

Repair Tips For Your MG.

Greetings from Gillispeed.

In response to reader suggestions, we now provide ring binder holes in all Gillispeed Bulletins. You are welcome to request any topics or information to be included in future bulletins. As you read this bulletin, please record your ideas and let us know by phone, FAX or mail.

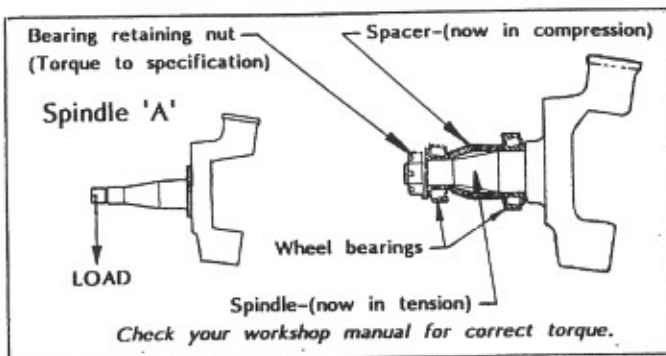
Will Your Stub Axle Break?

In our last bulletin we promised to explain why removing the front wheel bearing spacers from your MG may be dangerous.

The problem is caused by people not understanding the 'English' stub axle design, which requires the wheel bearing retaining nut to be tightened to a specified torque. This pre-stresses the spindle and enables it to carry the suspension loads. ('American' stub axles by comparison, are designed to carry the suspension loads with 'loose' bearing retaining nuts.)

Many MG's are driving around today with 'loose' wheel bearing retaining nuts because of ignorance of the potential danger, or because repairers have not had the correct wheel bearing adjusting shims available and they have taken the easy and dangerous option of throwing away the wheel bearing spacer and leaving the retaining nut 'loose', retained only by the split pin. Shims & spacers are available at Gillispeed.

The drawings below of typical MGA and MGB style stub axles should make the following explanation of the 'English' design easy to follow.



If you apply ever increasing loads to the bare stub axle spindle 'A' shown above, it will eventually bend, crack or break.....If your wheel bearing retaining nuts are 'loose' the same thing may happen!

If on the other hand, you fit the standard factory wheel bearing set up, complete with the spacer, tabwasher and wheel bearing retaining nut, tightened to the recommended torque, you will have placed the

spindle in 'tension' and the spacer in 'compression' as intended. This pre-loaded structure will now easily resist bending, because before the spindle can bend now, it will first have to compress the spacer or stretch the spindle. Since the materials used are stronger in tension and compression than bending, the load which was able to bend spindle 'A' will now be too weak to bend the pre-loaded structure.

MG Wiring Loom Stock List.

You are able to obtain the following MGA, MGB and MIDGET wiring looms over the counter or by mail order from our regular stocks at Gillispeed.

- 1955 MGA 1500.
- 1956 MGA Twin Cam 1500 and Coupe.
- 1958 MGA 1600 & Twin cam (2913on)

- *****
- 1963 MGB MK 1 3 Bearing engine.
 - 1964-7 MGB MK 1 5 Bearing engine. Elec.tacho.
 - 1967-8 MGB MK 1 Overdrive and reverse lamps.
 - 1968 MGB MK 2 16AC Alternator with 4TR regulator & 2 fuse fuseblock.
 - 1969 MGB MK 2 16ACR Alternator with in-built regulator & 2 fuse fuseblock.
 - 1970 MGB Starter solenoid relay & 4 fuse fuseblock.
 - 1971 MGBL Interior courtesy lamp and bootlamp.
 - 1972-3 MGBL 'Flow-through' vents in dashboard. Cigar lighter.
 - 1972-4 MGB Rocker switches on dashboard.

- *****
- MIDGET Mk 1 Mechanical tachometer.
 - MIDGET Mk 2
 - MIDGET Mk 3 With Generator - POS Earth.
 - MIDGET Mk 3 With Alternator - NEG Earth.
 - MIDGET BL With Ignition switch on dashboard.
 - MIDGET BL With strg. column ignition switch.
 - MIDGET 1500

- *****
- SPRITE Mk 1 'Bugeye'
 - SPRITE Mk 2 Mechanical tachometer.
 - SPRITE Mk 2A Electric tachometer.
 - SPRITE Mk 3 & 3A
 - SPRITE Mk 4

If your loom is not listed above please phone Bob or Derek at Gillispeed, we will locate one for you.

***** P.T.O.

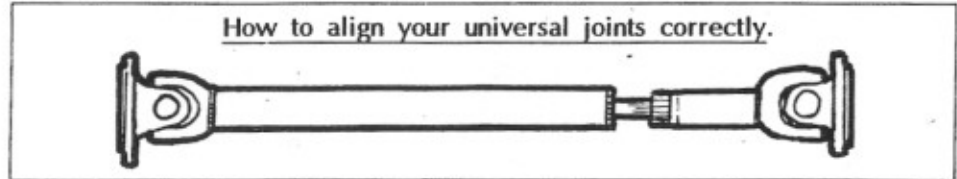
Did you Know?

If you need any new parts for your MGB, you will find them on the Gillspeed stock list below. All these parts are held in stock ready for you to pick up or have delivered to any address in Australia. Phone (03)9568 0688 or call in to 48 Regent St. Oakleigh. Vic. (Melways 69 G8). 7am-5.30 Mon-Fri. (9am-1pm Sat.)

