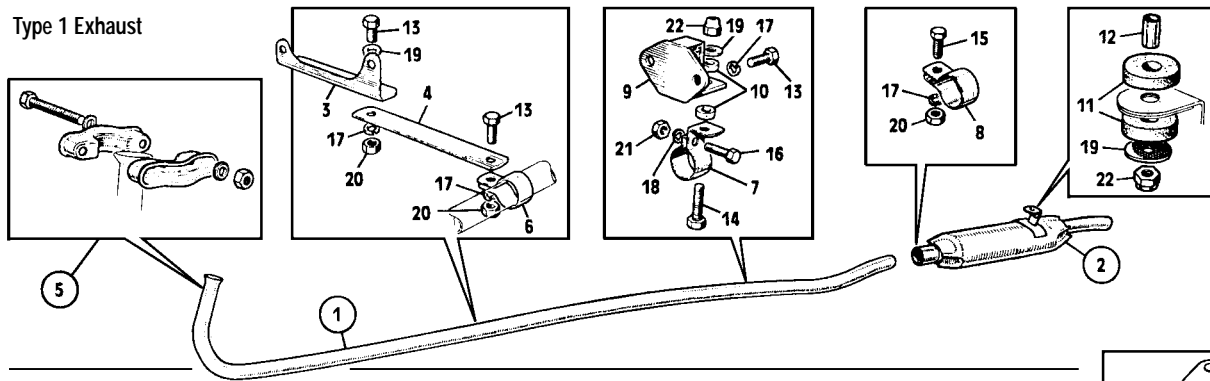


Ill. No	Part Number	Description	Qty. Req.	Details
1275 Manifolds (all G-AN4, G-AN5, H-AN9, H-AN10 and A-AN10 models)				
See also 'Performance & Tuning' in Accessories for Performance Parts.				
1	AJM601	GASKET, manifolds	1	
2	GHF261	NUT, brass (manifolds to head)	6	
3	GHF301	WASHER, plain	2	exhaust manifold to head
4	12A1211	WASHER, manifolds to head	4	
10	12G583	MANIFOLD, inlet*	1	
(*with tapped boss for closed circuit breather control valve)				
11	12H1405	ADAPTOR, breather control valve	1	all 12CC; to
12	1B3664	WASHER, sealing	1	12CE/Da/H3200;
13	12G609	BRACKET, breather control valve	1	from 12CE/Da/H3301
14	SH504051	SCREW, bracket to manifold	1	to 12CE/Da/H3400.
15	GHF331	WASHER, locking	1	
20	12G1450	MANIFOLD, inlet*	1	12CE/Da/H3201 to
(*less tapped boss for closed circuit breather control valve)				
21	53K1452	SCREW, blanking	1	12CE/Da/H3300;
22	2K4954B	WASHER, sealing	1	12CE/Da/H3400 on;
25	AEA635	CORE PLUG	2	all 12V units.
26	ADP210	PLUG, threaded	1	
27	1B3664	WASHER, sealing	1	
28	CHS2620	STUD (carburettor mounting)	4	
29	GHF202	NUT	4	
30	GHF333	WASHER, locking	4	
35	SH504041	SCREW (heater pipe clip to inlet manifold)	1	
36	GHF331	WASHER, locking	1	to 12CC/Da/H3628.
37	GHF300	WASHER, plain	1	
40	TE504081	STUD	1	heater pipe clip to inlet manifold
41	GHF200	NUT	1	12CC/Da/H3629 on;
42	GHF331	WASHER, locking	1	all 12CE and 12V.
45	12G297	SLEEVE (inlet manifold to head)	2	
50	12G420	MANIFOLD, exhaust	1	all G-AN4; up to G-AN5-139772
51	12G1581	MANIFOLD, exhaust	1	G-AN5-139773 on.
52	53K507	STUD (exhaust manifold to down pipe)	3	
53	GHF261	NUT, brass	3	
54	12A1211	WASHER, plain	3	
55	GHF332	WASHER, locking	3	
1275 Air Cleaners & Heat Shields				
60	AHA8419	AIR CLEANER ASSEMBLY, front	1	
61	AHA8420	AIR CLEANER ASSEMBLY, rear	1	
62	GFE1004	ELEMENT, air cleaner	2	
63	BH505361	BOLT (air cleaner to carburettor)	4	
64	GHF332	WASHER, locking	4	
65	GHF301	WASHER, plain	4	
66	ACA8014	GASKET (air cleaner to carburettor)	2	
67	GHF222	NUT, nyloc (air cleaner straps)	1	
69	PWZ205	WASHER, plain	1	
	12G485	HEATSHIELD, carburettors	1	to Dec approx. 1967
76	12G1460	HEATSHIELD, carburettors	1	from approx. Dec 1967
77	1G2624	GASKET*	6	
(*manifold to heatshield and heatshield to insulating block & insulating block to carburettor)				
78	AEA586	INSULATING BLOCK	2	
80	AE8557	BRACKET, heatshield, front	1	
81	AE8558	BRACKET, heatshield, rear	1	
82	SH604051	SCREW, bracket to heatshield	2	
83	GHF200	NUT	2	
84	GHF331	WASHER, locking	2	
85	SH604071	SCREW (front bracket to timing cover)	1	
86	GHF200	NUT	1	from approx. Dec 1967
87	GHF331	WASHER, locking	1	
88	GHF300	WASHER, plain	1	
89	BH605151	BOLT (rear bracket to engine back plate)	1	
90	GHF222	NUT, nyloc	1	
91	GHF301	WASHER, plain	1	
Under Bonnet Decals				
In many sections of this catalogue may be found information on engraved or printed plates and decals applied to components and cars when they were manufactured. As a delightful finishing touch to a painstaking restoration they are unsurpassed: much research has been put in by the people who now reproduce these items to ensure total accuracy. With MG & Austin Healey being amongst the most comprehensively served marques in the classic car parts market place, just about every decal or plate your car was fitted with has now been reproduced - for example, the 'Coopers' transfers and decals for 1275 air cleaner assemblies.				
	CRTR202A	TRANSFER, 'Coopers', front air box	1	
	CRTR202B	TRANSFER, 'Coopers', rear air box	1	to approx. 1971
	CRST119	DECAL, 'Unipart' (both air boxes)	2	from approx. 1971

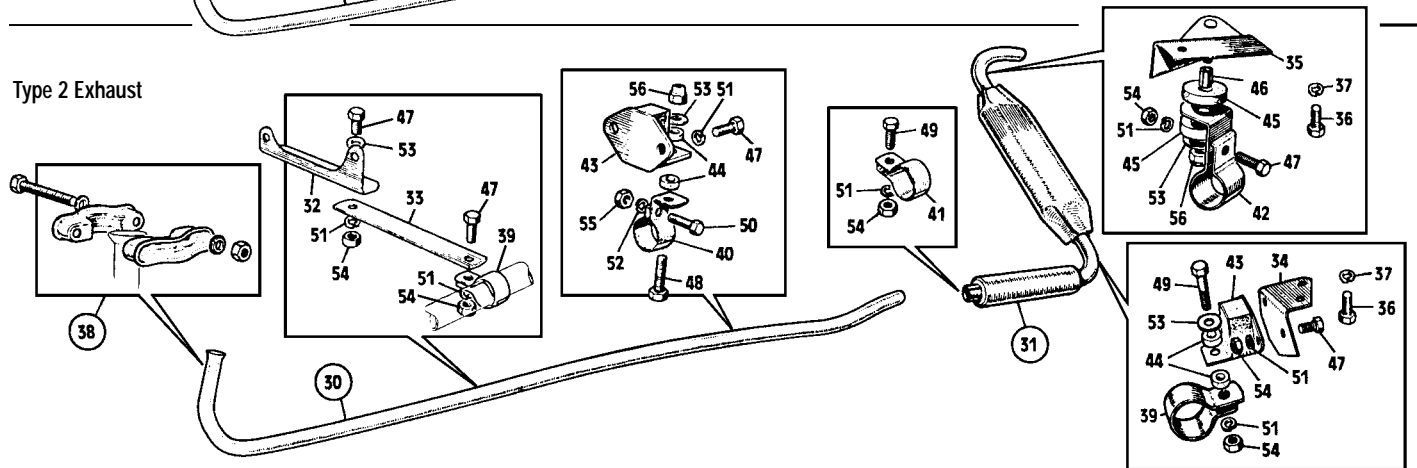
Ill. No	Part Number	Description	Qty. Req.	Details
1500 Manifolds (all G-AN6 models)				
101	AJM681	GASKET, manifolds	1	
102	DS2512	ROLL PIN (locating inlet manifold)	2	
103	058258	CLAMP, small	4	on upper mounting studs
104	WP20X	WASHER, plain	6	on upper & lower outer
105	100498	NUT	6	mounting studs
106	137845	CLAMP, large	2	on lower inner
107	WP20X	WASHER, plain	2	mounting studs
108	CHA360	NUT	2	
110	RKC723	MANIFOLD, inlet	1	
111	122132	BLANKING PLUG	1	
112	WF513	WASHER, fibre	1	
113	SH505101	SCREW (carb & heat shield to manifold)	4	
114	GHF332	WASHER, locking	4	
120	CHA256	MANIFOLD, exhaust	1	
121	WF8	WASHER, locking	2	
122	BH505131	BOLT (exh manifold to inlet manifold)	2	
123	GHF106	BOLT (exh manifold to down pipe)	3	
124	GEG742	GASKET (manifold to down pipe)	1	
125	GHF333	WASHER, locking	3	
126	CHA471	NUT, special	3	
127	ADP212	PLUG, exhaust manifold	1	
128	AEC699	WASHER, sealing	1	
1500 Air Cleaners and Heat Shields				
130	TKC1570	AIR BOX ASSEMBLY, 'Rover Triumph'	1	to late 1978
	RKC4165	AIR BOX ASSEMBLY, 'BL Cars'	1	from late 1978
131	141648	SEAL, back plate	1	
132	12G2125	GASKET	4	
133	GFE1063	AIR FILTER	2	
134	GHF332	WASHER, locking	4	
135	BH505181	BOLT (air box to carburettors)	4	
136	623313	CLIP (Pipe)	1	for 'Rover Triumph' air box
	626960	CLIP (Pipe)	1	for 'BL Cars' air box
137	SH604041	SCREW	1	
138	GHF331	WASHER, locking	1	
139	GHF300	WASHER, plain	1	
140	616014	AIR HOSE (23.5" long)	2	
141	PCR2409	CLIP, hose to front panel	2	
142	BHH1719	SCREW (hose clips to front panel platform)	1	from approx. 1976
143	GHF331	WASHER, locking	1	
144	GHF300	WASHER, plain	1	
145	CHA501	HEATSHIELD, carburettors	1	
146	UKC2992	GASKET*	4	to mid 1977
(*carb to heatshield & heatshield to manifold)				
	UKC8372	HEATSHIELD, carburettors	1	from mid 1977
(does not require gaskets)				
Using Sports Air Filters & Exhausts				
In the Accessories section you will find K&N Sports air filters & Sports Exhausts that are intended to provide easy, cost effective improvements to the performance of your car. The accent is on 'intended', because on a large number of vehicles so fitted, the only positive improvement is to the appearance of the engine bay. In fact, if the knock on effects of these potentially more efficient parts have not been recognised and the appropriate steps taken, the result may be a car which doesn't 'go any faster' but uses more fuel and runs badly.				
As any engine tuning guru will relate, the majority of modifications are based around the principle of increasing power by getting better gas flow through the engine; more fuel/air charge enters, while the exhaust gases can leave more easily, creating a better 'scavenge' effect to help to draw the new charge into the cylinders. Given better than standard gas flow through the use of (say) K&N air filters and maybe a tubular exhaust manifold, the carburettors will need tweaking to ensure that the fuel/air ratio of the charge remains correct. Potentially increased air flow into the system results in a need for a corresponding increase in fuel, otherwise the engine will run lean (causing poor economy, rough running or more detrimental effects on the pistons & valves).				
In order to increase the fuel flow to match the air flow, simply winding down the jet nut on the carburettor by a few flats is usually not sufficient. A change of carburettor needle to one with a richer profile is required; only then can the fine adjustment be carried out on the carburettor to find its optimum setting. Suggestions for non-standard carburettor needles are given here (needles are sold individually, by the way, plus you will need to know on 1275cc cars whether your carburettors use fixed or biased/sprung needles). If you wish to experiment, the needle chart booklet (ALT9001), detailing the full range of SU needles and their profiles, would be very useful.				
1275 models				
	AUD1242	NEEDLE, fixed type H6	2	K&N filters
	CUD1012	NEEDLE, biased type AAN	2	
	AUD1242	NEEDLE, fixed type H6	2	K&N filters & exhaust
	CUD1014	NEEDLE, biased type AAQ	2	
	CUD1014	NEEDLE, biased type AAQ	2	K&N filters
	ALT9001	BOOKLET, needle chart	a/r	
1500 Models				
	CUD1011	NEEDLE, biased, type AAM	2	K&N filters & exhaust
	ALT9001	BOOKLET, needle chart	a/r	

