower the lid. To lock insert the key and turn clockwise (arrowed) and withdraw the key.

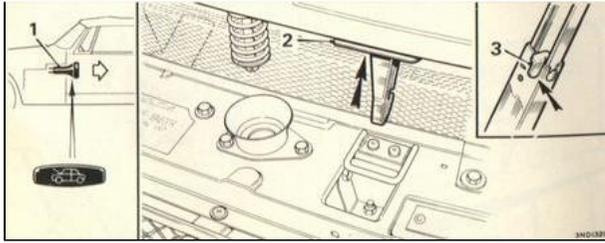


### Bonnet

To raise the bonnet, pull the knob(1) located inside the car on the left hand side below the fascia panel.

Press up the safety catch(2) under the front of the bonnet. Raise the bonnet and when fully raised the support stay will automatically spring into engagement and the bonnet will be held in open position.

To close, raise the bonnet slightly, push the catch(3) on the bonnet stay rearwards to release the locking mechanism, and lower the bonnet. Apply light pressure with the palms of the hands at the front corners and press down quickly; undue force is not necessary and may cause damage. The safety catch and lock will be heard to engage.



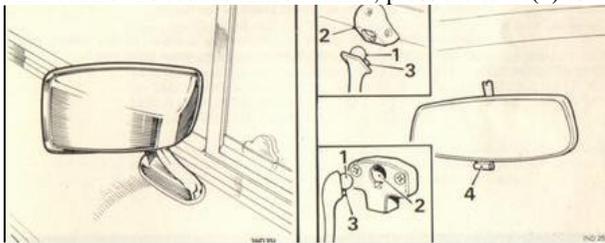
### Mirrors

*External:* the mirror head may be adjusted from the seat position when the mirror is open.

*Interior:* the mirror stem with anti-dazzle head is designed to break away from the mounting bracket on impact.

The stem may be refitted in the mounting brackets as follows. Align the stem ball(1) with the bracket cup(2), ensuring that the small protrusion(3) on the stem aligns with the indent of the mounting bracket. Give them a smart tap with a soft instrument to join the two components.

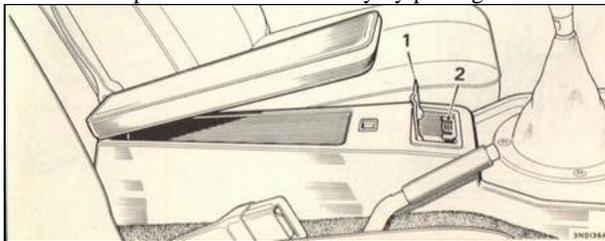
*Anti-dazzle:* To reduce mirror dazzle, press the lever(4) towards the windsreen.



### Arm-rest and ashtray

To gain access to the compartment below the arm-rest, raise the forward end of the arm-rest. To empty the ashtray, raise the lid(1) and remove the ashtray by lifting under the stubber(2).

Do not attempt to remove the ashtray by pulling on the lid.

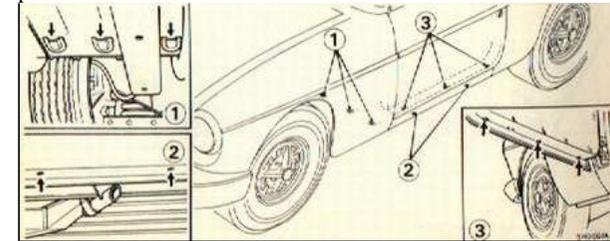


### Bumpers

Spilling fuel on the bumper may cause temporary local swelling of the rubber. Remove stains by lightly wiping the whole bumper with petrol (gasoline) or warm water and liquid detergent.

### Body and door drainage points

Periodic examination of the drain holes should be made to ensure that they are clear of obstruction; use a piece of stiff to probe the apertures. Careless application of underseal can result in restricted drainage. Masking tape or plugs used when underseal is being applied must be removed immediately the operation is completed. Jacking up beneath the underfloor may deform the drain apertures; always use the jacking points provided.



### Lubrication

To ensure trouble-free operation it is essential that the locks, hinges and catches are adequately lubricated.

Locks	Inject a small quantity of thin oil, through the key slots and around the push-buttons. <b>Do not oil the steering lock.</b>
Hinges	Apply grease or oil to the joints of the hinges.
Bonnet catches	Apply grease to the moving surfaces of the bonnet release mechanism and oil to the lever and safety-catch pivot points.

### Lowering the hood

It is most important that the instructions for raising, lowering and folding the hood are followed.

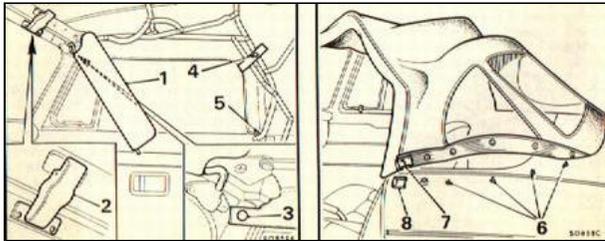
Do not fold when the hood is wet or damp.

**CAUTION:** Always ensure that the rear window is zipped in position before attempting to lower the hood.

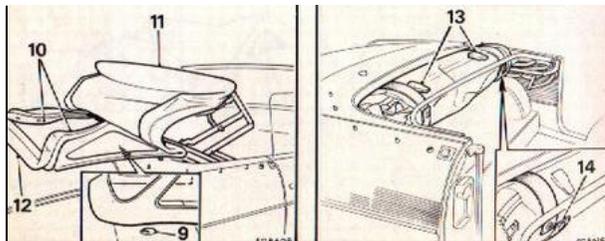
1. unclip the sun visors(1) and move them to one side
2. release both windscreen frame toggle catches(2)
3. release the two fasteners(3) on the windscreen rails
4. release the two fasteners(4) on the cant rails
5. release the two fasteners(5) on the hood mounting brackets
6. release the four fasteners from each rear quarter panel(6)
7. pull the hood slightly forward to disengage the hook(7) from the socket(8) on the

body side panel

8. move the seat tilt catch forward and incline the seat backs towards the front of the car



1. raise the hood header rail until it is poised approx. midway over the door aperture
2. disengage the hood rear rail from the anchor plates(9) on the tonneau panel
3. fold each quarter-light(10) onto the back-light and continue the fold in the material forward to the header rail(11). **Ensure that the fold is made in the hood material between the quarter-light and the back-light. Failure to do this may cause permanent damage to the back-light material.**
4. push the header rail(11) rearwards
5. at the same time draw the back-light and hood material(12) out over the luggage compartment lid ensuring that the hood material does not become trapped between the hood sticks.
6. fully lower the hood. Fold the two windscreen frame toggle catches(13) rearwards to prevent them damaging the back-light
7. roll the rear window and hood material forward over the folded hood. Position and secure the two retaining straps(14)
8. replace the sun visors and return the seat back-rests to their original position
9. fit the hood cover or tonneau cover



#### Raising the hood

1. remove the hood cover or tonneau cover
2. move the seat catch forward and incline the seat back towards the front of the car
3. unclip the sun visors and move to one side
4. release the two retaining straps(14) and unfold the rear window and hood

material rearwards over the luggage compartment

5. raise the header rail(11) and unfold the hood. Engage the rear rail in the anchor plates(9). Pull the hood slightly forwards and engage each hook(7) in its socket (8) on the body side panel. Position the header rail on the windscreen ensuring the rail seal is forward of the seal flange. Secure the windscreen frame toggle catches and fasteners(3), (4), and (5) inside the car.
6. secure the fasteners at each rear quarter
7. reposition the seats and sun visors

#### Rear window

The rear window may be folded down when extra ventilation is required with the hood in the raised position.

Undo the zip, moving it around the rear window to the left side of the hood. Fold the window panel down, avoiding creasing or buckling the transparent window material.

#### Fitting the hood cover

1. assemble the hood cover rail(15) and fit it into the hood support sockets with the cross-rod towards the rear
2. lay the hood cover over the support rail
3. engage the hood cover rear rails in the anchor plates(16) on the tonneau panel
4. pull the cover slightly forwards and engage each side hook in its socket(17) on the body panel
5. secure the fasteners(18) at each quarter side panel
6. secure the fasteners(19) on the heel board

#### Removing the hood cover

Reverse the fitting procedure.

#### Tonneau cover

##### Fitting.

Assemble the hood cover rail(15) and fit it into the hood support socket with the cross-rod towards the rear. Lay the tonneau cover over the cockpit.

Engage the tonneau cover rear rails in the anchor plates on the tonneau panel. Place the pockets in the tonneau cover over the head restraints on the seats; it may be necessary to adjust the seat back to align the pockets in the cover with the head restraints.

Secure the tonneau cover to each rear quarter with the four fasteners(18), and the fastener(20) on the cover at the side zips.

With the centre zip undon, extend the tonneau cover forward, fitting the forward pocket over the steering-wheel and securing to the fasteners(21) on each windscreen pillar, and the fastener(22) on the fascia panel top. Zip up the cover.

##### Usage.

The centre zip allows the cover to be folded down to give access to the driving seat or

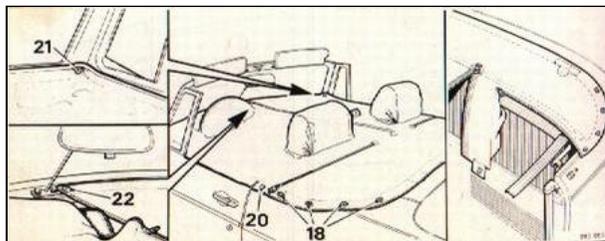
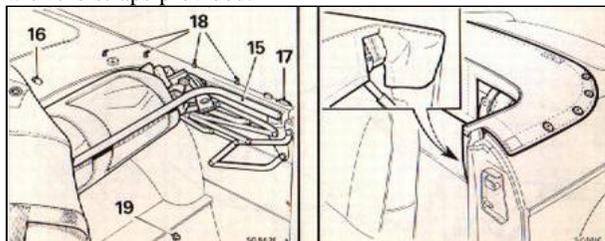
both seats. Undo the centre zip, release the press-studs on the fascia(21 and 22), and the press-stud(20) at the side zips. Fold the cover down and inwards behind the seat. Move the seat tilt catch forward, and incline the seat back towards the front of the car. Secure the tonneau cover to the heel board, using the fastener on the flap. Return the seat back-rests to their original position. The side zips allow the seat belt to be used.

#### *Removing.*

Reverse the fitting procedure.

#### *Stowage*

Stowage bags are provided to protect the hood cover and hood cover rail. The stowage bags together with the tool bag are stowed in the luggage compartment and secured with the straps provided.



#### *Hard top*

##### *Fitting*

Remove the hood. Fit the hard top side brackets into the hood support sockets and secure with the bolts and spring washers.

Position the hard top on the car, engaging the rear securing plates with the slotted anchor plates on the tonneau panel(inset), ensuring that the sealing rubber does not foul the slots.

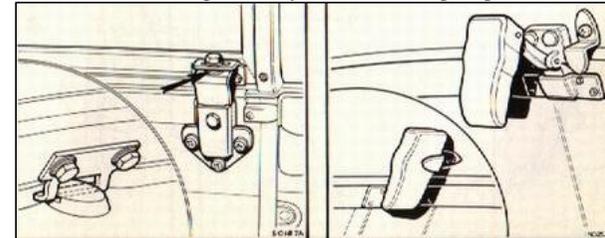
Line up the hard top drip moulding with the rear wing top beading. Push the hard top forwards and engage the toggle catch tongues in the sockets on the windscreen frame. Fit the bolts into the side fixing brackets; screw in but do not tighten. Ensure that the front sealing rubber is correctly positioned forward on the windscreen frame. Adjust the toggle catches to give adequate tension, tighten the securing bolts, fasten the catches and lock them with the securing clips.