- BODY HARDWARE** - Bumpers, over riders, grilles, side moulds, bright trim, special clips.
- STEERING** - C/O Steering racks, column bearings & universals Tie rod ends. Sports wheels.
- BRAKES** - Master & slave kits, cylinders, disc rotors and pads rear linings, handbrake cables, clevis pins and rubber hoses.
- SUSPENSION** - Wheel bearings & seals, all rubbers, drop links, check straps, c/o king pin kits, axle shafts, front & rear springs
- SHOCK ABSORBERS** - Standard 'Black' and Gillspeed uprated extended warrantee 'Red' units.
- WHEELS** - New & C/O 13", 14" & 15" wire wheels, all spokes, C/O resplined wire wheel hubs.
- COOLING** - New & c/o radiators, water pumps, hoses, thermostats.
- EXHAUST** - One piece exhaust systems, mufflers and mounts.
- FUEL** - Tanks, senders, pumps, SU carburettor parts & rebuilds
- ENGINE** - C/O heads, pistons and rings, bearings, valves, gaskets and seals, cam followers, timing chains & tensioners, filters, oil pumps & gears, oil & air filters plus all the usual maintenance and rebuilding components.
- CLUTCH** - Long life ball race release bearings, driven and pressure plates, master & slave cylinders, hoses, pedal bushes.
- GEARBOX** - C/O gearboxes. Also all gears and other rebuilding components available individually
- PROPELLER SHAFTS** - Slip joints, flanges, universal joints and complete c/o propshaft assys.
- ELECTRICAL** - Lamps, lenses and rubbers, braided wiring looms, c/o starters, generators, Bosch distributor conversions. Gauge repairs, turn signal and dash switches for local & USA models
- TRIM** - Soft tops & tonneaus. Seat retrim, door panel & carpet kits. rubber sill mats. Door seals.
- BODY** - All body panels and rust repair sections, body rubbers & hardware. Door locks.
- GLASS** - Windscreen, door and MGB-GT side and rear windows.
- LITERATURE** - Workshop manuals owners handbooks, reference books, restoration guides.
- ACCESSORIES** - Sports steering wheels, stabiliser bars.

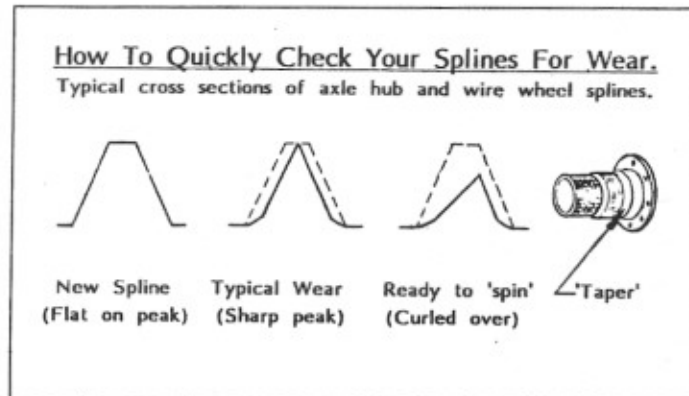
Velocity Fluctuation.

It may seem hard to believe, but the central section of the your propeller shaft does not rotate at a constant speed whilst the drive flanges at each end do! This phenomenon is known as 'velocity fluctuation'. It is most important when reassembling propeller shafts fitted with slip joints (MGB), to align the universal joints as shown below. The symptoms of incorrect assembly are 'rumbles' at cruising speed and 'jerky' drive at very low speed.



What's That Noise ?

If your MG has wire wheels and you hear a 'clonking' sound when you brake or accelerate you will have worn 'wire wheel splines' and usually worn 'axle (hub) splines' as well. Gillspeed stocks new and used 13", 14" and 15" painted and chrome wire wheels and c/o reconditioned splined hubs for MGA, MGB, MGC, MG Midget and most 'T' Types. Gillspeed will press your rear hubs off and on your axle shafts if required.



'Ball Race' Type Clutch Release Bearings.

Many MGs' wear out their 'Carbon' clutch release bearings at an alarming rate. For some years now Gillspeed has been fitting ball race conversions. Ask Bob or Derek for one when your MG clutch gives trouble.

Disc Pad And Caliper Tips.

When changing your disc pads, remove one pad at a time and clean the dirt and dust off the piston before you refit the new pad, otherwise the dirt will contaminate the seal and hydraulic fluid. Also check your master cylinder reservoir is not overflowing as each new pad is fitted. Caliper pistons should be discarded if pitted or rusty. MGB pistons should be replaced with the 'cutout' facing the wheel bearings. If you are refitting calipers to your car, always put the bleeder nipples to the top, otherwise air will remain trapped in the caliper and you will get a 'spongy' brake pedal.

You get this added security when you order parts from Gillspeed.

When you order parts from Gillspeed, you get the following guarantee. . . "If on arrival the quality of our parts or service does not meet or exceed your expectations, please ring (03)95680688 reverse charge and inform us. We will arrange an immediate replacement, refund or return of the goods to Gillspeed at no cost to you." Give Bob or Derek a call with your order today.