116 | Exhaust System

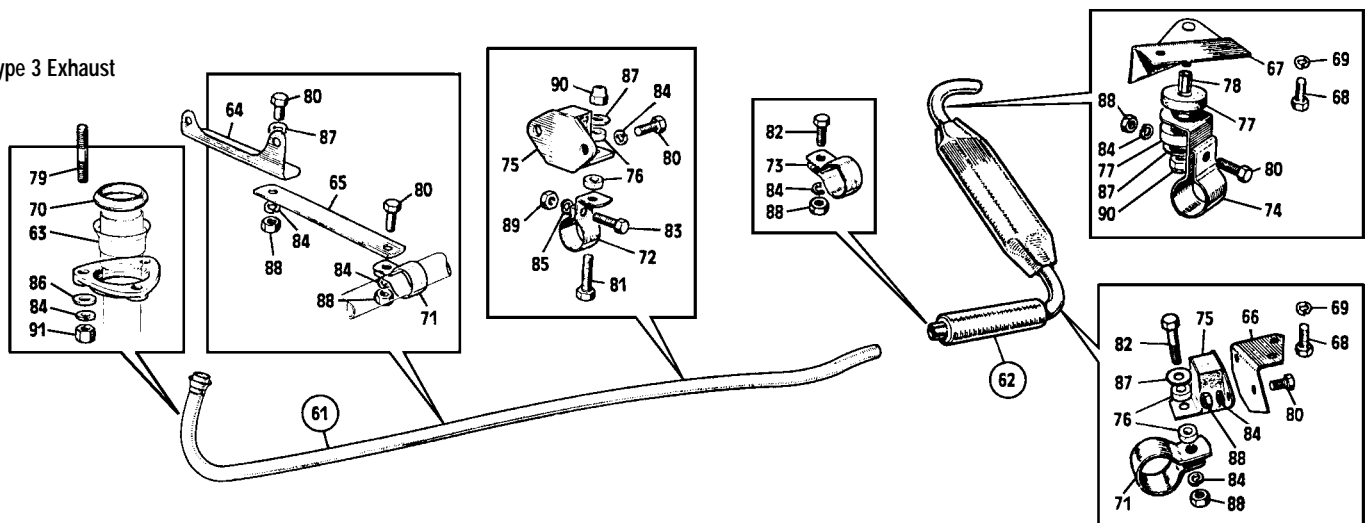
Type 1 Exhaust



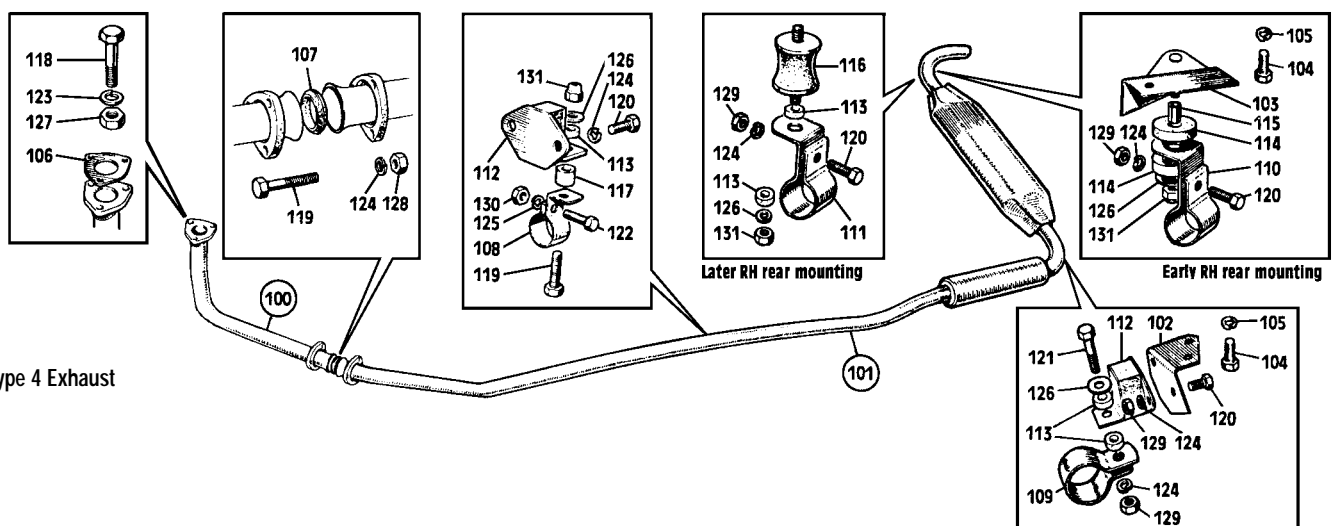
Type 2 Exhaust



Type 3 Exhaust



Type 4 Exhaust



Ill. No	Part Number	Description	Qty. Req.	Details
Type 1: 1275 'Single Box' System.				
<i>RHD Specification, 1967-69 (G-AN4; H-AN9)</i>				
<i>UK cars used a 'single box' system with flared front pipe from 1967 to 1969 inclusive. However, a few cars in this period had the 'cross box' (Type 2) system, particularly near the end of 1969.</i>				
1	GEX1306	FRONT PIPE	1	
2	GEX3365	SILENCER	1	
3	GEX7153	BRACKET, gearbox	1	
4	GEX7154	STRAP, bracket to front pipe	1	
	HMP815003	FITTING KIT, type 1 system	1	
5	GEX7049	CLAMP, manifold to front pipe	1	
6	GEX7072	CLAMP, front pipe to strap	1	
7	GEX7073	CLAMP, intermediate mounting	1	
8	GEX7074	CLAMP, system joint	1	
9	GEX7155	MOUNTING, intermediate	1	
10	GEX7250	WASHER, insulation	2	
11	GEX7151	BUSH, rubber	2	
12	GEX7152	DISTANCE TUBE	1	
13	SH605071	SCREW (5/16" UNF x 7/8")	4	
14	SH605101	SCREW (5/16" UNF x 1 1/4")	1	
15	SH605121	SCREW (5/16" UNF x 1 1/2")	1	
16	SH604071	SCREW (1/4" UNF x 7/8")	1	
17	GHF332	WASHER, locking (5/16")	5	
18	GHF331	WASHER, locking (1/4")	1	
19	PWZ205	WASHER, plain (5/16")	3	
20	GHF201	NUT (5/16" UNF)	3	
21	GHF200	NUT (1/4" UNF)	1	
22	GHF222	NUT, nyloc (5/16" UNF)	2	

Type 2: 1275 'Cross Box' System.*Non-North American LHD Specification, 1967-72 (G-AN4; up to G-AN5-139136; H-AN9)**RH Steering Specification, 1970-72 (G-AN5-74886 to 139136; H-AN10; A-AN10).**The 'cross box' system with flared front pipe to manifold joint was used on European cars between '67 and '72 inclusive (only Midgents from '70: Sprite exports ceased in '69). It was used on UK cars from '70 to '72.*

30	GEX1306	FRONT PIPE	1	
31	GEX3369	RESONATOR & SILENCER	1	
32	GEX7153	BRACKET, gearbox	1	
33	GEX7154	STRAP, bracket to front pipe	1	
34	GEX7168	BRACKET, LH rear mtg. to boot floor	1	G-AN4; to G-AN5-138800; H-AN9; H-AN10; A-AN10. G-AN5-138801 & future
35	GEX7169	BRACKET, RH rear mtg. to boot floor	1	
	GEX7364	BRACKET, LH rear mtg. to boot floor	1	
	GEX7365	BRACKET, RH rear mtg. to boot floor	1	
36	SH605051	SCREW, brackets to boot floor	4	
37	GHF332	WASHER, locking	4	
	HMP815004	FITTING KIT (type 2 system)	1	
38	GEX7049	CLAMP (manifold to front pipe)	1	
39	GEX7072	CLAMP	2	pipe to strap/LH rear mounting
40	GEX7073	CLAMP (intermediate mounting)	1	
41	GEX7074	CLAMP (system joint)	1	
42	GEX7170	CLAMP (pipe to RH rear mounting)	1	
43	GEX7155	MOUNTING (intermediate/LH rear)	2	
44	GEX7250	WASHER, insulation	4	
45	GEX7151	BUSH, rubber	2	
46	GEX7152	DISTANCE TUBE	1	
47	SH605071	SCREW (5/16" UNF x 7/8")	7	
48	SH605101	SCREW (5/16" UNF x 1 1/4")	1	
49	SH605121	SCREW (5/16" UNF x 1 1/2")	2	
50	SH604071	SCREW (1/4" UNF x 7/8")	1	
51	GHF332	WASHER, locking (5/16")	9	
52	GHF331	WASHER, locking (1/4")	1	
53	PWZ205	WASHER, plain (5/16")	4	
54	GHF201	NUT (5/16" UNF)	7	
55	GHF200	NUT (1/4" UNF)	1	
56	GHF222	NUT, nyloc (5/16" UNF)	2	

Type 3: 1275 'Cross Box' System*RHD and Non-North American LHD Specification, 1973-74 (G-AN5-139137 on).**This cross box system, only fitted to Midgents, used a three stud flanged manifold joint on the front pipe. Type 3 is available as a one piece exhaust system as well as components.*

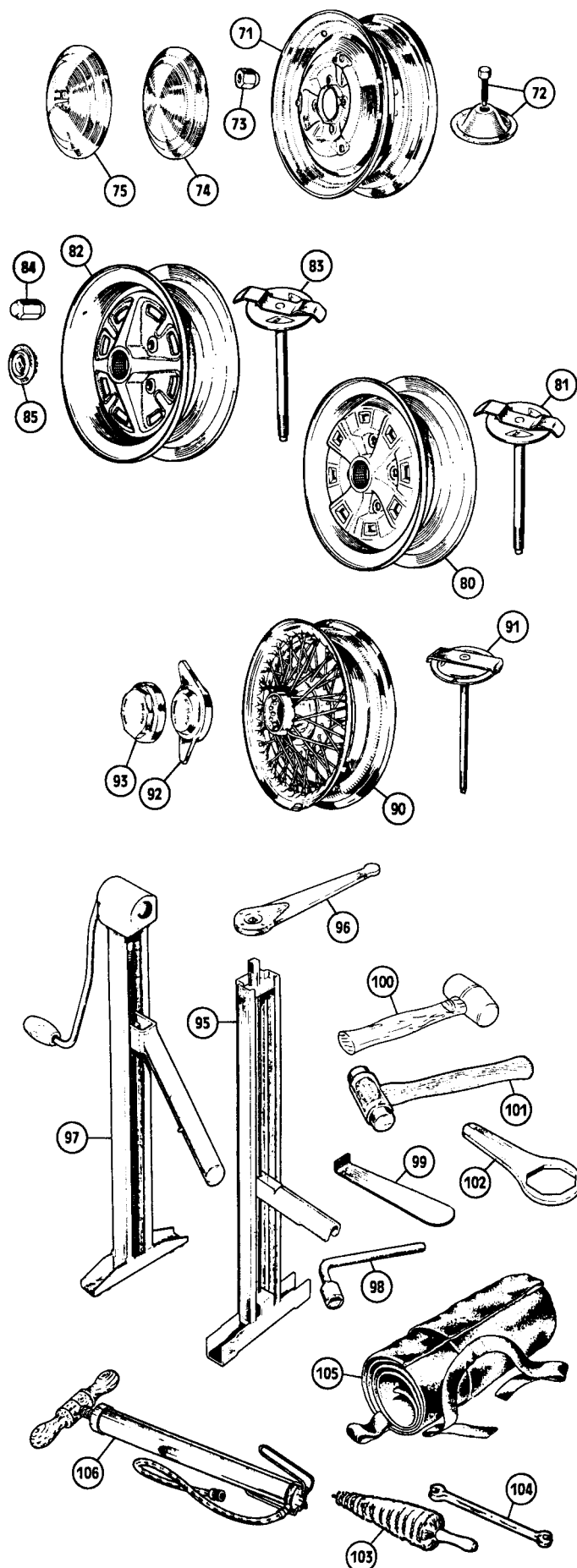
	GEX142	EXHAUST ASSEMBLY	1	one piece system
61	GEX1307	FRONT PIPE	1	
62	GEX3369	RESONATOR & SILENCER	1	
63	ARH1806	FLANGE, front pipe	1	
64	GEX7153	BRACKET, gearbox	1	
65	GEX7154	STRAP (bracket to front pipe)	1	
66	GEX7364	BRACKET, LH	1	rear mounting to boot floor
67	GEX7365	BRACKET, RH	1	