Recheck the sealing rubbers, measure gaps between hard top and body. If necessary

refit and tighten the bolts and clips.

#### *Removing*

Unlock and release the windscreen toggle fasteners. Remove the side fixing bolts. Raise the front of the hard top to disengage the toggle fastener tongues from the windscreen sockets, move the hard top to the rear to disengage the anchor plates, then lift of the car. Remove the side fixing brackets from the hood support sockets. Assemble the fittings loosely to the hard top to prevent loss.



[Previous](#)**MGB Driver's Handbook 1976, part 5.Seats**[Next](#)

### *Seat adjustment*

Front seats can be moved forward or backwards if the lever(1) located beneath the front of each seat is pressed outwards; hold the lever in this position while the seat position is adjusted.

The locking pin is spring-loaded and will automatically lock the seat in the required position when the lever is released.

### *Adjustable back-rest*

The angle of the seat back-rest may also be adjusted by easing the body weight from the seat back-rest, and moving the lever(2) in the direction of the arrow. Release the lever and ensure that the seat is locked in position by applying back pressure.

### *Access to rear seats*

Move the seat catch(3) forward, and fold the back of the seat forwards. The catch will automatically re-engage when the rear of the seat is moved back to the correct driving position.

### *Head restraint*

The head restraint(4) may be raised or lowered as desired.

To remove, lift the head restraint to its stop and withdraw by rocking it from side to side whilst pulling upwards.

## **Seat Belts**

### *Warning system*

The seat belt warning system functions when the ignition/starter switch is operated.

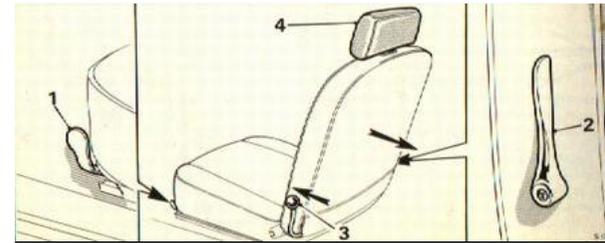
The 'fasten seatbelts' warning lamp will be switched on for eight seconds each time the ignition/starter switch is operated.

The warning buzzer will sound for eight seconds if the ignition/starter switch is operated before the driver's seat belt is fastened.

### *Wearing*

Always wear a belt as a complete lap and diagonal assembly and never at any time wear it loosely, as it reduces its protection. Ensure that the belt is lying flat and is not twisted. Always stow a seat belt that is not in use.

Never attempt to use a seat belt for more than one person, even for small children.



[Previous](#)**MGB Driver's Handbook 1976, part 6. Heating and ventilating**[Next](#)

Fresh air is admitted to the car for cooling and ventilation through an adjustable vent mounted behind the centre console.

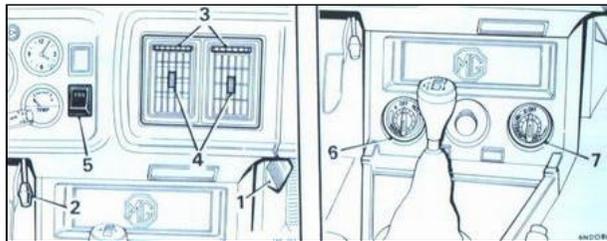
Air enters the car interior through the two doors(1) located on each side of the gearbox tunnel in the foot wells.

The flow of air may be adjusted by moving the control knob(2) backwards to one of the three open positions; move the knob to the most forward position to close the vent.

*Face-level vent*

Fresh unheated air for cooling and ventilating from the face-level vents on the fascia can be obtained by turning the serrated control wheels(3) of each vent away from the centre of the car to open the vents.

Move the shutter control knob(4) mounted in the center of each vent horizontally and vertically to direct the air flow as required.

*Fresh air heater*

The heating and ventilating system is designed to provide fresh air either heated by the engine cooling system or at outside temperature to the car at floor level and for demisting and defrosting to the windscreen.

Full heat output is not available until the engine has reached normal operating temperature.

*Heater controls*

*Air Temperature.*

Turn the knob(6) anti-clockwise to the arrow end of the blue sector for unheated air supply. Further anti-clockwise movement will progressively increase the temperature, with maximum heat output at the 'HOT' end of the red sector.

*Air distribution.*

Turn the knob(7) anti-clockwise to 'INTERIOR'; air supply is distributed to the car interior at the foot wells, with reduced air flow to the windscreen. Further anti-clockwise movement of the knob to 'DEFROST', all air is directed to the windscreen.

**Booster blower.**

The booster blower operates when the ignition is switched on. Press the lower end of the switch rocker(5) to the central position to operate the blower at low speed. Press the rocker fully down to operate the blower at fast speed.

*Usage*

The heater and air flow controls may be set at the position marked on the control knobs or to any other intermediate positions. By varying the control settings, and utilising the booster blower, a wide range of settings can be obtained to suit prevailing conditions.

*Illumination*

The control dials and the position indicators on the rotary control knobs together with the green illumination light on the face of the blower switch are illuminated when the panel lights are switched on.



[Previous](#)**MGB Driver's Handbook 1976, part 7.Cleaning**[Next](#)***Interior******Carpets***

Clean with a semi-stuff brush or a vacuum cleaner, preferably before washing the outside of the car. Occasionally give the carpets a thorough cleaning with a suitable upholstery cleaner. Carpets must not be 'dry-cleaned'.

***Plastic faced upholstery***

Clean with diluted upholstery cleaner. Spot clean with upholstery cleaner spread thinly over the surface with a brush or cloth, leave for five minutes, then wipe over with a damp sponge or cloth.

***Nylon face upholstery***

Remove loose dirt with a brush or vacuum cleaner. The nylon pile has been chemically treated to resist soiling and care must be taken when cleaning. To remove a stain, apply a nylon cleaner, then pat and wipe with a clean cloth in the direction of the pile until the stain is removed. DO NOT RUB. When dry, gently brush against the pile, then with the pile.

***Body***

Regular care of the body finish is necessary if the new appearance of the car exterior is to be maintained against the effects of air pollution, rain and mud.

Wash the bodywork frequently, using a soft sponge and plenty of water containing car shampoo. Large deposits of mud must be softened with water before using the sponge.

Smears should be removed by a second wash in clear water, and with the sponge if necessary. When dry, clean the surface of the car with a damp chamois-leather.

In addition to the regular maintenance, special attention is required if the car is driven in extreme conditions such as sea spray or on salted roads. In those conditions and with other forms of severe contamination an additional washing operation is necessary which should include underbody hosing.

Any damaged areas should be immediately covered with paint and a complete repair effected as soon as possible. Before touching-in light scratches and abrasions with paint, thoroughly clean the surface. Use petrol/white spirit to remove the spots of grease or tar.

***Bright trim***

Never use an abrasive on stainless, chromium, aluminium, or plastic parts and on no account clean them with metal polish.

Remove the spots of grease and tar with petrol/white spirit and wash frequently with water containing car shampoo. When the dirt has been removed polish with a clean dry cloth or chamois-leather until bright.

Any slight tarnish found on stainless or plated components which have not received regular attention may be removed with chrome cleaner. An occasional application of light mineral oil or grease will help to preserve the finish, particularly during the winter when salt may be used on the roads, but these protectives must not be applied to plastic finishes.



Previous **MGB Driver's Handbook 1976, part 8. The cooling system** Next

The pressurized cooling system incorporates an expansion tank, making the need for regular topping-up unnecessary. The expansion tank, connected to the top of the radiator, receives the normal overflow of coolant when the system is in the process of heating up. When the temperature in the radiator is reduced and the overflow the returns to the radiator.

#### Cooling fan

For information on the electrically driven cooling fan see the chapter "electrical".

#### Checking

The coolant level must only be checked when the system is cold. Remove the expansion tank cap to check the coolant level which must be maintained to the half-full point of the tank.

If coolant is not displaced or the level in the expansion tank has fallen appreciably since the last periodical check, a leak in the cooling system or overheating must be suspected.

#### Topping up

**Warning: As injury could be caused while the system is hot by escaping steam or coolant the filler plug(1) must not be removed before the pressure relief cap(2).**

If the system is hot, protect the hands against escaping steam, turn the expansion tank relief cap(2) slowly until the stop is felt and allow the pressure in the system to escape gradually, then remove the cap. Add coolant to the expansion tank to the half-full point, and refit the cap. Remove the filler plug(1) and add coolant to bring the level to the top of the filler neck; refit the plug.

#### Draining

To drain the cooling system, stand the car on level ground, remove the expansion tank cap(1), and the filler plug(2) from the coolant outlet elbow. Slacken the hose clip and disconnect the bottom hose(3) at its connection to the radiator.

Remove the drain plug(4) on the cylinder block.

Collect the coolant in a clean container if it to be used again as cars are filled with a 50 per cent solution of anti-freeze before they leave the factory.

Leave a reminder on the vehicle to the effect that the cooling has been drained. Owing the location of the car heater and the expansion tank they cannot be drained with the cooling system. Anti-freeze must be used in the cooling system when freezing conditions are likely to be encountered.

#### Filling

Refit the bottom hose and close the engine drain tap. Check that all hose connections are tight. Turn the heater temperature control knob to 'HOT' to open the heater valve.

Top up the coolant in the expansion tank so that the tank is half-full. Refit the cap(1). Fill the system through the filler neck and bring the level up to the bottom of the threads. Refit the filler plug(2).

Start up and run the engine until the top radiator hose is warm and switch of the engine. Turn the expansion cap to its safety stop to release the pressure. Top up the expansion tank to half-full, and refit the cap.

Remove the radiator filler plug and top up once more to the bottom of the threads. Refit the filler plug.

**CAUTION: The system operates at a pressure of 15 lb/in<sup>2</sup>(1 kg/cm<sup>2</sup>) and the figure '15' is marked on the expansion tank cap.**

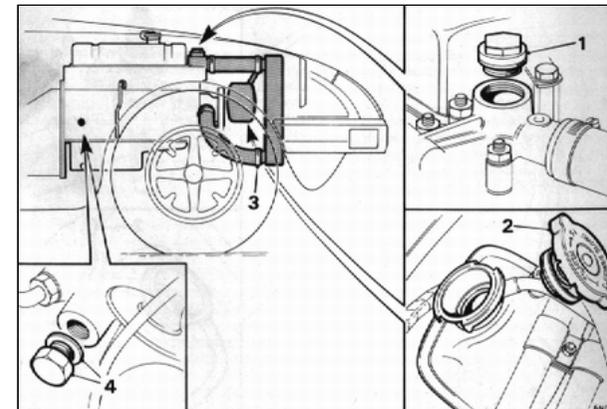
#### Frost precautions

Water expands when it freezes, and if precautions are not taken there is a considerable risk of bursting the radiator, cylinder block, or heater. The heater unit cannot be drained with the cooling system; it is therefore essential to use anti-freeze in the cooling system in freezing conditions.

Anti-freeze can remain in the cooling system for two years provided that the specific gravity of the coolant is checked periodically and anti-freeze added as necessary. The specific gravity check should be carried out by an authorized dealer.