Ill. No	Part Number	Description	Qty. Req.	Details
68	SH605051	SCREW, brackets to boot floor	4	
69	GHF332	WASHER, locking	4	
	HMP815005	FITTING KIT, type 3 system	1	
70	GEX7193	OLIVE (front pipe to manifold)	1	
71	GEX7072	CLAMP	2	pipe to strap/LH rear mounting
72	GEX7073	CLAMP (intermediate mounting)	1	
73	GEX7074	CLAMP (system joint)	1	
74	GEX7170	CLAMP (pipe to RH rear mounting)	1	
75	GEX7155	MOUNTING (intermediate/LH rear)	2	
76	GEX7250	WASHER, insulation	4	
77	GEX7151	BUSH, rubber	2	
78	GEX7152	DISTANCE TUBE	1	
79	53K507	STUD, manifold	3	
80	SH605071	SCREW (5/16" UNF x 7/8")	7	
81	SH605101	SCREW (5/16" UNF x 1 1/4")	1	
82	SH605121	SCREW (5/16" UNF x 1 1/2")	2	
83	SH604071	SCREW (1/4" UNF x 7/8")	1	
84	GHF332	WASHER, locking (5/16")	12	
85	GHF331	WASHER, locking (1/4")	1	
86	12A1211	WASHER, special (manifold stud)	3	
87	PWZ205	WASHER, plain (5/16")	4	
88	GHF201	NUT (5/16" UNF)	7	
89	GHF200	NUT (1/4" UNF)	1	
90	GHF222	NUT, nyloc (5/16" UNF)	2	
91	GHF261	NUT, brass	3	

Type 4: 1500 'Cross Box' System.*RHD Specification, 1975-79 (G-AN6).**Minor changes occurred on the rear part of the system at G-AN6-200001 and the silencer mounting changed at G-AN6-169792 (note that there is a choice of fitting kits).*

100	GEX1618	DOWN PIPE	1	
101	GEX164	REAR PIPE (with resonator & silencer)	1	to G-AN6-200000.
	GEX175	REAR PIPE (with resonator & silencer)	1	from G-AN6-200001
102	GEX7364	BRACKET, LH rear mtg. to boot floor	1	
103	GEX7365	BRACKET, RH rear mtg. to boot floor	1	to G-AN6-169791
104	SH605051	SCREW (bracket to boot floor)	4/2	Qty. decreases from G-AN6-169792 on.
105	GHF332	WASHER, locking	4/2	
	HMP815006	FITTING KIT, type 4 system (includes items marked *)	1	to G-AN6-169791
	HMP815007	FITTING KIT, type 4 system (includes items marked †)	1	from G-AN6-169792
106	GEG742	GASKET *†, manifold to down pipe	1	
107	GEX7470	OLIVE *†, down pipe to rear pipe	1	
108	GEX7073	CLAMP *†, intermediate mounting	1	
109	GEX7072	CLAMP *†, pipe to LH rear mounting	1	
110	GEX7170	CLAMP *, pipe to RH rear mounting	1	
111	GEX7468	CLAMP †, pipe to RH rear mounting	1	
112	GEX7155	MOUNTING *†, intermediate/LH rear	2	
113	GEX7250	WASHER *†, insulation	3/5	* uses 3; † uses 5.
114	GEX7151	BUSH *, rubber	2	
115	GEX7152	DISTANCE TUBE *	1	
116	GEX7251	MOUNTING †, RH (clamp to boot floor)	1	
117	CHA364	SPACER ††	1	
118	GHF106	BOLT *†, (3/8" UNF x 1 1/2")	3	
119	BH605151	BOLT *†, (5/16" UNF x 1 7/8")	4	
120	SH605071	SCREW *†, (5/16" UNF x 3/4")	5	
121	SH605121	SCREW *†, (5/16" UNF x 1 1/2")	1	
122	SH604071	SCREW *†, (1/4" UNF x 7/8")	1	
123	GHF333	WASHER *†, (locking, 3/8")	3	
124	GHF332	WASHER *†, (locking, 5/16")	9	
125	GHF331	WASHER *†, (locking, 1/4")	1	
126	PWZ205	WASHER *†, (plain)	3	
127	CHA471	NUT *†, (special)	3	manifold to down pipe
128	AHH8382	NUT *†, (special)	3	
129	GHF201	NUT *†, (5/16" UNF)	4	
130	GHF200	NUT *†, (1/4" UNF)	1	
131	GHF222	NUT *†, nyloc (5/16" UNF)	2	

Investing For The Future*If, like most classic car owners, you insist on carefully fitting your own exhaust instead of paying the local exhaust centre to throw it nonchalantly under the car for you, remember three little details.**Use a dab of exhaust assembly paste on each of the system joints, and smear a little anti-seize compound on the threads of all nuts and bolts, leaving them all a bit loose until you're sure the system is in exactly the right place. In fact, the second recommendation is valid for all nuts & bolts fitted on the car: suspension, steering or whatever (just don't get grease on the brake surfaces, that's all!). You will appreciate it when you're lying on your back on the cold garage floor trying to undo them, some time in the future.*



Ill. No	Part Number	Description	Qty. Req.	Details
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Road Wheels & Tools

See also 'Exterior Trim' in Accessories for Sports Road Wheels.

Steel Road Wheel, Standard Equipment 1967-1969

(G-AN4; H-AN9)

71	AHA6455	ROAD WHEEL, steel (3.5" x 13")	5	
72	24A1032	CLAMP (spare wheel to boot floor)	1	
73	88G322	NUT, wheel	16	
74	AHA5660	HUB CAP ('embellisher'), plain	4	G-AN4.
75	2A8055	HUB CAP ('embellisher'), 'AH' motif	4	H-AN9.

Steel Road Wheel, Standard Equipment 1970 on

(G-AN5; G-AN6; H-AN10; A-AN10)

80	AHA8892	WHEEL, steel, 'Rostyle' (4.5J x 13")	5	to G-AN5-105500;
81	AHA8914	CLAMP, spare wheel to boot floor	1	
82	AHA9881	WHEEL, steel, 'Rostyle' (4.5J x 13")	5	G-AN5-105501 on;
83	AHA9940	CLAMP (spare wheel to boot floor)	1	
84	AHA8785	NUT, wheel	16	chrome finish
	AHA8785SS	NUT, wheel	16	stainless steel
85	AHA8950	CENTRE CAP, wheel	4	

Wire Road Wheel, Optional Equipment 1967-1976

(All models up to G-AN6-166300 approx.)

90	AHA6377	WHEEL, wire, 4J x 13" (aluminium)	5	silver painted finish
	AHA9524*	WHEEL, wire, 4J x 13" (chrome)	5	

*This option was only ever offered by the factory in the North American market place, strange though it may seem. However, chrome wire wheels are now of course widely available.

91	AHA6664	CLAMP (spare wheel to boot floor)	1	
92	AHA7373*	'SPINNER', wire wheel, two eared, RH	2	
	AHA7374*	'SPINNER', wire wheel, two eared, LH	2	
93	88G606*	'SPINNER', wire wheel, octagonal, RH	2	
	88G607*	'SPINNER', wire wheel, octagonal, LH	2	

*Octagonal spinners were historically fitted to cars bound for market places where safety regulations stipulated that eared spinners could not be used. However, from the 1969 model year onwards, UK ('Home Market') cars were also fitted with them. A number of owners prefer the eared spinner to the octagonal type and retro-fit them to later cars; if you are thinking of doing the same, it is recommended that you consult your local legislations first, to ensure approval at the car's next roadworthiness test.

Tools

95	BHA4964	JACK ASSEMBLY	1	G-AN4; G-AN5;
96	13H6692	HANDLE, ratchet	1	
97	BHA5329	JACK ASSEMBLY	1	H-AN9; H-AN10; A-AN10
98	2A5626	WHEEL BRACE	1	G-AN6
99	11H1686	LEVER, hub cap (early wheels only)	1	steel wheels only
100	88G329	HAMMER, lead (alternative)	1	wire wheels only
101	C27290	HAMMER, copper/hide (alternative)	1	
102	AHH5839	SPANNER (for octagonal spinners)	1	
103	GAC4089	BRUSH, spoke cleaning	1	
104	MM385-800	SPANNER (spoke nipple adjusting)	1	
105	AHA5506	TOOL BAG	1	
106		TYRE PUMP (original style)	NCA	

Jacking Up The Car

If there is any doubt concerning the structural rigidity of the bodywork close to the jacking point, do not use the side jack to raise the car. Apart from the safety aspect, the resultant distortions in the sill panel caused by the area above the jacking point hole taking the weight of the car will be most unsightly.

An alternative tool to keep in the boot for lifting the car is a scissor jack, which unlike most bottle jacks will fit under any part of the car you wish to raise.

The best places to use a scissor jack are under one of the front chassis rails, or under the front mounting bracket of one of the rear springs. It would also help to have a pressed steel wheel chock to hand, as supplied in the tool kit of most British Leyland and Rover Group cars from the end of the 1970's onwards.

Wire Wheel Splines

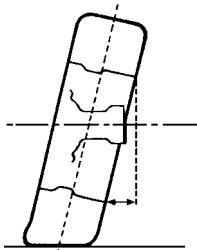
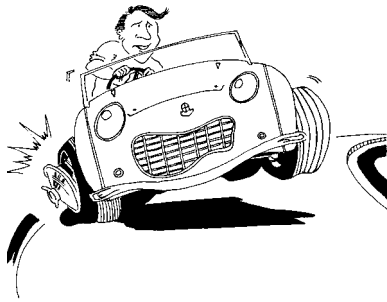
If you run a wire wheel fitted car and under heavy acceleration or braking you can hear a sharp knock (rather like halves of coconut shells being clapped), either a spinner is slightly loose, or the splines holding a wheel to its hub are dry and need greasing. Before applying grease, inspect both the wheel and the hub; if the splines are sharp rather than having slightly radiused peaks, then the wheel or hub - preferably both - need replacing. Note that old wheel splines will quickly wear new hub splines and vice versa.

"So You Think You've Got Wobbly Wire Wheels"

(By Pete Cox) (Yes we know, he's a TR man)

Back in the good old days when Pete Buckles and myself were young lads, we were able to buy virtually direct from Dunlop, so the wire wheels were inexpensive. These British made wheels were sold mostly to the TR Register members at insanely low prices. 4.5" x 60 spoke wire wheels went out at £4.10.0d!, with no VAT to pay and we still made a pound on each wheel!

The low prices enabled me to indulge in experiments: if they didn't work (or fit), offending wheels would always be 'sold on' and a couple of 'bob' profit could still be made.



Bear in mind that the wheel is capable of being flexed by 4°... It is then supposed to return to the original shape!

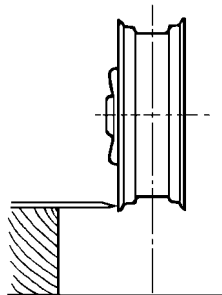
So my TR2, an attractive beast wearing glistening Midnight Blue paint work and not so glistening (but by then typical), rusty quarter panels, finalised its development with the unusual combination of 6" Cobra wheels at the front and, 5.5" TR6 wheels at the rear. This was because the TR2 was always enthusiastically driven and the growing pile of Lockheed half shafts finally stopped growing the day a second hand TR4 rear axle was installed, its extra width requiring the above wheel combination to balance its cornering habits.

Now, wire wheels are built to flex (or bend), this was brought shockingly home to me on one occasion when Pete Buckles visited me in Birmingham (remember Clapgate Lane?). We were off to visit a supplier (who incidentally, still stamps out trunnion blanks for Moss). Pete's TR3 followed my TR2 down an interestingly twisty road which I happened to

know particularly well, and after exiting a seriously exciting corner I looked in the mirror to check on the progress of our illustrious leader, and was horrified to see his car in a lurid slide (he maintained it was under control) with its outside front wheel keeling over at a crazy angle, almost 60° off vertical. This memory has remained vivid ever since, and is one explanation why Moss Europe (formerly Cox & Buckles) do not sell second hand or reconditioned wire wheels.

If it is assumed that both hub & rim of a wire wheel are in good condition, it may well be worth having the wheel re-spoked 'as necessary' and then trued up by a competent re-builder. The wheel will probably need shot blasting and stove enamelling which will bring the cost to near to (or possibly over) the price of a new wheel. Remember also that you have got a used, worn wheel, not a nice new one. Bear in mind then, that the wheel is capable of being flexed by 4" (i.e., the hub is fixed and the top of the wheel is 4" further out than the bottom), while it is rotating at speed on the road, and then, it is supposed to return to the original shape. NOW decide if you still want the wheel re-built!