After the second year the system should be drained and flushed by a inserting a hose in the filling orifice and allowing water to flow through until clean. Make sure that the cooling system is water-tight, examine all joints and replace any defective hose with a new one. Refill with the appropriate anti-freeze solution, and add 0,2 litre of neat anti-freeze to the expansion tank.

Anti-freeze (%)	Commences to freeze('C)	Frozen solid9('C)
25	-13	-26
33 1/2	-19	-36
50	-36	-48



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### *Jacking up*

The jack is designed to lift one side of the car at a time. Apply the hand brake and block the wheels on the opposite side to that being jacked: use a wood block jammed tight against the tyre thread.

Remove the jack socket plug. Insert the filling arm(1) of the jack into the socket located in the door sill panel. Make certain that the jack lifting arm is pushed fully into the socket and that the base of the jack is on firm ground. The jack should lean slightly outwards at the top to allow for the radial movement of the car as it is raised.

**WARNING: Do not work beneath the vehicle with the lifting jack as the sole means of support.**

Place suitable supports under the front side members or rear axle to give adequate support and safety while working.

### *Jack maintenance*

If the jack is neglected it may be difficult to use in a roadside emergency. Examine it occasionally, clean off accumulated dust, and lightly oil the thread to prevent the formation of rust.

## **ROAD WHEELS**

### *Wheel nuts*

Owners are recommended to check the wheel nuts for tightness each week in addition to checking the other items listed. Take care not to overtighten. Torque wrench setting to 8,3-9 kgfm.

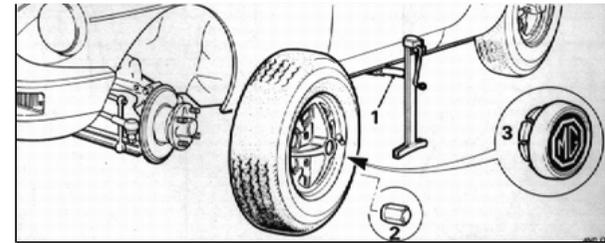
### *Pressed type*

#### *Removing and fitting*

Slacken the four nuts securing the road wheel to the hub; turn anti-clockwise to loosen and clockwise to tighten. Raise the car with the jack to lift the wheel clear of the ground and remove the nuts. Withdraw the road wheel from the hub.

When refitting the road wheel locate the wheel on the hub, lightly tighten the nuts(2) with the wheel nut spanner (securing nuts must be fitted with the taper side towards the wheel), and lower the jack. Fully tighten the wheel nuts, tighten them diagonally and progressively, at the same time avoid over-tightening.

The wheel centre trim(3) must be removed and fitted to the wheel in use. Replace the wheel disc and the jack socket plug.



### *Wired type(if fitted)*

#### *Removing and fitting*

Use the spanner and hammer to slacken and tighten the octagonal nuts. Always jack up a wheel before using the tools, and always tighten the hub nuts fully. Hub nuts are marked 'LEFT' or 'RIGHT' to show which side of the car they must be fitted, and also with the word 'UNDO' and a arrow.

Before replacing a wheel wipe all serrations, threads, and cones of the wheel and hub and then lightly coat them with a grease. If a forced change is made on the road, remove, clean, and grease as soon as convenient.

### *Maintenance*

When the car is new, after the first long run over 50 miles of short runs, jack up the wheels and use the hammer and spanner to make sure that the nuts are tight.

### *Spare wheel*

The spare wheel is stowed in the well of the luggage compartment.

Unscrew the clamp plate(3) to release the spare wheel.

When refitting, position the wheel face down in the well of the luggage compartment and retain in position with the clamp plate.

The spare wheel tyre on new cars is inflated above the recommended running pressure. The pressure must be checked and adjusted before use.

## **TYRES**

### *Markings*

Tyres are marked with the maximum load and inflation pressure figures. When fitting replacement tyres ensure that they are to the same specification and marking.

### *Tyre pressures*

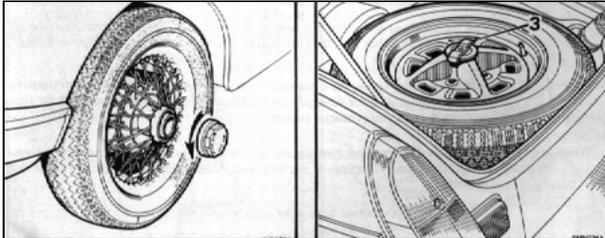
Check the pressure weekly, using a Tyre Pressure Gauge, when the tyres are cold. Recommendations are given in 'General Data'.

### *Valves and caps*

See that the valve caps are screwed down firmly by hand. Do not use tools.

### *Tyre care*

The tyres should be inspected at frequent intervals for damage and wear. Excessive local distortion as a result of striking a kerb, a loose brick, a deep hole, etc. may cause the casing cords to fracture. Every effort should be made to avoid such obstacles. Any oil or grease which may get onto your tyres should be cleaned off by using petrol (fuel) sparingly. Do not use paraffin.



[Previous](#) **MGB Driver's Handbook 1976, part 10.Brakes and master cylinders** [Next](#)

#### *Front brake pads*

Wear on the front brake friction pads (arrowed) is automatically compensated for during braking operations and manual adjustment is therefore not required. If the wear on one pad is greater than on the other their operating positions should be changed over by you authorized Austin MG dealer.

Remove the road wheel to gain clear access to the pads for inspection.

The pads must be renewed when the lining material has worn to the minimum permissible thickness of 1.6mm or will have done so before the next regular inspection is due. Special equipment is required to renew the brake pads; this work should be entrusted to your authorized Austin MG Dealer.

After fitting new pads, within the limits of safety, heavy braking should be avoided for a few days to allow the pads to bed in.

#### *Rear brakes*

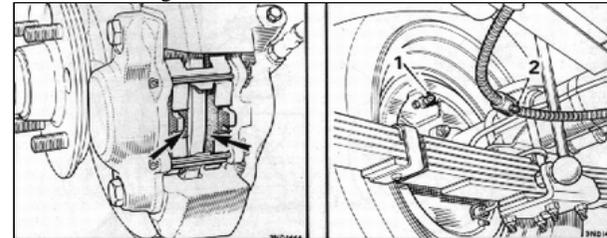
Excessive brake pedal travel is an indication that the rear brake shoes require adjusting. The brake shoes on both rear wheels must be adjusted to regain even and efficient braking.

**Adjusting.** Chock the front wheels, fully release the hand brake and jack up each rear wheel in turn, placing suitable supports beneath the vehicle. Turn the adjuster (1) in a clockwise direction (viewed from the centre of the car), using a **Brake Adjusting Spanner** until the brake shoes lock the wheel, then turn the adjuster back until the wheel is free to rotate without the shoes rubbing. Repeat the adjustment on the other rear brake.

#### *Hand brake*

The hand brake is automatically adjusted with the rear brakes. If there is excessive movement of the rear brake lever, consult your authorized Austin MG Dealer.

**To lubricate.** charge the nipple (2) on the hand brake cable with one of the recommended greases.



#### *Replacing brake-shoes or pads*

When it becomes necessary to renew brake-shoes or pads it is essential that only genuine replacements, with the correct grade of lining, are used. Always fit new shoes or pads as complete axle sets, never individually or as a single wheel set. Serious consequences could result out-of-balance braking due to mixing off linings. Replacement brake shoes or pads are obtainable from your authorized Austin MG Dealer.

#### Inspecting rear brake linings(fig 3)

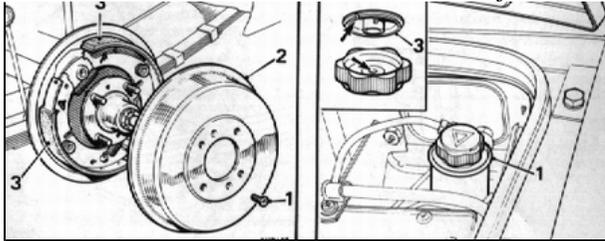
Chock the front wheels, fully release the hand brake and jack up each rear wheel in turn, placing suitable supports beneath the vehicle.

Remove the road wheel and slacken the brake shoe adjuster fully.

Remove the two countersunk screws(1) (pressed wheels) or four nuts(wire wheels) and withdraw the brake-drum.

Inspect the linings(3) for wear, and clean the dust from the backplate assembly and drum, preferable using methylated spirit. Brake lining dust is dangerous to health if inhaled and therefore should not be blown from the drums. Make certain that sufficient lining material remains to allow the car to run until the next regular inspection is due without the thickness falling below the safe limit.

Refit the brake drums and the road wheels and adjust the brake shoes.



#### Brake and clutch master cylinder

To check the level of the fluid in the clutch master cylinder reservoir(1), remove the plastic filler cap. The fluid level must be maintained at the bottom of the filler neck. The level of the fluid in the brake master cylinder reservoir is visible through the plastic reservoir(2); the level must be maintained up to the bottom of the filler neck. Use only **Lockheed Disc Brake Fluid(Series 329S)** or **Castrol Girling Brake Fluid**; alternatively, use a brake fluid conforming to **F.M.V. S.S. D.O.T.3 specification with a minimum boiling point of 260°C**.

Before refitting the filler caps, separate the dome(3) from the filler cap and check that the breather holes, indicated by arrows, are clear. Snap fit the dome onto the filler cap.

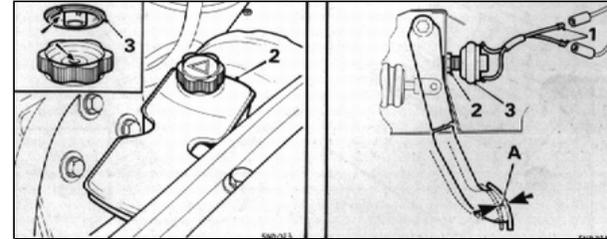
**NOTE:** Brake fluid can have a detrimental effect on paintwork. Ensure that fluid is not allowed to contact paint -finished surfaces.

#### Brake servo

**Filter renewing.** The filter is located in the servo housing where the push rod passes through from the brake pedal. Renewing of the filter should be entrusted to your authorized Austin MG Dealer.

#### Brake pedal

A free movement of 1/8 inch(A), measured at the pedal pad must be maintained on the pedal. To adjust the free movement, disconnect the stop light switch wiring(1), slacken the locknut(2), and turn the switch(3) clockwise to decrease or anti-clockwise to increase the clearance. Tighten the stop light switch locknut and connect the wiring.



#### Visual check

Examine the clutch and brake hoses, unions, pipes, and joints for tightness and general condition. It is most important that no chafing of connections or pipes develops at any time, and that leakages are rectified immediately.

#### Preventive maintenance

In addition to the recommended periodical inspection of brake components it is advisable as the car ages, and as a precaution against the effects of wear and deterioration, to make a more searching inspection and renew parts if necessary.

It is recommended that:

- (1) Disc brake pads, drum brake linings, hoses, and pipes should be examined at intervals no greater than those laid down in the Maintenance Summary.
- (2) Brake fluid should be changed completely every 18 months or 19,000 miles whichever is the sooner.
- (3) All fluid seals and all flexible hoses in the hydraulic system should be renewed after 3 years or 37,500 miles whichever is the sooner. At the same time the working surface of the piston and the bores of the master cylinder, wheel cylinders, and other slave cylinders should be examined and new parts fitted when necessary.