We certainly would not want to guarantee one.



Checking vertical runout by spinning the wheel on a front hub

Slight sideways run-out (or 'out of true') with wire wheels is therefore not significant: a couple of hard corners will soon re-arrange the wheel spokes anyway. Vertical 'run out' should not be permitted, ever. By far the most common cause of wire wheel 'wobbles' is an incorrect method employed in balancing. A simple spirit level balancer is the thing to seek out. Under no circumstances should balancing be attempted on the now common dynamic machine without the use of the special sprung cones shown in the illustration, because, although the wheel locates correctly on its inner coned surface, these machines 'try' and locate onto the inside of the wire wheels outer flange, which is NOT a true machined surface. This incorrect technique appears as terrific sideways run-out and the balancing 'specialist' always blames the wheel. Now you know the truth.

It is always best to check the wire wheel by clamping it onto a front hub, using the correct knock-on nut BEFORE fitting the tyre. Spin the wheel on the hub and check sideways or vertical run-out as shown in the illustration, and observe or measure the run-out:

+ or - 1/16" is not a problem, even +/- 1/8" is barely detectable on the road.

So the conclusion is summarised as follows:

Our new wire wheels are built and assembled to the highest standards.

When your wheel/tyre fitter says they are no good, there is a very, very strong chance that he is not using the equipment in a fashion which is appropriate for wire wheels. The above tips will allow you to check the 'truth' of the wire wheel, whether the wheel is new or used.

It's a sad truth that wire wheels have a bad reputation they don't deserve, but the people who give them a bad reputation actually deserve it themselves. We have total confidence in the Dunlop product we sell.

Pete Cox

We show here the advice given to tyre fitters, produced by Motor Wheel Service.

How To Balance Centre Lock Wire Wheels

These notes are intended as a guide in helping to solve problems that are commonly encountered when balancing wire wheels on an electronic balancer.

Diagram A

is the correct method of locating the wheel.

Diagram B

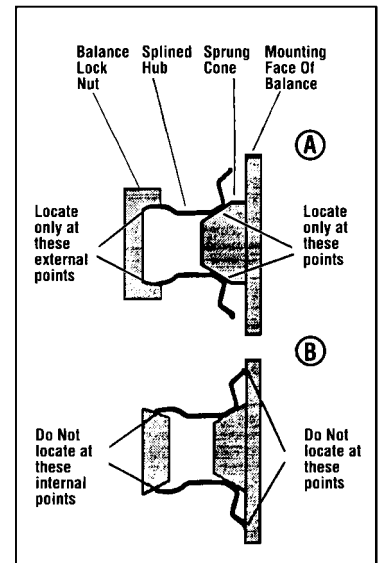
shows the wrong method and one which gives false readings, giving the appearance of untrue or wheels that require large amounts of weights to balance the wheel.

Points To Check

- The original high degree of balance may be affected by wheel damage as well as by factors related to the tyres uneven tread wear, cover or tube repairs.

- If roughness or high speed steering troubles develop, and this cause is not disclosed by mechanical investigation, then the complete tyre & wheel assembly should be checked for balance.

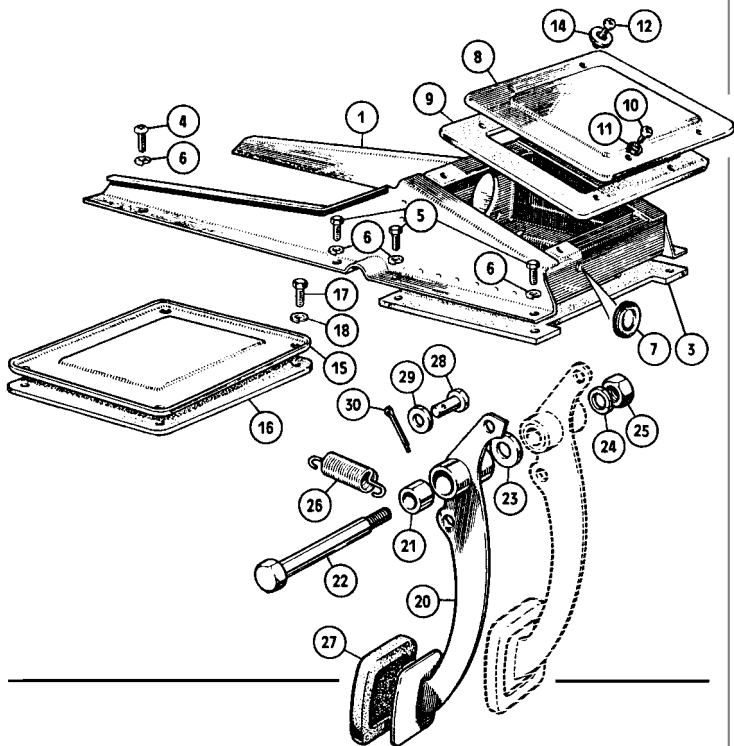
- It is IMPERATIVE that the hubs are located in the balancing machine in exactly the same manner as located on the car, and the factory truing jigs. Alternatively, balance on the vehicle, this operation can only be done on the front wheels.



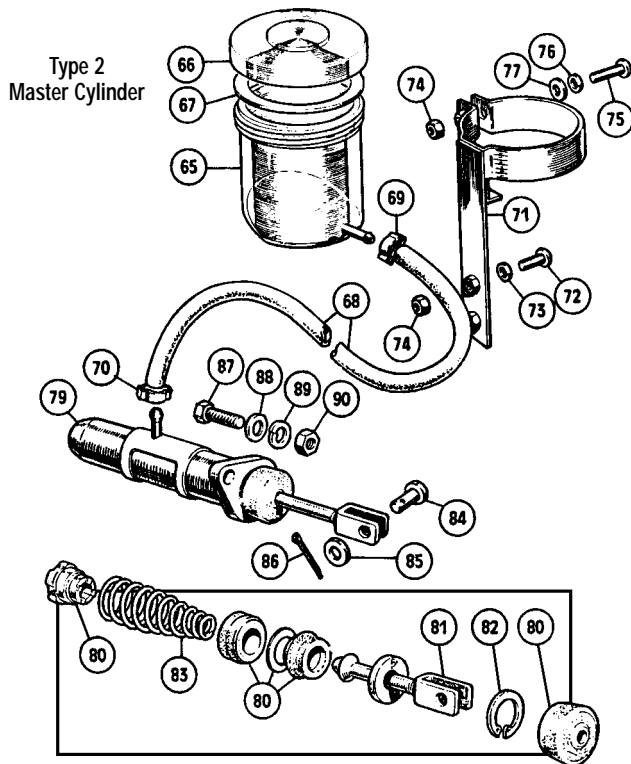
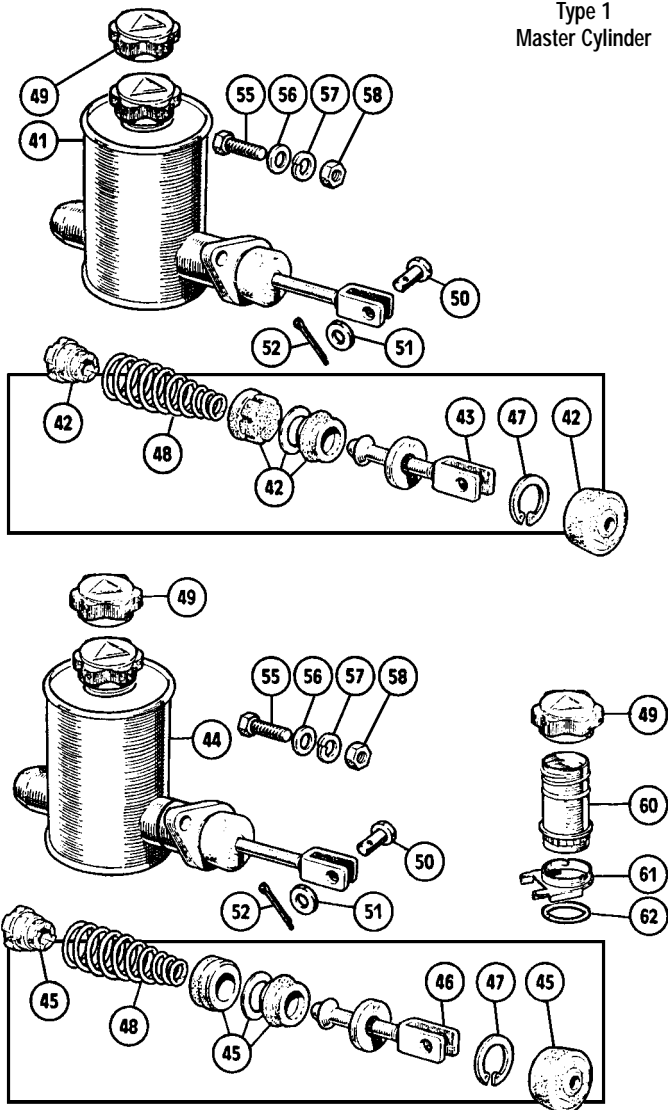
Motor Wheel Services' dedicate considerable time to ensure that your wheels are of the highest quality & reliability. Following this guide, and the information contained in our centre-lock brochure will provide the highest level of customer satisfaction.



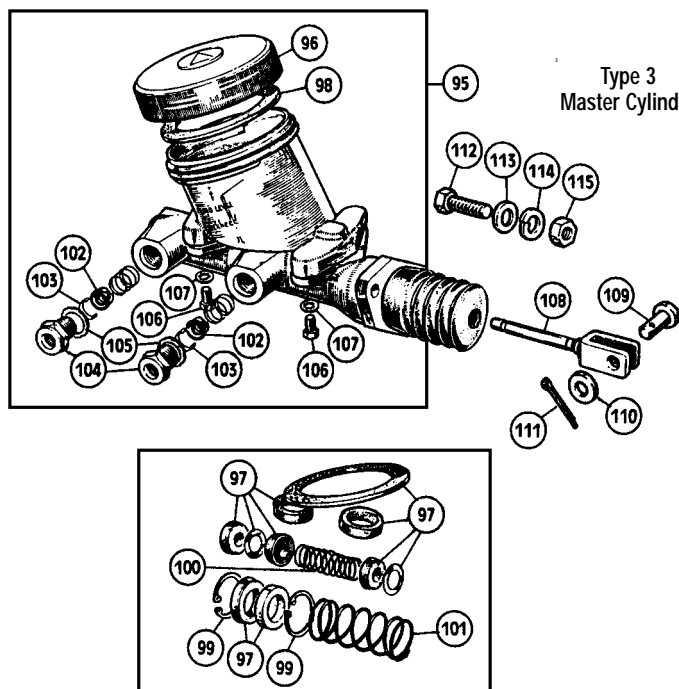
Motor Wheel Service



Type 1 Master Cylinder



Type 3 Master Cylinder



Ill. No	Part Number	Description	Qty. Req.	Details
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Brakes - An Introduction

Note: The changes wrought on the pedal box and brake master cylinder look complicated, but can reasonably be defined as follows.

On the previous 948 & 1098cc Sprites and Midgets, a 'dual' cylinder supplied both the single line brake system and the clutch system. From the start of production of the 1275 cars in 1967, new separate brake and clutch master cylinders were introduced (the brake master cylinder becomes 'Type 1' here), necessitating a new pedal box design. A short time later, the North American spec. cars were equipped with dual line brakes (a feature not to be found on UK and European cars until 1978); at this time they also acquired a mechanical brake light switch fitted in a hole in the pedal box (UK and European cars used a hydraulic switch in the circuit).

Gradually the factory rationalised the pedal boxes, phasing out the non-pierced item and instead giving the UK & European cars the American pedal box with the hole blanked off with a plug. (Continued)

Ill. No	Part Number	Description	Qty. Req.	Details
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(Continued from previous page)

Upon introduction of the Midget 1500 in 1975, the brake system was changed; the master cylinder remained the same but the hydraulic brake light switch was dropped in favour of the American-type mechanical switch (so the blanking plug was no longer required).

For a brief period in 1977-1978 a brake master cylinder with a plastic remote reservoir was used ('Type 2'), necessitating a pedal box with a bracket to hold the reservoir. After this time dual line brakes were fitted to all Midget 1500's, using a new (in the UK and Europe) master cylinder with integral plastic reservoir ('Type 3').

Two other details should be mentioned here.

Safety legislations in France and the 'Benelux' countries (Belgium, Netherlands, Luxembourg) required that the brake fluid level and condition be visible without having to remove the filler cap; for those specific markets a translucent plastic extension was screwed on to the top of a Type 1 master cylinder throughout sales of Sprites and Midgets to those countries.