Care must be taken always to obtain the following points:

- (a) At all times use the recommended brake fluid.
- (b) Never leave fluid in unsealed containers. It absorbs moisture quickly and this can be dangerous, if used in the braking system in this condition.
- (c) Fluid drained from the system or used for bleeding is best discarded.
- (d) The necessity for absolute cleanliness throughout cannot be over-emphasized.



### Polarity

The electrical installation on this car is NEGATIVE (-) earth return and the correct polarity must be maintained at all times. Reversed polarity will permanently damage semi-conductor devices in the alternator and tachometer, and the radio transistors (when fitted). Never use an ohmmeter of the type incorporating a hand-driven generator for checking semi-conductor components.

Before fitting a radio or any other electrical equipment, make certain that it has the correct polarity for installation in this car .

### BATTERY

#### Access(fig.1)

Release the rear seat cushion securing straps from the fasteners, and pull the cushion forward.

Remove the carpet covering the rear compartment floor. Turn the three quick-release fasteners (1) anti-clockwise one half turn and remove the battery compartment cover panel (2).

#### Checking topping up(fig.1)

The car must be on level ground when the electrolyte is being checked.

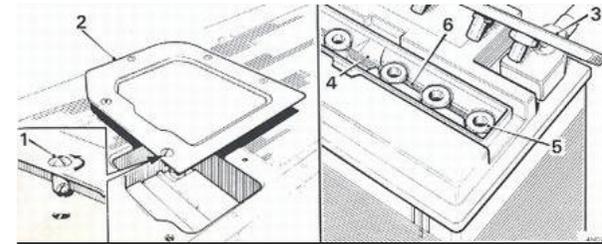
**DO NOT USE A NAKED LIGHT WHEN CHECKING THE LEVELS and do not use tap water for topping-up.**

Remove the battery vent cover; use the grip at the centre of the cover (3), this will ensure that the filling valves are operated correctly. If no electrolyte is visible inside the battery, pour distilled or de-ionised water into the filling trough until the six tubes (4), and the connecting trough (5), are filled. Refit the vent cover.

The above operations should not be carried out within half an hour of the battery having been charged, other than by the car's own generating system, lest it floods. In extremely cold conditions run the engine immediately after topping-up so as to mix the electrolyte.

**IMPORTANT:** The vent cover must be kept closed at all times, except when topping-up. The electrolyte will flood if the cover is removed for long periods during or within thirty minutes of the battery being normal (6.5 amp) charged. Single-cell discharge testers cannot be used on these batteries. Operation of the filling device will be destroyed if the battery case is drilled or punctured.

fig.1



### General maintenance

The batteries must be kept dry and clean; cable and battery terminals should be smeared with petroleum jelly.

Do not leave the battery in a discharged state for any length of time. When not in regular use have the battery fully charged, and every four weeks give a short refresher trickle charge to prevent permanent damage to the battery plates.

### BATTERY BOOSTING AND CHARGING

**CAUTION: The following precautions must be observed to avoid the possibility of serious damage to the charging system or electrical components of the vehicle.**

#### Battery boosting(fig.2)

When connecting an additional battery to boost a discharged battery in the vehicle, ensure that:

- the booster battery is of the same nominal voltage as the vehicle battery;
- the interconnecting cables are of sufficient capacity to carry starting current;
- the cables are interconnected one at a time and to the booster battery first;
- the cables are connected between the battery terminals in the following order: first, + (positive) to + (positive) and then -(negative) to -(negative);
- the engine speed is reduced to 1,000 rev/min or below before disconnecting the boost battery. The vehicle battery must never be disconnected while the engine is running.

#### Battery charging

When charging the battery in the vehicle from an outside source such as a trickle charging charger, ensure that :

- the charger voltage is the same as the nominal voltage of the battery;
- the charger positive (+) lead is connected to the positive (+) terminal of the battery;
- the charger negative (-) lead is connected to the negative (-) terminal of the battery.

### ALTERNATOR

The following precautions must be observed to prevent inadvertent damage to the alternator and its control equipment.

**Polarity.** Ensure that the correct battery polarity is maintained at all times; reversed battery or charger connections will damage the alternator rectifiers.

**Battery connections.** The battery must never be disconnected while the engine is running.

For drive belt tension and alternator cleaning see chapter Engine.

### STARTER

The starter motor is mounted on the right-hand side of the engine on the flywheel housing. It requires no lubrication.

### FUEL PUMP

Fuel is delivered to the carburettors by an S.U. electric fuel pump.

The pump is situated inside the luggage compartment on the right-hand side.

### RADIATOR COOLING FAN

The electrically driven cooling fan mounted in front of the radiator is controlled by a thermostatic switch (1) on the radiator top tank. During normal driving the fan will operate infrequently, but when driving slowly or running the engine when stationary it will operate more often.

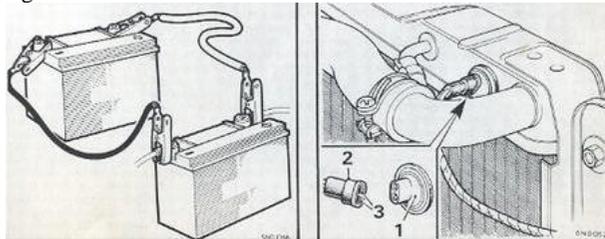
### Checking

Switch on the ignition. Pull the connector (2) from the thermostatic switch, press the leads (3) together and the fan should operate.

Re-connect the leads, start and run the engine until normal operating temperature is reached and continue running the engine until the fan operates; this should occur before the temperature gauge pointer has reached 'H' (hot).

Should the fan not operate in the manner described in either of the above two checks consult your authorized Austin MG Dealer.

fig.2/3



### FUSES (fig.4)

The fuses are housed in a fuse block (1) mounted in the engine compartment body on the right-hand wing valance.

**Fuse connecting 1-2.** The fuse (2) protects one parking lamp, one tail lamp, one number-plate lamp, and one front and rear side-marker lamp.

**Fuse connecting 3-4.** The fuse (3) protects one parking lamp, one tail lamp, one

number-plate lamp, and one front and rear side-marker lamp.

**Fuse connecting 5-6.** The fuse (4) protects the circuits which operate only when the ignition is switched on. These circuits are for the direction indicators, brake / stop lamps, reverse lamps, seat belt warning, aDd brake warning lamp.

**Fuse connecting 7-8.** The fuse (5) protects the equipment which operates independently of the ignition switch, namely horns, interior and luggage compartment lamps, headlamp flasher, and the cigar-lighter.

### Line fuses(Fig. 4)

**Running-on control valve -slate and slate/purple wiring.** The 17 amp continuous current rated (35 amp blow rated) line fuse (7) protects the running on control valve circuit which operates when the ignition is switched off.

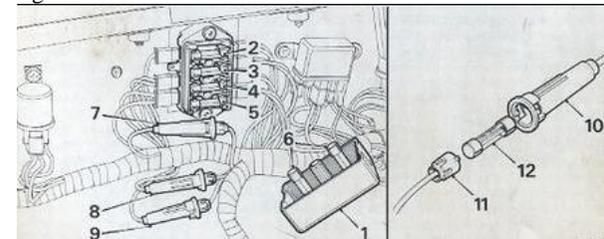
**Fan thermostat-white/brown and green wiring.** The 17 amp continuous current rated (35 amp blow rated) line fuse (8) protects the fan thermostat circuit.

**Hazard warning-brown wiring.** The 17 amp continuous current rated (35 amp blow rated) line fuse (9) protects the hazard warning lamps.

**Radio.** A separate additional line fuse protects the radio (if fitted). See the instructions supplied with the radio for the correct fuse ratings.

**To change a line fuse.** hold one end of the cylindrical fuse holder (10), push in and twist the other end (11).Remove the fuse (12) from the cylinder holder.

fig.4



### Spare fuses(Fig. 4)

Two spare fuses (6) are provided and it is important to use the correct replacement fuse.

The fusing value, current rated 17 amp continuous (35 amp blow rated), is marked on a coloured slip of paper inside the glass tube of the fuse.

### Blown fuses

A blown fuse is indicated by the failure of all the units protected by it, and is confirmed by examination of the fuse when withdrawn. Before renewing a blown fuse inspect the wiring of the units that have failed for evidence of a short-circuit or other

fault.

### HEADLAMPS(Fig. 5)

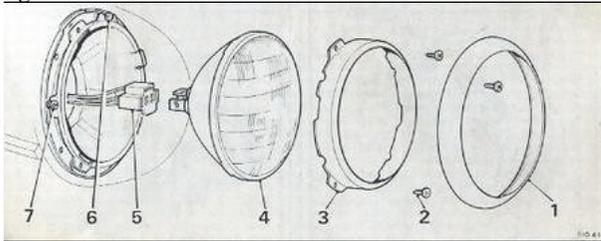
**Light unit** To remove a light unit, ease the bottom of the outer rim (1) forwards away from the lamp. Unscrew the three inner rim retaining screws (2), remove the inner rim (3), withdraw the light unit (4), and: disconnect the three-pin plug (5).

To fit a light unit, connect the three-pin plug, position the light unit in the headlamp body ensuring that the three lugs formed on the outer edge of the light unit engage in the slots formed in the body, and fit the inner retaining rim. Position the outer rim on the retaining lugs with the cut-away portion of the rim at the bottom of the lamp, press the rim downwards and inwards.

### Beam setting(Fig.5)

Two adjusting screws are provided on each head lamp for setting the main beams. The screw (6) is for adjusting the beam in the vertical plane, and the screw (7) is for horizontal adjustment. The beams must be set in accordance with local regulations; resetting and checking should be entrusted to your authorized Austin MG Dealer, who will have special equipment available for this purpose.

fig.5



### LAMPS

#### Parking and direction indicator (Fig.6)

To gain access to the parking and direction indicator bulb (1), unscrew the two retaining screws (2) and withdraw the rim and lens.

#### Stop, tail and direction direction(Fig.7)

Remove the lens retaining screws (1) and slide the lens upwards to gain access to the stop/tail (2) and direction indicator (3) bulbs.

The direction indicator lamps have a single-filament bulb (3) which may be fitted either way round in the socket. The tail and stop lamp bulb (2) has a twin filament and offset peg bayonet fixing to ensure correct fitment.

#### Number-plate (Fig.8)

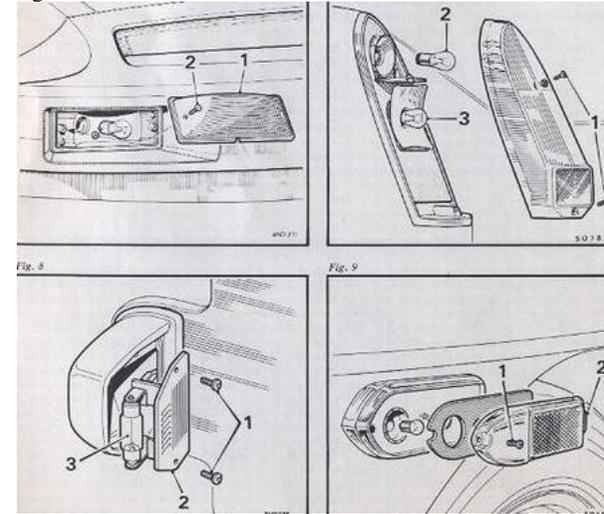
To change a bulb, remove the two screws (1), pull the lens (2) clear of the lamp body

and unclip the bulb (3) from its contacts. When refitting, ensure that the lens engages in the seal lip and that the connectors are correctly fitted.