Also take note that while the Type 1 master cylinder was ostensibly the same from 1967 though to mid-1977, in fact the internal details were changed at G-AN6-169643 approx. In Midget 1500 production; the later type, only identifiable by circular marks on the cylinder casting, was henceforth supplied as a service replacement for earlier cars. The moral is that replacing the master cylinder is easy; however if you intend to rebuild your old cylinder you must clearly establish which one you have before ordering components for it.

Brake Pedal & Pedal Box

	AHA8065	PEDAL BOX (no hole for brake light switch)	1	G-AN4 and H-AN9 to mid-1969
1	AHA8408	PEDAL BOX (with brake light switch hole blanked off, rubber plug on all models except G-AN6)	1	
	CHA756	PEDAL BOX (with holes for mounting remote M/cyl reservoir bracket)	1	A-AN10; to G-AN6-200000 from G-AN6-200001
3	AHA8072	GASKET (pedal box to footwell)	1	pedal box to body
4	SE604051	SCREW	2	
5	SH604051	SCREW	6	not G-AN6.
6	GHF331	WASHER, locking	8	
7	RFR204	PLUG, rubber (brake light switch hole)	1	(for spare ignition key)
8	AHA8074	COVER PLATE, pedal box	1	
9	AHA8073	GASKET, pedal box cover plate	1	Passenger side
10	AHA8076	SCREW, tapitite (cover to pedal box)	3	
11	WL700101	WASHER, locking	3	G-AN4; G-AN5; to G-AN6-212000; H-AN9; H-AN10; A-AN10
12	ZPT1006	SCREW (cover & spare ignition key to pedal box)	1	
14	53K3157	WASHER, plain,	1	from G-AN6-212001
15	AHA8145	BLANKING PLATE (pedal box aperture)	1	
16	AHA8146	GASKET, blanking plate	1	pedal to master cyl. push rod
17	SH604051	SCREW, blanking plate to body	4	
18	GHF331	WASHER, locking	4	pedal to master cyl. push rod
20	AHA9723	PEDAL, brake	1	
	CHA791	PEDAL, brake	1	pedal to master cyl. push rod
21	LBS810	BUSH, pedal	2	
22	AHA8075	BOLT, pivot (brake & clutch pedals)	1	pedal to master cyl. push rod
23	GHF304	WASHER, plain	1	
24	GHF333	WASHER, locking	1	pedal to master cyl. push rod
25	FNZ506	NUT	1	
26	AAA1628	RETURN SPRING, brake pedal	1	pedal to master cyl. push rod
27	AHA5326	PAD, pedal rubber	1	
28	CLZ513	CLEVIS PIN	1	pedal to master cyl. push rod
29	GHF301	WASHER, plain	1	
30	GHF502	SPLIT PIN	1	pedal to master cyl. push rod

The Incurable Rattle

Many owners of Sprites & Midgets other than post 1976 Midget 1500's will recognise the frustration of the following:

A light, metallic rattle from somewhere inside the back of the car, every time a manhole cover or ridge in the road is driven over. Checked the boot lid stay? Yes. Was it loose? No.

Something rolling around in the boot? No. Boot lid lock or striker not quite aligned? No.

Exhaust mounting broken? No.

Fuel or brake pipe come loose? No.

Shock absorber bolt (or any suspension bolt) loose? Definitely not.

The answer lies with the hand brake mechanism.

The cross rods running from the centre of the rear axle out to the hand brake levers on the brakes are held by clevis pins and split pins. Excessive play is restricted by the use of two felt washers on each clevis pin.

If there's a rattle at the back of the car that's difficult to trace, the odds are on some or all of the felt washers being missing. When lying under the car shaking the cross rods by hand, they don't make the right sound: a dull clunk rather than a sharp metallic rattle.

The only way to be sure is to count the felt washers; any less than two per joint and you can be sure that's where the rattle is coming from.

Ill. No	Part Number	Description	Qty. Req.	Details
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Master Cylinders

Type 1 (G-AN4; G-AN5; to G-AN6-200000; H-AN9; H-AN10; A-AN10.)

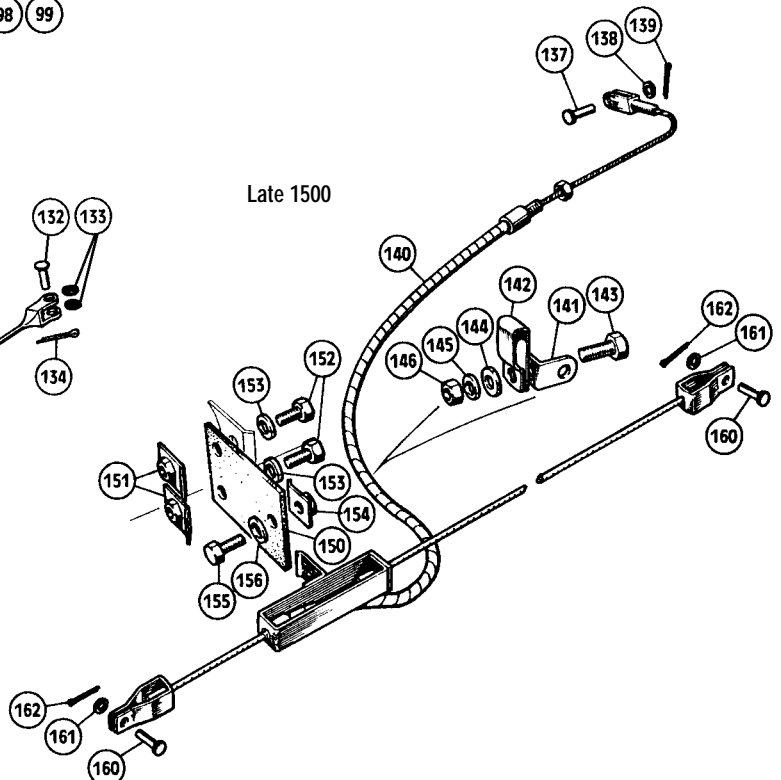
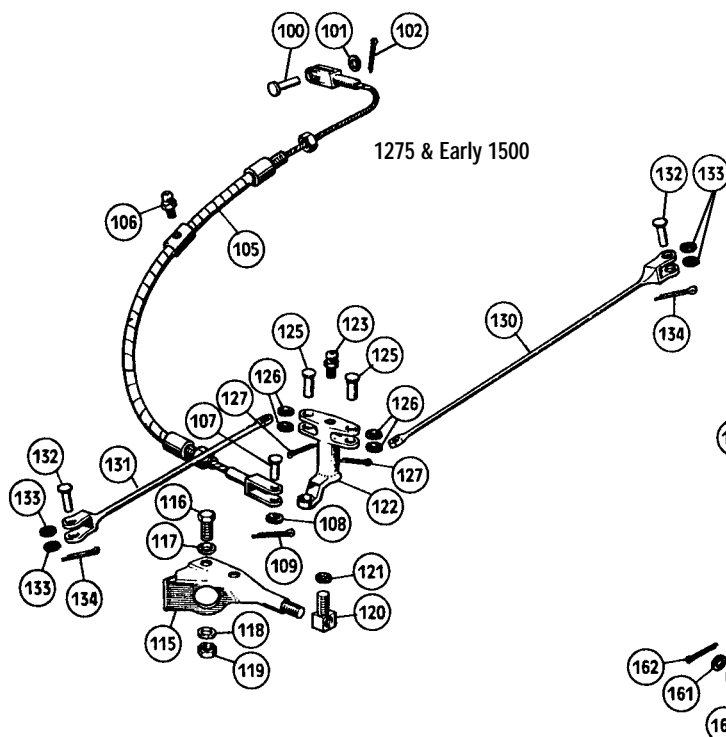
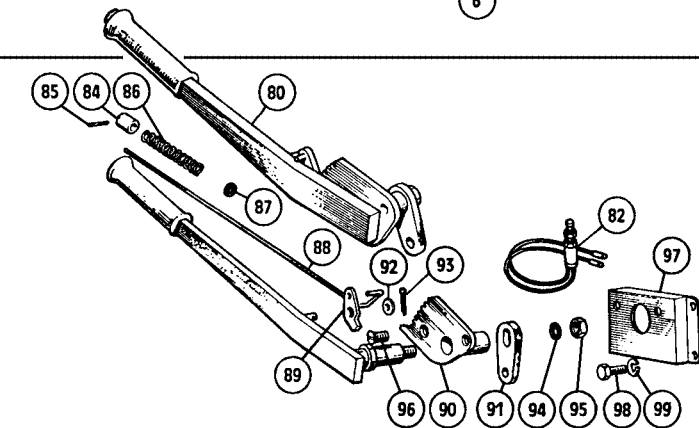
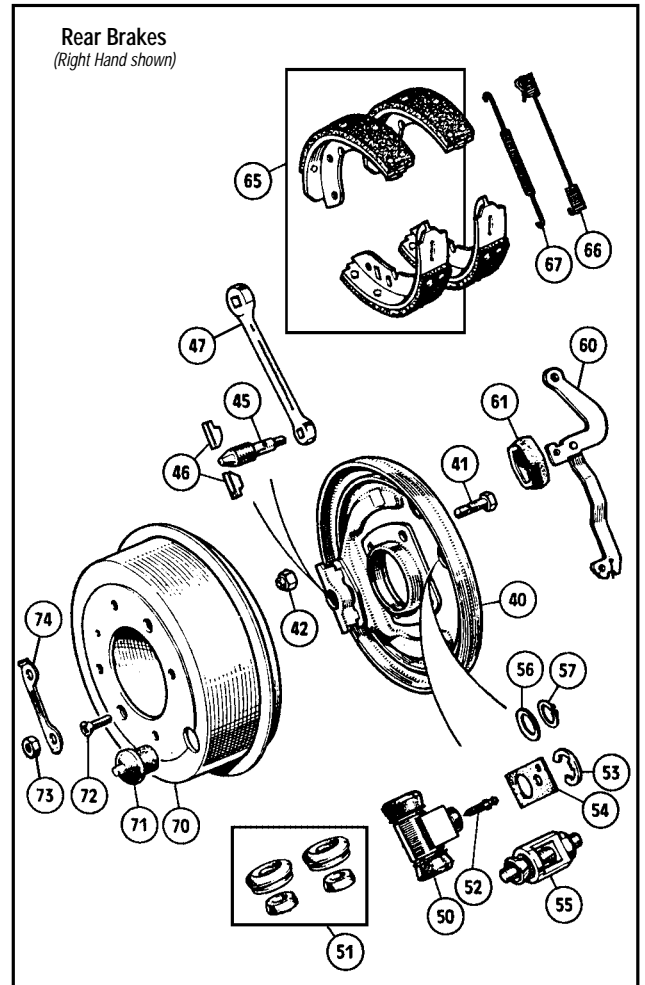
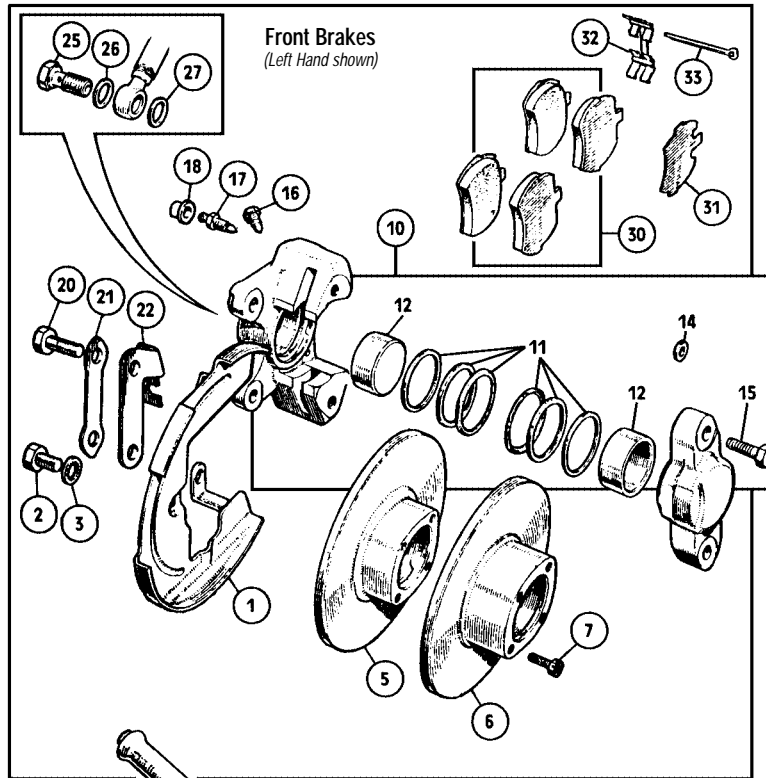
41	GMC113	MASTER CYLINDER	1	Plain body (no circle or groove)
42	GRK1026	REPAIR KIT	1	
43	27H8459	PUSH ROD	1	
44	GMC151	MASTER CYLINDER	1	Circle or groove on body
45	GRK1009	REPAIR KIT	1	
46	AAU3469	PUSH ROD	1	
47	17H7560	CIRCLIP	1	France & Benelux countries
48	27H7751	SPRING	1	
49	513123A	CAP, filler	1	France & Benelux countries
50	CLZ513	CLEVIS PIN (push rod to pedal)	1	
51	GHF301	WASHER, plain	1	France & Benelux countries
52	GHF502	SPLIT PIN	1	
55	SH605071	SCREW (master cylinder to pedal box)	2	France & Benelux countries
56	GHF301	WASHER, plain	2	
57	GHF332	WASHER, locking	2	France & Benelux countries
58	FNZ505	NUT	2	
60	BHA4661	EXTENSION (translucent plastic)	1	France & Benelux countries
61	BHA4660	CLIP, locking	1	
62	BCA4964	SEAL	1	France & Benelux countries