#### Side-marker(Fig. 9)

To renew a bulb, remove the securing screw (1) and lift off the lamp lens, noting that one end is secured by a locating tab (2). When refitting, ensure that the sealing rubber is positioned correctly and that the lens tab (2) is located beneath the lamp body rim before refitting the securing screw.

fig.6-9



#### Reverse(Fig.10)

To renew a bulb, remove the two securing screws (.1) and withdraw the lens: Press Fig. 10 the bulb (2) down towards the lower contact and withdraw it from the lamp.

Fit one end of the new bulb into the hole in the lower contact, then press the top of the bulb into the lamp until the point of the cap engages the hole in the upper contact.

#### Luggage compartment(Fig.11)

The lens is held in the lamp by four locating lugs. To gain access to the bulb, gently squeeze the sides of the lens together and withdraw it from the lamp. Remove the bulb from its contacts.

#### Courtesy(Fig. 12)

To gain access to the bulb, carefully prise the light (1) downwards from the fascia. Withdraw the festoon type bulb (2) from its contacts.

Fig.10

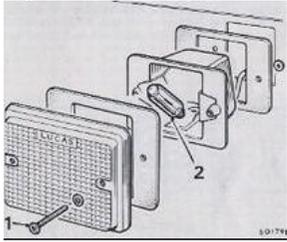
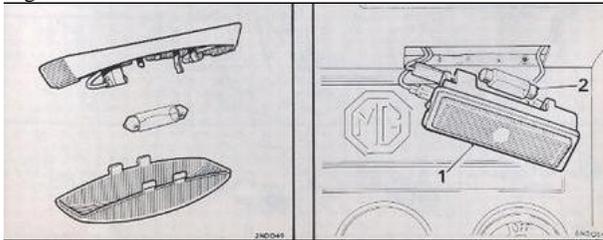


Fig.11/12



#### Fascia warning and illumination lamps(Fig.13)

The warning instrument panel and switch illumination lamps on the fascia are located in the positions shown.

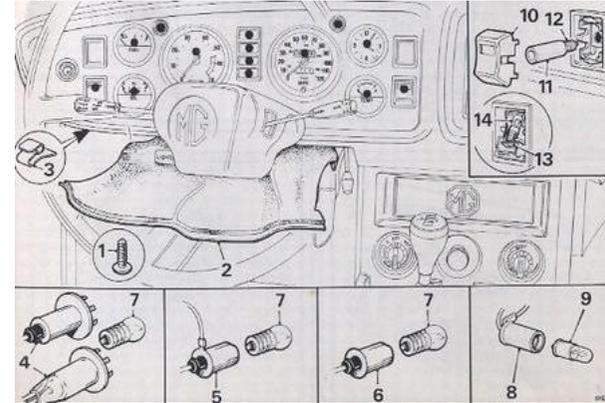
To gain access to the instrument and warning bulbs the fascia bottom panel must be removed. The warning and instrument bulb holders can be reached from underneath the fascia. **To remove the fascia bottom panel.** Unscrew the three screws (1) securing the bottom panel (2) and pull the panel forward from its retaining clips (3) at the rear.

**Instrument panel lamps.** To change a bulb, remove the fascia bottom panel. Remove the push-fit bulb holder (4) or (5) or (6) from the back of the instrument and unscrew the bulb (7).

**Warning lamp bulbs.** To change a bulb, remove the fascia bottom panel. Remove the push-fit bulb holder (8) from the back of the warning lamp and remove the bulb (9) which has a bayonet type fitting.

**Switch illumination.** To change a bulb remove the switch cover (10) by engaging a suitable wire clip into the forward recess on each side of the cover and pull the cover from the switch. To remove the blower switch bulb (12) use a wiring harness connector or a suitable length of rubber tube (11) and unscrew the bulb. To remove the hazard switch bulb (14) release the spring clip (13) and remove the bulb.

Fig.13



#### Centre console warning and illumination lamps(Fig.14)

To gain access to the bulbs the centre console must be withdrawn.

**To withdraw the centre console.** Unscrew the four screws (15), noting that the front screw is the shortest, and remove the gaiter retaining ring (16). Raise the hinged arm-rest and unscrew the retaining screw (17). Remove the arm-rest (18) by easing it up over the gaiter and the gear lever. Remove the four screws (19) retaining the console and remove the console (20) rearwards to give the required access to change a bulb.

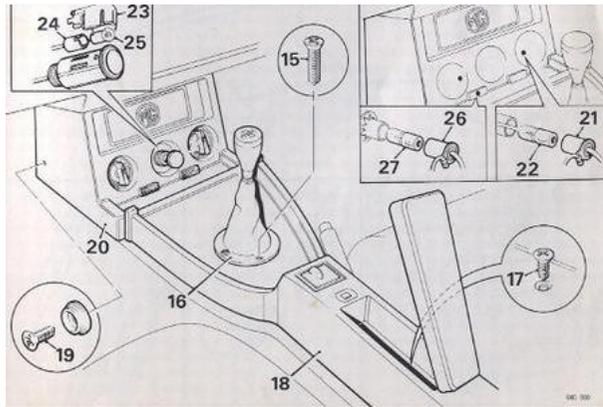
**Heater control illumination.** To change a bulb withdraw the centre console for access. Remove the push-fit bulb holder (21) from the back of the control and remove the bayonet fixing type bulb (22).

**Cigar-lighterillumination.** To change a bulb, withdraw the centre console for access. Squeeze the sides of the bulb hood (23) and remove the hood. Remove the bulb holder (24) from the hood clip and remove the bayonet fixing type bulb (25).

**Seat belt warning lamp.** To change a bulb, withdraw the centre console for access. Remove the push-fit bulb holder (26) and remove the bayonet fixing type bulb.(27).

**Fitting the centre console.** Secure the console in position with the four screws (19). Refit the arm-rest, threading the gaiter through the hole in the arm-rest, ensuring that the screw holes of the gaiter are aligned with the holes in the arm-rest. Secure the retaining ring with the four screws (15), ensuring that the short screw is at the front. Lift the arm-rest and fit the rear securing screw (17).

Fig.14



### Replacement bulbs

#### Part No.

Sidelamp (with flasher) GLB 380

Stop/tail. GLB 380

Reverse. BFS 273

Number-plate lamp. GLB 254

Direction indicator. GLB 382

Side marker lamp, front and rear. BFS 222

Luggage compartment lamp. GLB 254

Courtesy lamp. GLB 272

Ignition warning. GLB 281

Mainbeam GLB281

Direction indicator warning lamp GLB 281

Brake warning lamp. GLB 281

Hazard warning lamp. GLB 281

Seat belt warning lamp. GLB 281

Switch illumination. GLB 284

Heater rotary control illumination. GLB i81

Panel illumination lamp. GLB 987

Cigar-lighter illumination. GBS 643

### WINDSCREEN WIPER AND WASHER

#### Wiper arms(Fig.15)

To re-position a wiper arm on the spindle, hold the spring clip (1) clear of the retaining groove in the spindle and withdraw the arm. Replace the arm in the required position and push it down onto the spindle (2) until it is secured in position by the retaining clip.

#### Wiper blade(Fig.15)

To renew a wiper blade pull the arm away from the windscreen. Hold the fastener (3) and the spring retainer (4) away from the wiper arm (5) and withdraw the blade assembly from the arm. Insert the end of the wiper arm into the spring fastener of the new blade and push the blade into engagement (6) with the arm.

**To ensure efficient wiping it is recommended that wiper blades are renewed annually.**

#### Windscreen washer(Fig.15)

The windscreen washer system should be checked for correct operation and the washer reservoir refilled if necessary every week, and before a long journey in addition to the mileage intervals given in 'MAINTENANCE SUMMARY'.

**Washer reservoir:** To fill the reservoir (7), remove the cap (8).

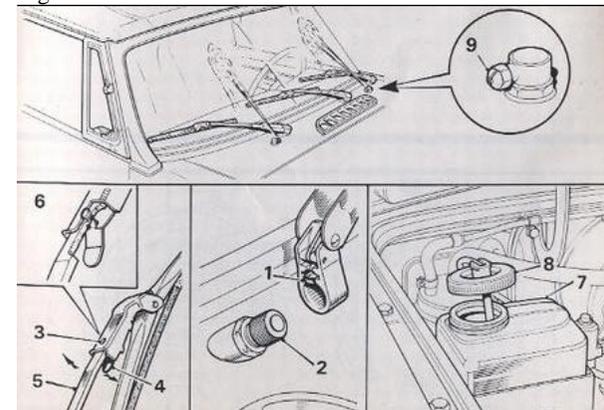
In cold weather the washer reservoir should be filled with a mixture of water and a recommended washer solvent to prevent the water freezing.

On no account should radiator anti-freeze or methylated spirits (denatured alcohol) be used in the windscreen washer.

**Jet adjusting.** Turn the jet (9) using a small screwdriver, to adjust the height of the spray.

The spray should strike the top of the windscreen.

Fig.15



[Previous](#)**MGB Driver's Handbook 1976, part 12.Ignition**[Next](#)*Ignition timing*

The ignition timing is set dynamically to give optimum engine performance with efficient emission control. Electronic test equipment must be used to check the ignition timing setting and the automatic advance (see 'GENERAL DATA'). Checking and adjustment to the ignition timing setting should be carried out by your authorized Austin MG Dealer.

*Distributor(fig1)*

Release the retaining clips and remove the cover(1). Remove the rotor arm(2) and the anti-flash shield(3).

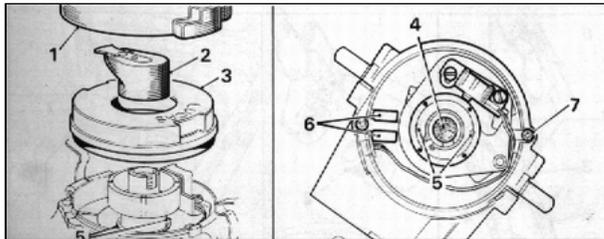
**Lubrication.** Add a few drops of oil to the felt pad(4) in the top of the timing rotor carrier.

Remove the anti-flash shield and lubricate the pick-up plate bearing with a drop of oil in each of the two holes(5) in the base plate.

Apply a few drops of oil through the aperture(6) to lubricate the centrifugal timing control.

**CAUTION: Do not** disturb the screw(7) securing the base plate.

**Cleaning.** With a clean nap-free cloth wipe the inside of the distributor cover, the rotor arm and the anti-flash shield. Refit the anti-flash shield, ensuring that the cut-outs are aligned with the distributor cover retaining clips. Refit the rotor arm and the cover.

*Spark plugs(fig2)*

Disconnect the H.T. lead from each plug, and partly unscrew each plug. Clean the area of the cylinder head surrounding the seating of each plug, then unscrew each plug.

The spark plugs should be cleaned, preferably with an air-blast service unit.

When fitting new spark plugs ensure that only the recommended type and grade are used (see 'GENERAL DATA').

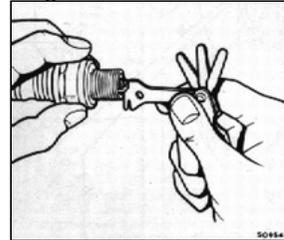
Check the plug gaps, and reset if necessary to the recommended gap (see 'GENERAL DATA'). To reset, use a special Champion spark plug gauge and setting tool; move the

side electrode, never the center one.

Screw the plug down by hand as far as possible, then use a spanner for tightening only. Always use a tubular box spanner to avoid possible damage to the insulator, and do not under any circumstances use a moveable wrench. Never overtighten a plug, but ensure that a good joint is made between the plug body, washer, and cylinder head. Wipe clean the outside of the plugs before reconnecting the H.T. leads.

*Ignition cables*

The high-tension cables connecting the distributor to the sparking plugs, may after long use, show signs of perishing. They must then be renewed using the correct type of ignition cable.



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### Checking

The level of the oil in the engine sump is indicated by the dipstick(1) on the right-hand side of the engine. Maintain the level between the MIN and MAX mark on the dipstick and never allow it to fall below the MIN mark.

The filler(2) is on the forward end of the rocker cover and is provided with a quick-action cap.

Ensure that the dipstick is correctly refitted.

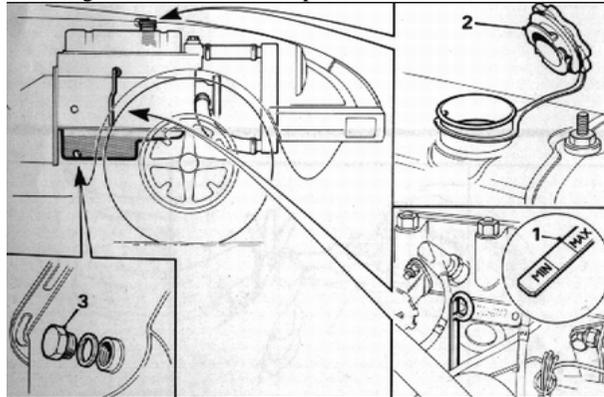
The oil level should always be checked before a long journey.

### Draining

To drain the engine oil, remove the drain plug(3) located on the right-hand side at the rear of the sump. This operation should be carried out while the engine is warm. Cleaning the drain plug; check that its copper sealing washer is in a satisfactory condition, and refit.

### Filling

Fill the engine with the correct quantity(see GENERAL DATA) of a recommended oil. Run the engine for a short while then allow it to stand for a few minutes before checking the level with the dipstick.



### Oil filter changing

The oil filter is a disposable cartridge type

To renew, unscrew the cartridge(1) from the filter head(2) and discard the cartridge.

**NOTE:** if difficulty in unscrewing the cartridge is experienced, consult your authorized Austin MG Dealer.

Smear the new seal(3) with engine oil and fit it into its groove in the new cartridge. Screw the cartridge to the filter head using hand force only.

Refill the engine with the correct quantity of a recommended lubricant, start the engine and check for oil leakage.

### Drive belt.

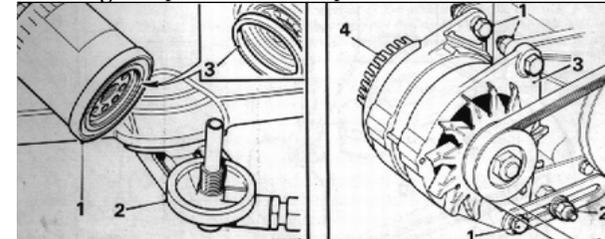
#### Alternator

**Tension.** When correctly tensioned, a total deflection of ½ inch under moderate hand pressure should be possible at the midway point of the longest belt run between the pulleys.

**Adjusting.** To adjust the belt tension, slacken the securing bolts(1) and adjusting link nuts(2), and move the alternator to the required position. Apply any leverage necessary to the alternator end bracket(3) only and not to any other part; to avoid damaging the drive-end bracket the leader should preferably be a wood or soft metal. Tighten the bolts and re-check the belt tension.

**DO NOT OVERTIGHTEN** as this will impose an excess loading on the drive bearings.

**Cleaning.** Keep the slots in the plastic end-cover(4) clean.



### Valve rocker clearance

#### Checking

Disconnect the purge pipe(1) from the rocker cover. Unscrew the nut and remove the vapour pipe(2), and disconnect the lead(3) from the induction heater. Remove the rocker cover(4) and insert a 0-013 inch feeler gauge(5) between the valve rocker arms and the valve stem. The gauge should be sliding fit, when the engine is warm.

Check each clearance in the following order:

Check No.1 valve with No.8 fully open. Check No.8 valve with No.1 fully open.  
 Check No.3 valve with No.6 fully open. Check No.6 valve with No.3 fully open.  
 Check No.5 valve with No.4 fully open. Check No.4 valve with No.5 fully open.  
 Check No.2 valve with No.7 fully open. Check No.7 valve with No.2 fully open.

### Adjusting

Slacken the adjusting screw locknut(6) on the opposite end of the rocker arm and rotate the screw(7) clockwise to reduce the clearance or anti-clockwise to increase it. Re-tighten the locknut when the clearance is correct, holding the screw against rotation with a screwdriver.

### Cleaning

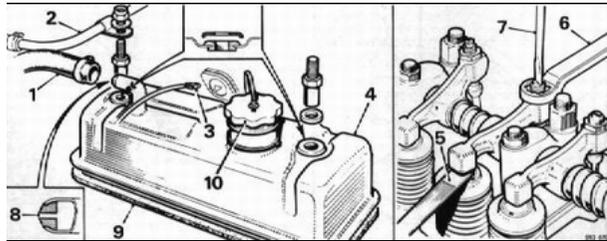
Clean the rocker cover sealing face. Examine the orifice(8) of the restrictor for obstruction.

Clean any dirt or deposit from the restrictor orifice, using a length of soft wire.

### Refitting

Check the rocker cover gasket(9) for damage, fit a new gasket if necessary.

Refit the cover, the vapour pipe, and connect the purge pipe. Connect the lead to the induction heater. Check that the oil filler cap(10) seals correctly; renew it if necessary.



### Air Cleaner

The element of the air cleaner must be renewed every 12.500 miles; more frequent changes may be necessary in dusty operating conditions.

### Element changing

Unscrew the wing nut(1), pivot the end cover away from the engine to release the air temperature control valve from the hot air hose(2), and remove the end cover(3).

Withdraw the element(4) and discard it.

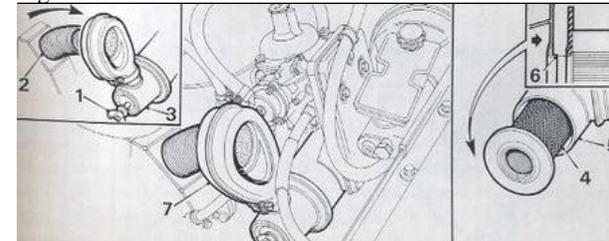
Thoroughly clean the air cleaner and the casing(5). Fit a new element. Locate the end cover in position, ensuring that the lip(6) supports the inside of the filter element.

Connect the air temperature control valve to the hot air hose, fit and tighten the wing nut.

### Air intake temperature control

The temperature of the air entering the carburettor is controlled by a valve fitted to the intake of the air cleaner. The control valve(7) should be inspected for condition and operation by your authorized Austin MG Dealer.

Fig.1



### Carburettor

#### Air pollution control

The carburettor incorporates features which assist in reducing exhaust emissions. Maladjustment or the fitting of parts not to be required specification may render these features ineffective.

#### Carburettor damper

**Checking the oil level.** Unscrew the damper cap(4) from the carburettor top cover. Carefully raise the damper to the top of its travel. Lower the damper back into the hollow piston rod. If the oil level in the hollow piston rod is correct, resistance should be felt when there is a gap of approx. ¼ inch. (A) between the cap and the carburettor top cover. Top up if necessary. Screw the damper cap firmly to the carburettor top

cover.

**Topping up the oil level.** Detach the throttle cam return springs(1) from the air cleaner. Remove the three bolts(2) securing the air cleaner to the carburetter, noting that the top bolt secures the brake servo vacuum hose clip. Detach the air temperature control valve from the hot air hose(3) and manouvre the air cleaner forwards in the engine compartment.

Unscrew the damper cap(4) from the carburetter. Raise the piston(5) with a finger, and at the same time lift the damper(4) and carefully ease the retaining cap(6) from yhe hollow piston rod to release the damper assembly from the piston. With the piston raised, top up the hollow piston rod. Lower the piston.

**UNDER NO CIRCUMSTANCES SHOULD A HEAVY BODIED LUBRICANT BE USED.**

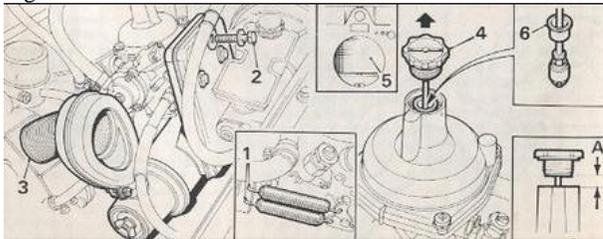
Ensure the oil level is correct. Raise the piston and carefully press the retaining clip into the hollow piston rod. Screw the damper cap firmly into the carburetter top cover.

Check the condition of the air cleaner gasket, renew if necessary. Connect the air temperature control valve to the hot air hose and secure the air cleaner to the carburetter.

#### *Tuning*

The tuning of the carburetter is confined to setting the idle speed and mixture strength. (CO percentage). Adjustment should be undertaken by your authorized Austin MG Dealer who will have the essential special equipment for this purpose.

Fig.2



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#### *Checking(Fig. 1)*

From underneath the car, remove the oil level filler plug (1) and check the oil level. The correct level is at the bottom of the filler level plug hole.

#### **Overdrive**

##### *Draining(Fig. 1)*

Remove the plug (2) to drain the oil from the gearbox and overdrive unit.

##### *Sump filter*

Drain the gearbox and overdrive unit.

Clean the sump cover and its surroundings. Remove the cover securing screws, withdraw the cover (3) and the filter (4). Clean all metallic particles from the two magnets fitted to the inside of the cover, wash the cover and filter in gasoline. Refit the filter and cover.

##### *Relief valve filter*

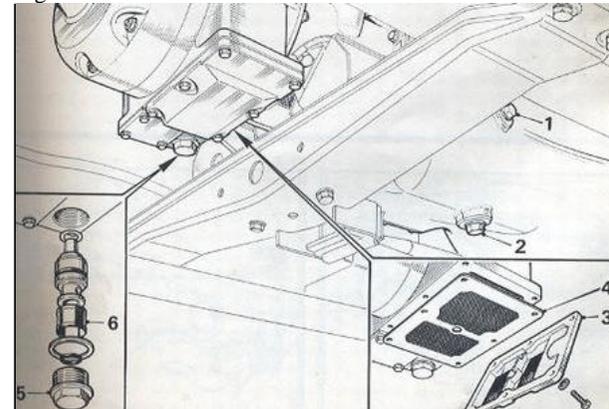
Remove the plug and the seal (5); withdraw the relief valve approximately 1/2 in. and remove the filter (6). Wash the filter, plug and seal in gasoline.

Fit the filter to the relief valve, push the valve fully home and refit the plug and seal.

##### *Filling*

Fill the gearbox and overdrive unit through the oil level filler plug hole (1) with the correct quantity (see 'GENERAL DATA') of one of the recommended oils. Refit the plug. Run the car for a short distance, allow it to stand for a few minutes, then re-check the level. Anti-friction additives must not be used in the gearbox or overdrive.

Fig.1



**REAR AXLE***Checking(Fig.2)*

A combined oil filler and level plug (1) is located on the rear of the axle. The oil level must be maintained at the bottom of the plug aperture; ensure that the car is standing level when checking.