Type 2 (G-AN6-200001 to 212000)

65	BHA4810	RESERVOIR	1	these clips require a crimping tool to fit them
66	AAU3815	CAP, filler	1	
67	37H2172	SEAL, filler cap	1	these clips require a crimping tool to fit them
68	CHA793	HOSE, reservoir to cylinder	1	
69	ADU1169	CLIP (hose to reservoir)	1	these clips require a crimping tool to fit them
70	AAU1711	CLIP (hose to cylinder)	1	
71	CHA753	BRACKET, reservoir to pedal box	1	use if weld nuts are missing from the bracket
72	PMZ308	SCREW, bracket to pedal box	2	
73	WL700101	WASHER, locking	2	use if weld nuts are missing from the bracket
74	NH910010	NUT	a/r	
75	PMZ312	SCREW, clamping (reservoir)	1	use if weld nuts are missing from the bracket
76	WL700101	WASHER, locking	1	
77	GHF306	WASHER, plain	1	use if weld nuts are missing from the bracket
79	GMC166	MASTER CYLINDER	1	
80	GRK1009	REPAIR KIT	1	use if weld nuts are missing from the bracket
81	AAU3469	PUSH ROD	1	
82	17H7560	CIRCLIP	1	use if weld nuts are missing from the bracket
83	AAU8105	SPRING	1	
84	CLZ513	CLEVIS PIN	1	use if weld nuts are missing from the bracket
85	GHF301	WASHER, plain	1	
86	GHF502	SPLIT PIN	1	use if weld nuts are missing from the bracket
87	SH605071	SCREW (master cylinder to pedal box)	2	
88	GHF301	WASHER, plain	2	use if weld nuts are missing from the bracket
89	GHF332	WASHER, locking	2	
90	FNZ505	NUT	2	use if weld nuts are missing from the bracket

Type 3 (G-AN6-212001 on)

95	GMC170	MASTER CYLINDER	1	use if weld nuts are missing from the bracket
96	AAU3815	CAP, filler	1	
97	GRK1020	REPAIR KIT	1	use if weld nuts are missing from the bracket
98	37H2172	SEAL, filler cap	1	
99	27H8445	CIRCLIP	2	use if weld nuts are missing from the bracket
100	37H2763	SPRING	1	
101	37H2764	SPRING, primary	1	use if weld nuts are missing from the bracket
102	27H8453	BODY, trap valve	2	
103	514151A	CLIP, trap valve	2	use if weld nuts are missing from the bracket
104	27H8456	ADAPTOR, outlet	2	
105	11D5070	GASKET, adaptor	2	use if weld nuts are missing from the bracket
106	7H7520	SCREW (reservoir to master cylinder)	4	
107	GHF321	WASHER, shakeproof	4	use if weld nuts are missing from the bracket
108	BHA5132	PUSH ROD	1	
109	CLZ513	CLEVIS PIN	1	use if weld nuts are missing from the bracket
110	GHF301	WASHER, plain	1	
111	GHF502	SPLIT PIN	1	use if weld nuts are missing from the bracket
112	SH605071	SCREW (master cylinder to pedal box)	2	
113	GHF301	WASHER, plain	2	use if weld nuts are missing from the bracket
114	GHF332	WASHER, locking	2	
115	FNZ505	NUT	2	use if weld nuts are missing from the bracket



Ill. No	Part Number	Description	Qty. Req.	Details
Front Brakes				
1	BTA473	BACK PLATE, LH	1	
	BTA472	BACK PLATE, RH	1	
2	SH605031	SCREW, back plate securing	2	
3	WE600051	WASHER, shakeproof	2	
5	BTA383	BRAKE DISC	2	use with steel wheels only
6	BTA469	BRAKE DISC	2	use with wire wheels only
7	BTA370	BOLT, hub to disc	8	
10	17H9438	CALIPER, LH, new	1	
	17H9438E	CALIPER, LH, recon, exchange	1	
	17H9439	CALIPER, RH, new	1	
	17H9439E	CALIPER, RH, recon, exchange	1	
11	GRK5008	REPAIR KIT, caliper	2	
12	17H7960	PISTON, caliper	4	
14	17H7679*	O' RING, fluid channel	2	
<i>*Warning: You can only get to this O' ring by splitting the caliper halves; under no circumstances should you do so unless, you are an experienced brake specialist.</i>				
15	17H8250	BOLT, bridge	4	
16	17H7917	PLUG	2	
17	3H2428	BLEED SCREW	2	
18	234957A	DUST COVER, bleed screw	2	
20	BTA789	BOLT, caliper to stub axle	4	
21	BTC114	LOCK TAB	2	
22	BTA793	LOCK PLATE, brake hose (LH)	1	
	BTA792	LOCK PLATE, brake hose (RH)	1	
25	C5192A	BANJO BOLT, hose to caliper	2	
26	3H550	WASHER, sealing, large	2	banjo to bolt head
27	233220A	WASHER, sealing, small	2	banjo to caliper
30	GBP281	BRAKE PAD SET (asbestos free)	1	
<i>See also 'Performance & Tuning' in Accessories for Uprated Brake Pads.</i>				
31	17H2460	SHIM, anti-squeal	4	
32	17H7963	RETAINER, brake pads (spring steel)	2	
33	PS610241	SPLIT PIN, pad retaining	4	

Rear Brakes

40	BTA566	BACK PLATE, RH	1	G-AN4; G-AN5; H-AN9; H-AN10; A-AN10 G-AN6
	BTA567	BACK PLATE, LH	1	
	37H8804	BACK PLATE, RH	1	
	37H8805	BACK PLATE, LH	1	
41	SH605071	SCREW (back plate to axle tube)	8	
42	GHF222	NUT, nyloc	8	
	17H7620	ADJUSTER REPAIR KIT	1	
45	17H7619	WEDGE, screw	2	
46	17H7618	TAPPET (shoe adjusting)	4	
47	18G619A	BRAKE ADJUSTING SPANNER	1	
50	GWC1102	WHEEL CYLINDER	2	G-AN4; G-AN5; H-AN9; H-AN10; A-AN10 G-AN6
51	GRK2014	REPAIR KIT	2	
	GWC1129	WHEEL CYLINDER	2	
	GRK2004	REPAIR KIT	2	
52	513118A	BLEED NIPPLE	2	
53	17H7949*	CIRCLIP	2	wheel cylinder to back plate
54	37H4642	GASKET	2	
55	17H7949T*	CIRCLIP FITTING TOOL (2 piece)	1	
56	17H7613*	WASHER, 'belleville'	2	
57	17H7622*	CIRCLIP (wheel cylinder to back plate)	2	alternative to item 53
<i>*Note: Originally a 'Belleville' washer & external circlip were used to secure the wheel cylinder. Later the wheel cylinder manufacturer (Lockheed) superseded this method to a three toothed circlip; this is the device supplied with the wheel cylinder today. It's a horror to fit (though, it gets easier with practice), so Lockheed made a special tool for the job. If you invest in the tool, you'll be glad to know you can lend it out (for a favour, naturally) to friends with Minis, MGB's, Triumph 2000's etc. - they all use the same circlip. Alternatively, you could buy the traditional hardware (items. 55 & 56) and banish installation problems altogether.</i>				
60	17H2824	LEVER, handbrake, RH	1	
	17H2825	LEVER, handbrake, LH	1	
61	17H7612	GAITER, handbrake lever	2	
65	GBS834AF	BRAKE SHOE SET (asbestos free)	1	
66	17H7947	SPRING, shoe return (top) (RH)	1	
	17H7948	SPRING, shoe return (top) (LH)	1	
67	17H7621	SPRING, shoe return (bottom)	2	
70	2A7168	BRAKE DRUM	2	
71	2A7228	PLUG, rubber	2	
72	SF604051	SCREW, drum securing	4	
73	NH606061	NUT	8	for wire wheels only
74	BTA493	LOCK TAB	4	

Ill. No	Part Number	Description	Qty. Req.	Details
Hand Brake Lever Assembly				
80	AHA6406	HANDBRAKE LEVER, chrome	1	to G-AN6-166303 from G-AN6-166304
	CHA567	HANDBRAKE LEVER, black	1	
82	AAU2492	SWITCH, hand brake warning light	1	
84	7H5948	PLUNGER, chrome	1	
85	MPS4304	PIN, plunger	1	
86	7H5950	SPRING, plunger	1	
87	7H5951	WASHER, rubber	1	
88	17H2093	ROD, pawl operating	1	
89	7H5946	PAWL	1	
90	7H5947	RATCHET	1	
91	17H786	LINK, main spindle	1	
92	AWZ104	WASHER	1	
93	GHF500	SPLIT PIN	1	
94	GHF323	WASHER, shakeproof	1	
95	GHF202	NUT	1	
96	SF605051	SCREW, ratchet to bracket	2	
97	2A7291	BRACKET	1	
98	SH605051	SCREW, bracket to transmission tunnel	2	
99	GHF332	WASHER, locking	2	

Hand Brake Cable (G-AN4; G-AN5; to G-AN6-182000; H-AN9; H-AN10; A-AN10)

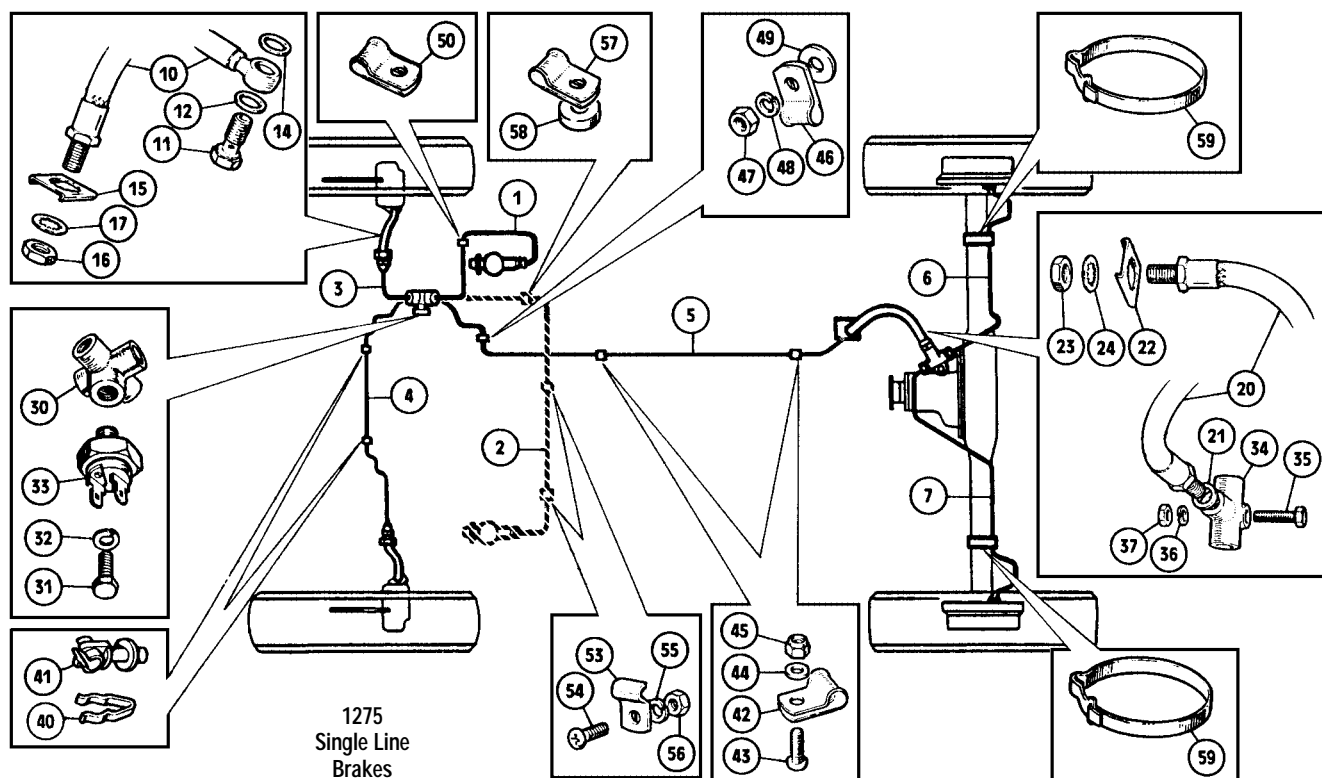
100	CLZ515	CLEVIS PIN, cable to handbrake	1	
101	GHF301	WASHER, plain	1	
102	GHF502	SPLIT PIN	1	
105	GVC1019	HANDBRAKE CABLE	1	
106	UHN305	GREASE NIPPLE	1	
107	CLZ414	CLEVIS PIN, cable to balance lever	1	
108	GHF300	WASHER, plain	1	
109	GHF501	SPLIT PIN	1	
115	ATA7320	SUPPORT, balance lever	1	
116	SH605051	SCREW, support securing	2	
117	GHF301	WASHER, plain	2	
118	GHF332	WASHER, locking	2	
119	GHF201	NUT	2	
120	2A7058	CARRIER, balance lever	1	
121	2K5820	WASHER, felt	1	
122	2A7057	BALANCE LEVER	1	
123	LN30041	GREASE NIPPLE	1	
125	CLZ314	CLEVIS PIN,	2	balance lever to cross rod
126	6K690	WASHER, felt	4	
127	GHF500	SPLIT PIN	2	
130	BTA498	CROSS ROD (RH)	1	for steel wheels only
131	BTA497	CROSS ROD (LH)	1	
	BTA494	CROSS ROD (RH)	1	for wire wheels only
	BTA495	CROSS ROD (LH)	1	
132	2K6930	CLEVIS PIN (cross rod to brake lever)	2	
133	2K5291	WASHER, felt	4	
134	GHF500	SPLIT PIN	2	

Hand Brake Cable (G-AN6-182001 on)

137	CLZ515	CLEVIS PIN, cable to handbrake	1	
138	GHF301	WASHER, plain	1	
139	GHF502	SPLIT PIN	1	
140	GVC1008	HANDBRAKE CABLE	1	for steel wheels only for wire wheels only
	CHA634	HANDBRAKE CABLE	1	
141	AHH6752	BRACKET (cable to differential)	1	
142	AHC156	CLIP, cable to bracket	1	
143	SH604041	SCREW	1	
144	GHF300	WASHER, plain	1	
145	GHF331	WASHER, locking	1	
146	GHF200	NUT	1	
150	CHA637	STRAP, rubber	1	
151	CHA635	PLATE (clamping strap to bracket on axle)	2	
152	GHF117	SCREW, plate and strap to bracket	2	
153	GHF331	WASHER, locking	2	
154	CHA636	PLATE (clamping strap to bracket on cable)	1	
155	SH605061	SCREW, plate and strap to cable	1	
156	GHF332	WASHER, locking	1	
160	CLZ411	CLEVIS PIN (cable to brake lever)	2	
161	GHF300	WASHER, plain	2	
162	GHF501	SPLIT PIN	2	

124 | Brake Pipes, Hoses & Fittings

SINGLE LINE SYSTEMS



1275
Single Line
Brakes

Ill. No	Part Number	Description	Qty. Req.	Details
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1275 Single Line Brakes

(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

Brake Pipes

	GAC5032	BRAKE PIPE KIT (RHD)	1	copper pipes
	GAC6032	BRAKE PIPE KIT (LHD)	1	
1	GPP28AA	BRAKE PIPE, RHD master cylinder to 5 way union	1	steel pipes
2	GPP64AA	BRAKE PIPE, LHD master cylinder to 5 way union	1	
3	GPP14AC	BRAKE PIPE 5 way union to RH front brake hose	1	
4	GPP50AC	BRAKE PIPE 5 way union to LH front brake hose	1	
5	GPP72AC	BRAKE PIPE 5 way union to rear brake hose	1	
6	GPP20AA	BRAKE PIPE 3 way union to RH rear brake	1	
7	GPP32AA	BRAKE PIPE 3 way union to LH rear brake	1	

Brake Hoses and Fittings

10	GBH157	BRAKE HOSE, front	2	bolt head to banjo banjo to caliper
11	C5192A	BANJO BOLT (front hose to caliper)	2	
12	3H550	WASHER, copper	2	
14	233220A	WASHER, copper	2	
15	1G9198	LOCK PLATE (front brake hose to front hose to suspension tower)	2	rear hose to 3 way union
16	GHF202	NUT	2	
17	GHF323	WASHER, shakeproof	2	
20	GBH158	BRAKE HOSE, rear	1	
21	233220A	WASHER, copper	2	
22	1G9198	LOCK PLATE	2	
23	GHF202	NUT	2	
24	GHF323	WASHER, shakeproof	2	

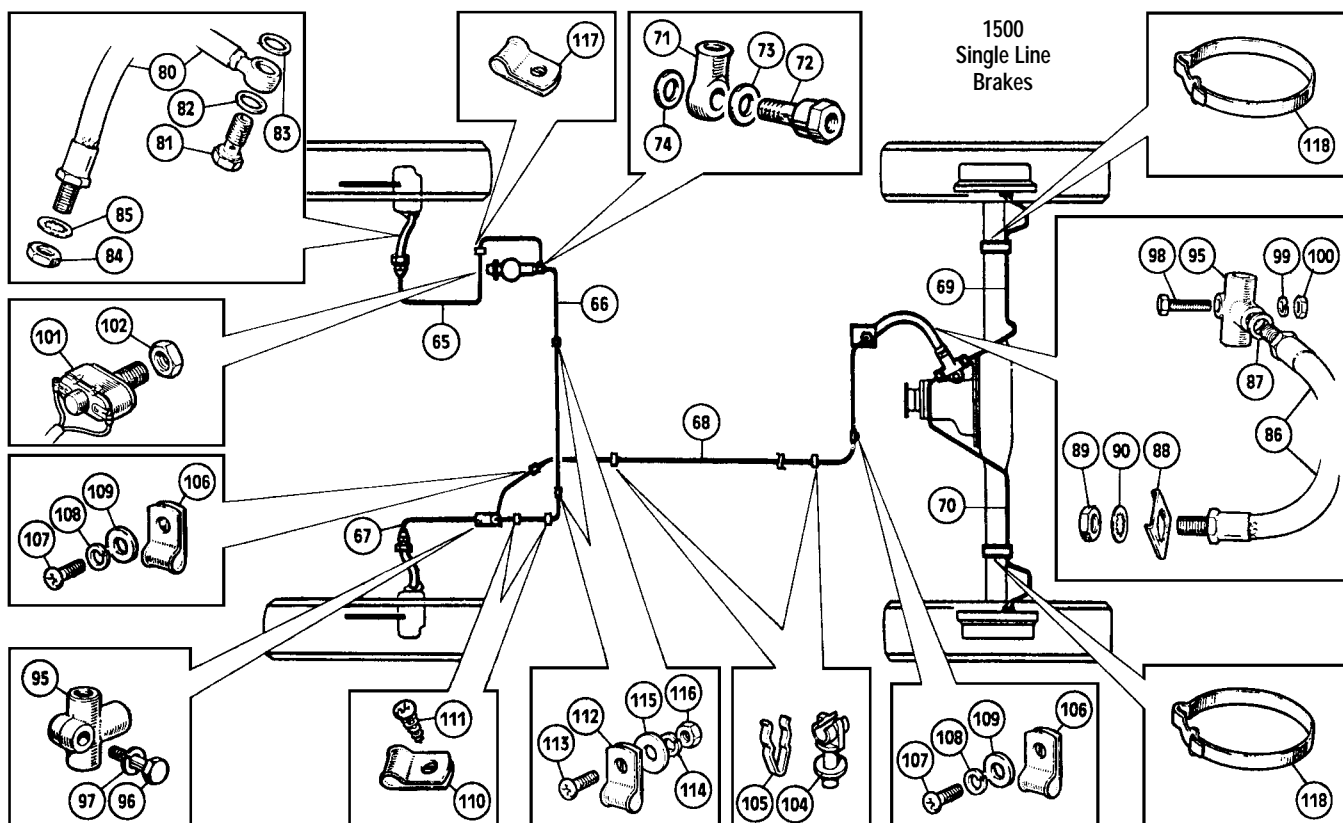
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Unions, Brake Light Switch and Fittings

30	17H7108	UNION, 5 way	1	
31	GHF101	BOLT (union to RH inner wing)	1	
32	GHF331	WASHER, locking	1	
33	C16062A	SWITCH, brake light	1	(fits on union)
34	3H2424	UNION, 3 way	1	
35	BH604101	BOLT (3 way union to rear axle)	1	
36	GHF331	WASHER, locking	1	
37	GHF200	NUT	1	

Pipe Clips

40	6K35	CLIP, metal, (brake pipe to front crossmember)	2	G-AN4; to G-AN5-114642; H-AN9; H-AN10; A-AN10 from G-AN5-114643
41	GHF1192	CLIP, plastic, (brake pipe to front crossmember)	2	
42	PCR307	CLIP (brake pipe to tunnel & footwell)	2	RHD
43	PMZ308	SCREW, clip to tunnel & footwell	2	
44	GHF306	WASHER, plain	2	
45	GHF220	NUT, nyloc	2	
46	PCR309	CLIP (brake pipe to footwell side)	1	LHD
47	GHF200	NUT, clip to footwell side	1	
48	GHF331	WASHER, locking	1	
49	GHF300	WASHER, plain	1	
50	PCR309	CLIP (brake pipe to pedal box)	1	
53	CHR307	CLAMP (brake/clutch pipes to bulkhead)	2	
54	PMZ305	SCREW, clamp to bulkhead	2	
55	WL700101	WASHER, locking	2	
56	GHF206	NUT, LH steering only	2	
57	PCR309	CLIP brake pipe to screw securing (pedal box aperture blanking plate)	1	
58	AHH6247	SPACER (between clip & blanking plate)	1	
59	ACA5375	STRAP (brake pipe to rear axle)	2	



Ill. No	Part Number	Description	Qty. Req.	Details
	GAC5033	BRAKE PIPE KIT (RHD)	1	copper
65	GPP34AC	BRAKE PIPE master cylinder to RH front brake hose	1	
66	GPP60AA	BRAKE PIPE master cylinder to 3 way union	1	
67	GPP12AC	BRAKE PIPE 3 way union to LH front brake hose	1	
68	GPP82AC	BRAKE PIPE 3 way union to rear brake hose	1	steel pipes
69	GPP20AA	BRAKE PIPE 3 way union to RH rear brake	1	
70	GPP32AA	BRAKE PIPE 3 way union to LH rear brake	1	
71	7H7851	BANJO UNION, master cylinder outlet	1	
72	90577478	BANJO BOLT, special	1	
73	3H550	WASHER, copper	1	bolt head to banjo
74	233220A	WASHER, copper	1	banjo to master cylinder

Brake Hoses & Fittings

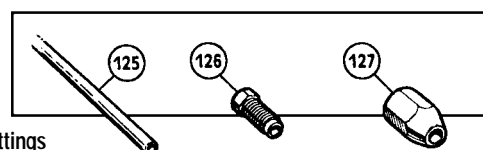
80	GBH157	BRAKE HOSE, front	2	
81	C5192A	BANJO BOLT (front hose to caliper)	2	
82	3H550	WASHER, copper	2	bolt head to banjo
83	233220A	WASHER, copper	2	banjo to caliper
84	GHF202	NUT (front hose to inner wheel arch)	2	
85	GHF323	WASHER, shakeproof	2	
86	GBH158	BRAKE HOSE, rear	1	
87	233220A	WASHER, copper	2	rear hose to 3 way union
88	1G9198	LOCK PLATE	2	
89	GHF202	NUT	2	
90	GHF323	WASHER, shakeproof	2	

Unions, Brake Light Switch & Fittings

95	3H2424	UNION, 3 way	2	
96	GHF101	BOLT	1	3 way union to LH inner wing
97	GHF331	WASHER, locking	1	
98	BH604101	BOLT (3 way union to rear axle)	1	
99	GHF331	WASHER, locking	1	
100	GHF200	NUT	1	
101	BHA4675	SWITCH, brake light	1	(fits on pedal box)
102	NT606041	NUT	1	