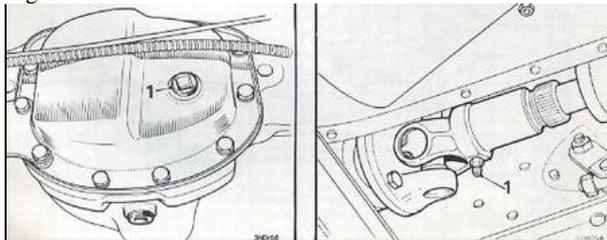
After topping-up the oil level, allow sufficient time for any surplus oil which may have been added to run out of the aperture before replacing the plug.

**Do not drain the rear axle when the After-sales Service is carried out.**

**PROPELLER SHAFT***Lubrication(Fig.3)*

A nipple (I) is provided at the front end of the propeller shaft for lubricating the sliding yoke. To lubricate, give three or four strokes of a gun filled with a recommended grease.

Fig.2/3


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*Wheel alignment(Fig.1)*

Incorrect wheel alignment can cause excessive and uneven tyre wear. The front wheels must be set so that the distance 'A' is 1/16 in. to 3/32 in. (toe in) less than the distance 'B'.

Wheel alignment requires the use of a special gauge and this work should be entrusted to your authorized Austin MG Dealer.

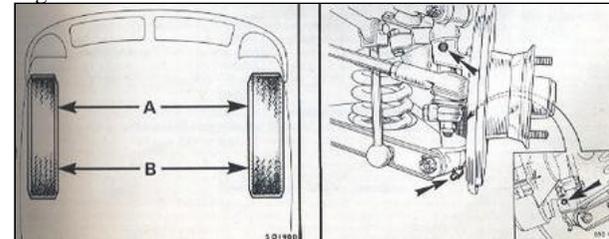
**SUSPENSION***Lubrication(Fig.2)*

The three lubricating nipples (arrowed) on each of the swivel pins should be charged eriodically with one of the recommended greases.

*Steering rack*

Inspect the gaiters or bellows of the steering rack for leakage of lubricant and deterioration. If leakage of lubricant is evident, consult your authorized Austin MG Dealer.

Fig.1/2



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During running-in from new certain adjustments vary from the specification figures detailed.

They will be set to specification by your authorized Austin MG Dealer at the **After-SalesService** and should thereafter be maintained throughout the car's life.

### Engine

Type	18V 883AE/18V 890AE (Standard) 18V 884AE/18V 891AE (Overdrive)
Bore	80.3 mm
Stroke	88.9 mm
Cylinders	4
Compression ratio	8:1
Capacity	1798cc
Firing order	1,3,4,2
Valve rocker clearance-set warn	0.33 mm
Oil pressure: Idling	0.17 to 1.7 kgf/cm <sup>2</sup>
Oil pressure: Normal	3.5 to 5.6 kgf/cm <sup>2</sup>
Idle speed	850 rev/min

### Ignition

Stroboscopic ignition timing	10° B.T.D.C. at 1500 rev/min
Timing marks	Notch on crankshaft pulley, pointers on timing chain cover
Spark plugs	Champion N-9Y
Plug gap	0.90 mm

### Fuel system

Carburetter	Zenith Stromberg type 175 CD5T
Fuel pump	S.U. type AUF 300 electric

### Gearbox and Overdrive

Overdrive ratio	0'82 : 1
Overall ratios:	
First	13.03 : 1
Second	8.47 : 1
Third	5.40 : 1(overdrive 4.43 : 1)
Fourth	3.909 : 1 (overdrive 3.20 : 1)
Reverse	12.098 : 1

Top gear speed per 1000

rev/min:	
Standard	18 m.p.h. (29 km/h)
Overdrive	22 m.p.h. (35 km/h)

### Capacities

Fuel tank	45.4 litres
Cooling system	6.6 litres
Cooling system with heater	6.8 litres
Engine sump	3 litres
Engine sump with filter change	3.4 litres
Gearbox	2.84 litres
Gearbox with overdrive	3.4 litres
Rear axle	0.85 litre

### Dimensions

Length	4 m
Width	152.3cm
Height, hood erected	129.2 cm
Ground clearance (minimum)	106 mm
Track:	
Pressed spoked wheel :	Front 124.7 / Rear 126.4 cm
Wire wheel :	Front 124.4 / Rear 125 cm
Wheelbase	231.5 cm
Turning circle	9.75 m
Toe in	1.5 to 2.3 mm

### Wheels and tyres

Wheel size:	
Pressed spoked	5J FH x 14
Wire	4 1/2J x 14 (60-spoke)
Tyres:	165SR-14 Radial-ply

### Tyre pressures (in bars)

Condition	Front	Rear
Normal car weight	1.45	1.66
Gross car weight and sustained speed	1.45	1.79

*It is recommended that for sustained speeds at near maximum the above tyre pressures are increased by 0.32 bars.*

<b>Loading</b>	<b>Total weight</b>
Kerbside ( including a full fuel tank and all optional extras )	1097kg
Normal ( including driver and passenger and full fuel tank )	1234kg
Gross (Maximum weight condition )	1287kg
Recommended towbar hitch load	45kg



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*The following items should be checked weekly by the driver :*

Engine oil level  
 Brake fluid level  
 Radiator coolant level  
 Battery electrolyte level  
 Windshield washer reservoir fluid level  
 All tyre pressures  
 All lights for operation  
 Horn operation  
 Windshield wipers operation

#### **MAINTENANCE INTERVALS**

<b>Service</b>	<b>Mileage x 1000</b>	<b>Monthly intervals</b>
A	1	After sales service
B	3, 9, 16, 22, 28, 34, 41, 47	3
C	6, 19, 31, 44	6
D	12.5, 37.5	12
E	25, 50	24

**NOTE:** The service intervals are based on an annual mileage of approximately 12,500 miles. Should the vehicle complete substantially less miles than this per annum, it is recommended that a 'C' service is completed at six-month intervals, and a 'D' service at twelve-month intervals.

#### **'A' SERVICE**

##### *Lubrication*

Lubricate all grease points (excluding hubs)  
 Renew engine oil  
 Check/top up brake fluid reservoir  
 Check/top up clutch fluid reservoir  
 Check/top up battery electrolyte  
 Check/top up cooling system  
 Check/top up rear axle  
 Drain gearbox, refill with new oil (non-overdrive)  
 Drain gearbox and overdrive, clean filters and refill with new oil  
 Check/top up screen washer reservoir  
 Lubricate distributor  
 Lubricate accelerator control linkage and pedal pivot; check operation  
 Lubricate all locks and hinges (**not steering lock**).

*Engine*

Check driving belts; adjust or renew  
 Check cooling system hoses/pipes for security and condition.  
 Check crankcase breathing and evaporative loss system  
 Check hoses/pipes for security.  
 Check air injection system hoses/pipes for security  
 Check security of engine mountings  
 Check/adjust torque of cylinder head nuts.  
 Check/adjust valve clearance  
 Check security of E.G.R. valve operating lines  
 Check exhaust system for leaks and security

*Ignition*

Check ignition wiring for fraying, chafing and deterioration.  
 Check/adjust ignition timing, using electronic equipment.

*Fuel system*

Check fuel system for leaks.  
 Top up carburettor piston damper  
 Check/adjust carburettor idle settings.

*Safety*

Check tyres for tread depth, visually for cuts in tyre fabric, exposure of ply and cord structure, lumps and bulges.  
 Check/adjust tyre pressures, including spare  
 Check tightness of road wheel fastenings  
 Check condition and security of steering unit, joints and gaiters.  
 Check security of suspension fixings.  
 Check steering and suspension for oil/fluid leaks.  
 Check brake servo hoses/pipes for security.  
 Check/adjust foot and hand brake  
 Check visually hydraulic pipes and unions for chafing, leaks and corrosion.  
 Check/adjust front wheel alignment.  
 Check output of charging system.  
 Check function of original equipment, i.e. interior and exterior lamps, horns, warning indicators, windscreen wipers and washers.  
 Check/adjust headlamp alignment.  
 Check operation of all door locks and window controls.

*Road test*

Road/roller test and check operation of all instrumentation.  
 Report additional work required

**'B' SERVICE***Lubrication*

Lubricate all grease points (excluding hubs)  
 Check/top up engine oil  
 Check/top up brake fluid reservoir  
 Check/top up clutch fluid reservoir  
 Check/top up battery electrolyte  
 Check/top up cooling system  
 Check/top up gearbox and rear axle oils  
 Check/top up screen washer reservoir

*Engine*

Check alternator drive belt; adjust or renew  
 Check exhaust system for leaks and security.

*Fuel system*

Check fuel system for leaks.

*Safety*

Check tyres for tread depth, visually for cuts in tyre fabric, exposure of ply or cord structure, lumps or bulges.  
 Check that tyres comply with manufacturer's specification  
 Check/adjust tyre pressures, including spare  
 Check tightness of road wheel fastenings  
 Check condition and security of steering unit, joints and gaiters.  
 Check steering and suspension for oil/fluid leaks.  
 Check/adjust foot and hand brake  
 Check visually hydraulic pipes and unions for chafing, leaks and corrosion.  
 Check function of original equipment, i.e. interior and exterior lamps, horns, warning indicators, windscreen wipers and washers.  
 Check, if necessary renew, wiper blades  
 Check/adjust headlamp alignment.

**'C' SERVICE***Lubrication*

Lubricate all grease points (excluding hubs)  
 Renew engine oil and filter  
 Check/top up brake fluid reservoir  
 Check/top up clutch fluid reservoir  
 Check/top up battery electrolyte  
 Check/top up cooling system  
 Check/top up gearbox and rear axle oils  
 Check/top up screen washer reservoir (53)

Lubricate distributor

Lubricate accelerator control linkage and pedal pivot; check operation

Lubricate all locks and hinges (not steering lock).

#### *Engine*

Check alternator drive belt; adjust or renew

Check cooling system hoses/pipes for security and condition.

Check exhaust system for leaks and security.

#### *Ignition*

Clean spark plugs

#### *Fuel system*

Check fuel system for leaks.

#### *Safety*

Check tyres for tread depth, visually for cuts in tyre fabric, exposure of ply or cord structure, lumps and bulges.

Check that tyres comply with manufacturer's specification

Check/adjust tyre pressures, including spare

Check tightness of road wheel fastenings

Check condition and security of steering unit, joints and gaiters.

Check security of suspension fixings.

Check steering and suspension for oil/fluid leaks.

Inspect brake pads for wear, discs for condition

Check brake servo hoses/pipe for security.

Check/adjust foot and hand brake

Check visually hydraulic pipes and unions for chafing, leaks and corrosion

Check/adjust front wheel alignment

Check output of charging system.

Check function of original equipment, i.e. interior and exterior lamps, horns, warning indicators windscreen wipers and washers.

Check, if necessary renew, wiper blades

Check/adjust headlamp alignment.

Check condition and security of seats, seat belts and seat belt warning system

#### *Road test*

Road/roller test and check operation of all instrumentation.

Report additional work required

#### *Brakes*

It is further recommended that at 19,000 miles (or 18 months) the brake fluid is renewed.

This additional work should be carried out by your authorized Austin MG Dealer.

### **'D' SERVICE**

#### *Lubrication*

Lubricate all grease points (excluding hubs)

Renew engine oil and filter

Check/top up brake fluid reservoir

Check/top up clutch fluid reservoir

Check/top up battery electrolyte

Check/top up cooling system

Check/top up gearbox and rear axle oils

Check/top up screen washer reservoir

Lubricate distributor

Lubricate accelerator control linkage and pedal pivot, check operation

Lubricate all locks and hinges (**not steering lock**)

#### *Engine*

Check driving belts, adjust or renew

Check cooling system hoses/pipes for security and condition.

Renew carburetter air cleaner element

Renew air pump air filter

Check gulp valve and check valve operation.

Check air injection system hoses/pipes for security

Check air intake temperature control system

Check crankcase breathing and evaporative loss systems

Check hoses/pipes and restrictors for blockage, security and condition

Check/adjust valve clearances

Check exhaust system for leaks and security

#### *Ignition*

Check ignition wiring for fraying, chafing and deterioration

Renew spark plugs

Clean distributor cap; check for cracks and tracking

Check/adjust ignition timing, using electronic equipment

#### *Fuel system*

Renew fuel line filter

Check fuel system for leaks

Top up carburetter piston damper

Check/adjust carburetter idle settings

Check condition of fuel filler cap seal

#### *Safety*

Check tyres for tread depth, visually for cuts in tyre fabric, exposure of ply or cord structure, Jumps and bulges.

Check that tyres comply with manufacturers' specification

Check/adjust tyre pressures, including spare

Check tightness of road wheel fastenings

Check condition and security of steering unit, joints and gaiters

Check security of suspension fixings  
 Check steering and suspension for oil/fluid leaks  
 Inspect brake linings/pads for wear, drums/discs for condition  
 Check brake servo hoses/pipes for security  
 Check/adjust foot and hand brake  
 Check visually hydraulic pipes and unions for chafing, leaks and corrosion  
 Check/adjust front wheel alignment  
 Check output of charging system  
 Check function of original equipment, i.e. interior and exterior lamps, horns, warning indicators windscreen wipers and washers  
 Check, if necessary renew, wiper blades  
 Check/adjust headlamp alignment  
 Check operation of all door locks and window controls  
 Check condition and security of seats, seat belts, and seat belt warning system

#### *Road test*

Road/roller test and check operation of all instrumentation  
 Report additional work required

#### *Brakes*

It is further recommended that every 37,500 miles (or 3 years) the brake fluid, hydraulic seals and hoses in the brake and clutch hydraulic systems are renewed. Examine working surfaces of pistons and bores in master, slave, and wheel cylinders and renew parts as necessary. Renew brake servo filter. This additional work should be carried out by your authorized Austin MG Dealer.

### 'E' SERVICE

#### *Lubrication*

Lubricate all grease points  
 Renew engine oil and filter  
 Check/top up brake fluid reservoir  
 Check/top up clutch fluid reservoir  
 Check/top up battery electrolyte  
 Check/top up cooling system  
 Check/top up gearbox (non-overdrive) and rear axle oils  
 Drain gearbox and overdrive, clean filters and refill with new oil  
 Check/top up screen washer reservoir  
 Lubricate distributor  
 Lubricate accelerator control linkage and pedal pivot, check operation  
 Lubricate all locks and hinges (**not steering lock**)

#### *Engine*

Check driving belts; adjust or renew  
 Check cooling system hoses/pipes for security and condition  
 Renew carburetter air cleaner element

Renew air pump air filter element  
 Check gulp valve and check valve operation  
 Check air injection system hoses/pipes for security  
 Check air intake temperature control system  
 Check crankcase breathing and evaporative loss systems  
 Check hoses/pipes and restrictors for blockage, security and condition  
 Check/adjust valve clearances  
 Renew adsorption canister  
 Check exhaust system for leaks and security

#### *Ignition*

Check ignition wiring for fraying, chafing and deterioration  
 Renew spark plugs  
 Clean distributor cap; check for cracks and tracking  
 Check/adjust ignition timing, using electronic equipment

#### *Fuel system*

Renew fuel line filter  
 Check fuel system for leaks  
 Top up carburetter piston damper  
 Check/adjust carburetter idle settings  
 Check condition of fuel filler cap seal

#### *Safety*

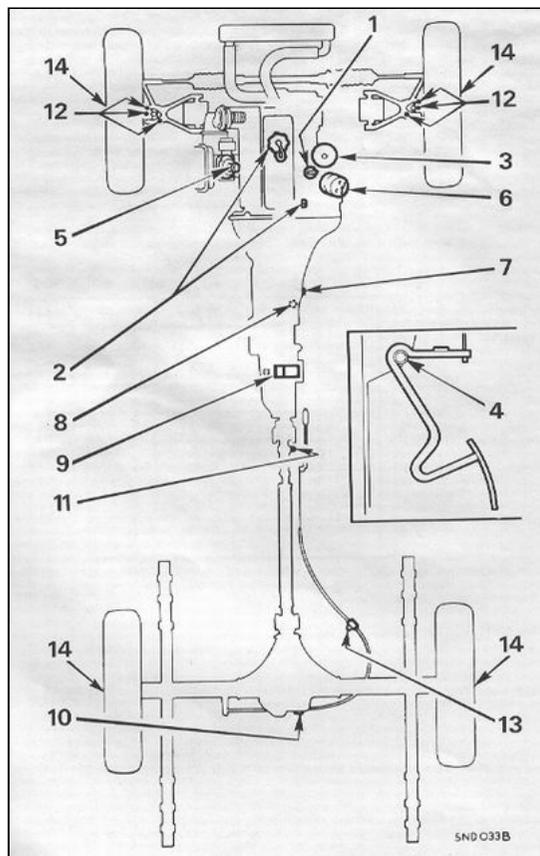
Check tyres for tread depth, visually for cuts in tyre fabric, exposure of ply or cord structure, lumps and bulges  
 Check that tyres comply with manufacturer's specification  
 Check/adjust tyre pressures, including spare  
 Check tightness of road wheel fastenings  
 Check condition and security of steering unit, joints and gaiters  
 Check security of suspension fixings  
 Check steering and suspension for oil/fluid leaks  
 Inspect brake linings/pads for wear, drum/discs for condition  
 Check brake servo hoses/pipes for security  
 Check/adjust front wheel alignment  
 Check/adjust foot and hand brake  
 Check visually hydraulic pipes and unions for chafing, leaks and corrosion  
 Check output of charging system  
 Check function of original equipment, i.e. interior and exterior lamps, horns, warning indicators, windscreen wipers and washers  
 Check, if necessary renew, wiper blades  
 Check/adjust headlamp alignment  
 Check operation of all door locks and window controls  
 Check condition and security of seats, seat belts and seat belt warning system

#### *Road test*

Road/roller test and check operation of all instrumentation

[Previous](#) **MGB Driver's Handbook 1976, part 19.Lubrication**

[Next](#)



**NOTE:** Ensure that the vehicle is standing on a level surface when checking the oillevels.

#### WEEKLY

(1) ENGINE. Check oillevel, and top up if necessary.

#### 'A' SERVICE

(2) ENGINE. Drain and refill with new oil.

(4) THROTTLE. Lubricate throttle controllinkage, cable and accelerator pedal fulcrum.

(5) CARBURETTER. Top up carburetter piston damper .

(6) DISTRIBUTOR. Lubricate all parts as necessary.

(8) GEARBOX (NON OVERDRIVE). Drain and refill with new oil.

(9) GEARBOX WITH OVERDRIVE. Drain, clean overdrive filters, refill with new oil-refer to page 69.

(10) REAR AXLE. Check oillevel, and top up if necessary.

(11) PROPELLER SHAFT (1 nipple)-Give three or four strokes with a grease gun.

(12) FRONT SUSPENSION (6 nipples)-Give three or four strokes with a grease gun.

(13) HAND BRAKE CABLE (1 nipple)-Give three or four strokes with a grease gun.

(14) WIRE WHEELS. Lubricate wire wheel and hub splines.

LOCKS, HINGES AND LINKAGES. Lubricate all door, bonnet, boot locks and hinges (nat steering lack), and hand brake mechanicallinkage.

FRICION POINTS. Spray lubricant on all friction points.

#### 'B' SERVICE

(1) ENGINE. Check oillevel, and top up if necessary.

(7) GEARBOX. Check oillevel, and top up if necessary.

(10) REAR AXLE. Check oillevel, and top up if necessary.

(11) PROPELLER SHAFT (1 nipple)-Give three or four strokes with a grease gun.

(12) FRONT SUSPENSION (6 nipples)-Give three or four strokes with a grease gun.

(13) HAND BRAKE CABLE (1 nipple) -Give three or four strokes with a grease gun.

(14) WIRE WHEELS ONLY. Grease wheel and hub splines.

FRICION POINTS. Spray lubricant on all friction points.

#### 'C' AND 'D' SERVICES

(2) ENGINE. Drain and refill with new oil.

(3) ENGINE OIL FILTER. Remove disposable cartridge; fit new.

(4) THROTTLE. Lubricate throttle controllinkage, cable and accelerator pedal fulcrum.

(5) CARBURETTER. Top up carburetter piston damper-'D' SERVICE only.

(6) DISTRIBUTOR. Lubricate all parts as necessary.

(7) GEARBOX. Check oillevel, and top up if necessary.

(10) REAR AXLE. Check oillevel, and top up if necessary.

(11) PROPELLER SHAFT (1 nipple)-Give three or four strokes with a grease gun.

(12) FRONT SUSPENSION.(6 nipples)-Give three or four strokes with a grease gun.

(13) HAND BRAKE CABLE (1 nipple)-Give three or four strokes with a grease gun.

(14) WIRE WHEELS ONLY. Grease wheel and hub splines.

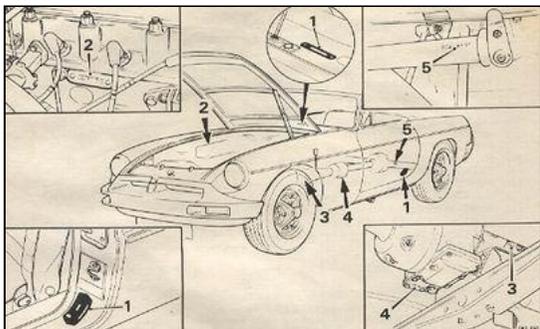
LOCKS, HINGES AND LINKAGES. Lubricate all door, bonnet, boot locks and hinges (nat steering lack) ; and the hand brake mechanicallinkage.

FRICION POINTS. Spray lubricant on all friction points.

#### 'E' SERVICE

Carry out a 'D' SERVICE in addition to the following:

(9) GEARBOX WITH OVERDRIVE. Drain, clean overdrive filters, refill with new

[Previous](#)**MGB Driver's Handbook 1976, part 20.Service**[part.1](#)**Identification(fig.1)**

*When communicating with your Distributor or Dealer always quote the car and engine numbers. When the communication concerns the transmission units or body details it is necessary to quote also the transmission casing and body numbers.*

- (1) *Car number.* Stamped on a plate secured to the left-hand door post. and to a plate secured to the top of the fascia.
- (2) *Engine number.* Stamped on a plate secured to the right-hand side of the cylinder block.
- (3) *Gearbox number.* Stamped on the right-hand side of the gearbox casing.
- (4) *Overdrive unit number.* Stamped on a plate secured to the underside of the overdrive main casing.
- (5) *Rear axle number.* Stamped on the left-hand side of the rear axle tube near the spring seating.

**Service parts**

**Genuine BRITISH LEYLAND and UNIPART parts are designed and tested for your vehicle and have the full backing of the British Leyland Factory Warranty. Genuine British Leyland and UNIPART parts are supplied in cartons and packs.**

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