Pipe Clips

104	GHF1192	CLIP, plastic (alternative)	2	pipe to floor support channel
105	6K35	CLIP, metal (alternative)	2	
106	PCR307	CLIP (brake pipe to heel board & footwell)	2	
107	PMZ308	SCREW (clip to heel board & footwell)	2	
108	WL700101	WASHER, locking	2	
109	GHF306	WASHER, plain	2	
110	PCR307	CLIP (brake pipe to footwell top)	2	
111	GHF426	SCREW, clip to footwell top	2	
112	PCR307	CLIP (brake pipe to bulkhead)	2	
113	PMZ308	SCREW, clip to bulkhead	2	
114	WL700101	WASHER, locking	2	
115	GHF306	WASHER, plain	2	
116	GHF206	NUT	2	
117	PCR309	CLIP (brake pipe to pedal box screw)	1	
118	ACA5375	STRAP (original)	2	brake pipe to rear axle
	ACH8650	STRAP (replacement)	2	

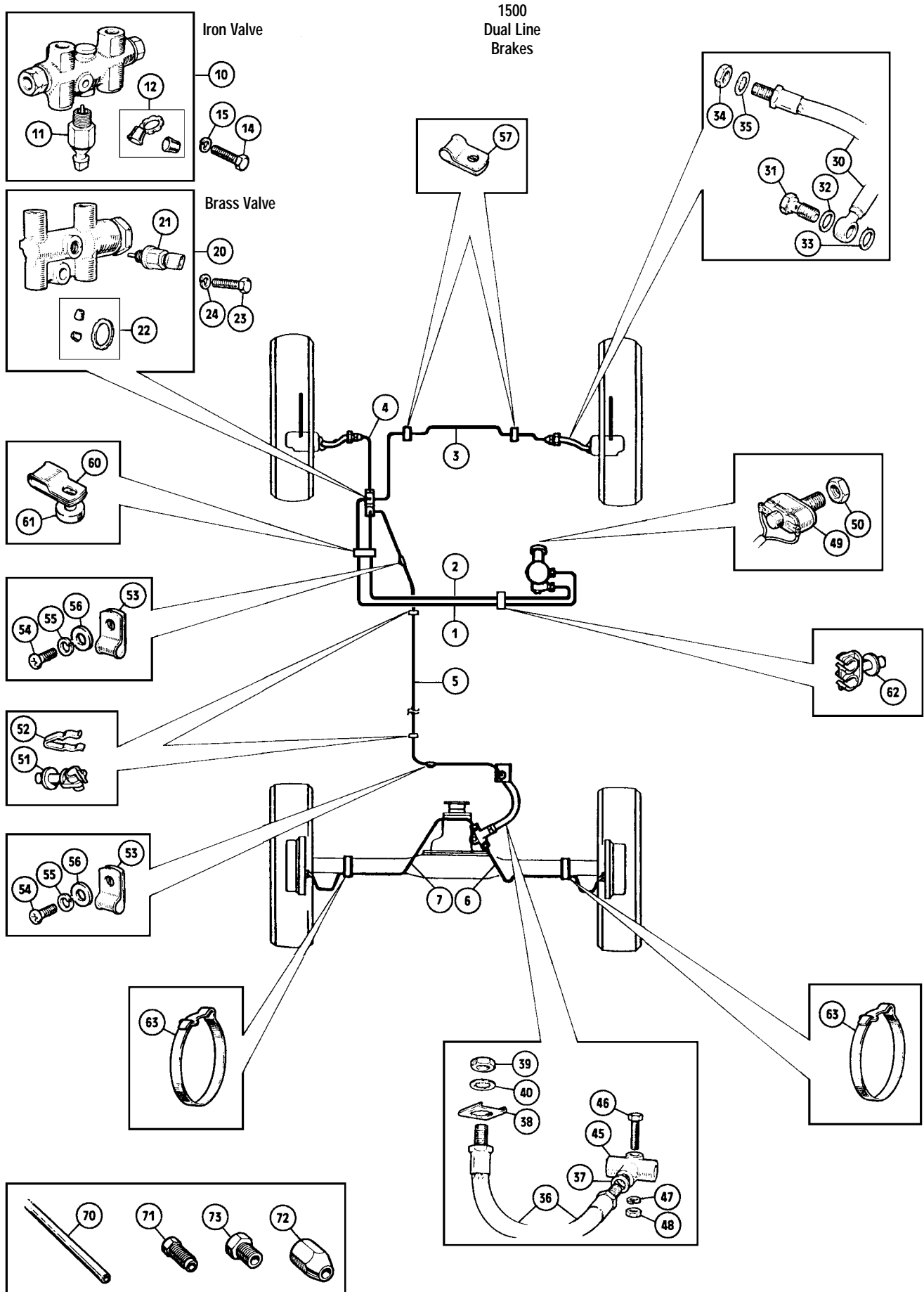


Brake Pipe Lengths & Fittings

NI	EF125	BRAKE PIPE, steel	a/r	7 metre roll
125	MPKF125	BRAKE PIPE, cupro-nickel	a/r	
126	TM606031	TUBE NUT, male	a/r	(3/8" UNF thread)
127	TN606031	TUBE NUT, female	a/r	

126 | Brake Pipes, Hoses & Fittings

DUAL LINE SYSTEM



Ill. No	Part Number	Description	Qty. Req.	Details
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1500 Dual Line Brakes

(G-AN6-212001 on

Brake Pipes

Note: While the Midget 1500 was manufactured (like its predecessors) in both RHD LHD versions, the latter were exclusively North American specification cars. This catalogue does not cover North American vehicles; if you require a brake pipe (or any other component) for a LHD Midget 1500, please telephone your nearest branch for details.

	GAC5061	BRAKE PIPE KIT, RHD	1	copper
1	GPP66AT	BRAKE PIPE front master cylinder outlet to PDWA valve	1	
2	GPP60AA	BRAKE PIPE rear master cylinder outlet to PDWA valve	1	
3	GPP42CT	BRAKE PIPE PDWA valve to RH front brake hose	1	steel pipes
4	GPP10CT	BRAKE PIPE PDWA valve to LH front brake hose	1	
5	GPP82AC	BRAKE PIPE PDWA valve to rear brake hose	1	
6	GPP20AA	BRAKE PIPE 3 way union to RH rear brake	1	
7	GPP32AA	BRAKE PIPE 3 way union to LH rear brake	1	

PDWA Valve

There are two types of 'Brake Pressure Differential Warning Actuator' (PDWA) valves which may be found under the bonnet of your dual line-braked Midget 1500. They may be easily identified by the material that the main valve body is made from.

The one you are more likely to find is the cast iron item (AAU2583), which was the factory fitment during the period in which your car was built. On earlier USA market cars, plus other vehicles from the British Leyland line up, a brass PDWA valve (13H5905) was fitted; new brass valves have at times been more prevalent in the classic car spares market, with the result that many are now fitted to late model Midget 1500's.

As assemblies, the cast iron and brass valves are interchangeable; however the actuator switches screwed into the bodies are not.

The switch to fit the brass valve, RTC826, has a coarse pitch thread of approximately 9mm diameter, whereas the switch for the cast iron valve, AAU1700A, has a fine pitch thread of approximately 15mm diameter.

10	AAU2583	VALVE ASSEMBLY, PDWA (cast iron)	1	
11	AAU1700A	SWITCH, actuator	1	
12	BAU1775	REPAIR KIT, valve	1	original (cast iron)
14	BH604141	BOLT (valve to LH front inner wing)	1	
15	GHF331	WASHER, locking	1	
20	13H5905	VALVE ASSEMBLY, PDWA (brass)	1	
21	RTC826	SWITCH, actuator	1	
22	BAU1704A	REPAIR KIT, valve	1	Replacement (brass)
23	GHF101	SCREW (valve to LH front inner wing)	1	
24	GHF331	WASHER, locking	1	

Brake Hoses and Fittings

30	GBH157	BRAKE HOSE, front	2	
31	C5192A	BANJO BOLT, front hose to caliper	2	
32	3H550	WASHER, copper	2	bolt head to banjo
33	233220A	WASHER, copper	2	banjo to caliper
34	GHF202	NUT (front hose to inner wheel arch)	2	
35	GHF323	WASHER, shakeproof	2	
36	GBH158	BRAKE HOSE, rear	1	
37	233220A	WASHER, copper	2	rear hose to 3 way union
38	1G9198	LOCK PLATE	2	
39	GHF202	NUT	2	
40	GHF323	WASHER, shakeproof	2	

Unions, Brake Light Switch and Fittings

45	3H2424	UNION, 3 way	1	
46	BH604101	BOLT, 3 way union to rear axle	1	
47	GHF331	WASHER, locking	1	
48	GHF200	NUT	1	
49	BHA4675	SWITCH, brake light	1	(fits on pedal box)
50	NT606041	NUT	1	

Pipe Clips

51	GHF1192	CLIP, plastic (alternative)	2	pipe to floor support channel
52	6K35	CLIP, metal (alternative)	2	
53	PCR307	CLIP (pipe to heel board & footwell)	2	

Ill. No	Part Number	Description	Qty. Req.	Details
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54	PMZ308	SCREW (clip to heel board & footwell)	2	
55	WL700101	WASHER, locking	2	
56	GHF306	WASHER, plain	2	
57	PCR311	CLIP, pipe to steering rack mount	2	
60	AHA8683	CLIP (brake pipes to screw securing pedal box aperture blanking plate)	1	
61	AHH6247	SPACER, between clip & blanking plate	1	
62	13H9593	CLIP, bulkhead (for brake pipes between master cylinder and PDWA valve)	5	
63	ACA5375	STRAP (original)	2	brake pipe
	ACH8650	STRAP (alternative)	2	to rear axle

Brake Pipe Lengths & Nuts

70	EF125	BRAKE PIPE, steel	a/r	7 metre roll
	MPKF125	BRAKE PIPE, cupro-nickel	a/r	
71	TM606031	TUBE NUT, male	a/r	3/8" UNF thread
72	TN606031	TUBE NUT, female	a/r	
73	BHA4706	TUBE NUT, male	a/r	7/16" UNF thread

Brake Bleeding and Dual Circuit Brakes

The recommended replacement period for the originally specified brake fluid is 2 years.

Girling, the manufacturers of brake systems fitted on many motor cars, write;

"To enable brake fluid to work, it has to remain incompressible even at the high temperatures which can be generated within the brake system - up to 170°C. However, brake fluid is hygroscopic, which means that by its chemical nature it absorbs moisture (water) from the atmosphere through the reservoir breather & the flexible hoses.

When the moisture builds up there is a major risk that, under heavy braking, the fluid will 'boil'. The water in the system near the 'hot spots' (calipers & wheel cylinders) turns to vapour and then compresses. The technical term is vapour lock.

The reality is at best a soft, spongy pedal, at worst total brake failure."

They recommend that the boiling point of brake fluid should be tested periodically to indicate its moisture content. Such test equipment may not be readily available to the private owner.

Thus the 2 yearly renewal procedure should be adopted.

The brake bleeding operation is clearly detailed in all quality service manuals for all types of car. What is missing from many publications is how to cope with dual circuit systems fitted with the pressure differential warning actuator (PDWA) valve. The trick with dual circuit systems incorporating the PDWA valve is to take matters slowly, bleeding one fully opened screw at a time, unless you can rely on assistants who would otherwise be required. Do not pump up pressure, nor push the pedal through its full stroke during the bleeding operation.

After bleeding the brakes completely, the brake warning light on the fascia is often illuminated.

This will have been caused during the bleeding operation by a differential in fluid pressure in the system moving the valve shuttle, actuating the switch and blocking off one fluid circuit (exactly what it is supposed to do in the event of failure of one of the brake circuits). To re-centralise the shuttle the following steps should be taken.

1. Fit a rubber tube, as used in the bleeding operation, to a bleed screw at the opposite end of the car to that which has just been bled. Submerge the other end of the tube in a container of appropriate brake fluid.
2. Open the bleed screw.
3. Switch on the ignition but DO NOT START THE ENGINE (the brake warning light will glow).
4. Exert a steady but light pressure on the brake pedal until the brake light is extinguished.

The moment the light goes out close the bleed screw and stop pressing the pedal (a click may be felt through the pedal as the shuttle returns to its mid-position).

5. Tighten all bleed screws.

6. When the system is sealed, depress the brake pedal and test for 'feel'. The brake failure warning light should not glow if the brakes are correctly bled and the PDWA valve shuttle is set centrally.

Note: If the pedal is pushed too hard the shuttle will move to the other side of the valve, thus requiring the procedure to be repeated on a brake bleed screw at the opposite end of the car.

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT 3 fluid ought to be completely discarded, DOT 4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers.

Brake/Clutch Fluid (DOT 4 Specification);

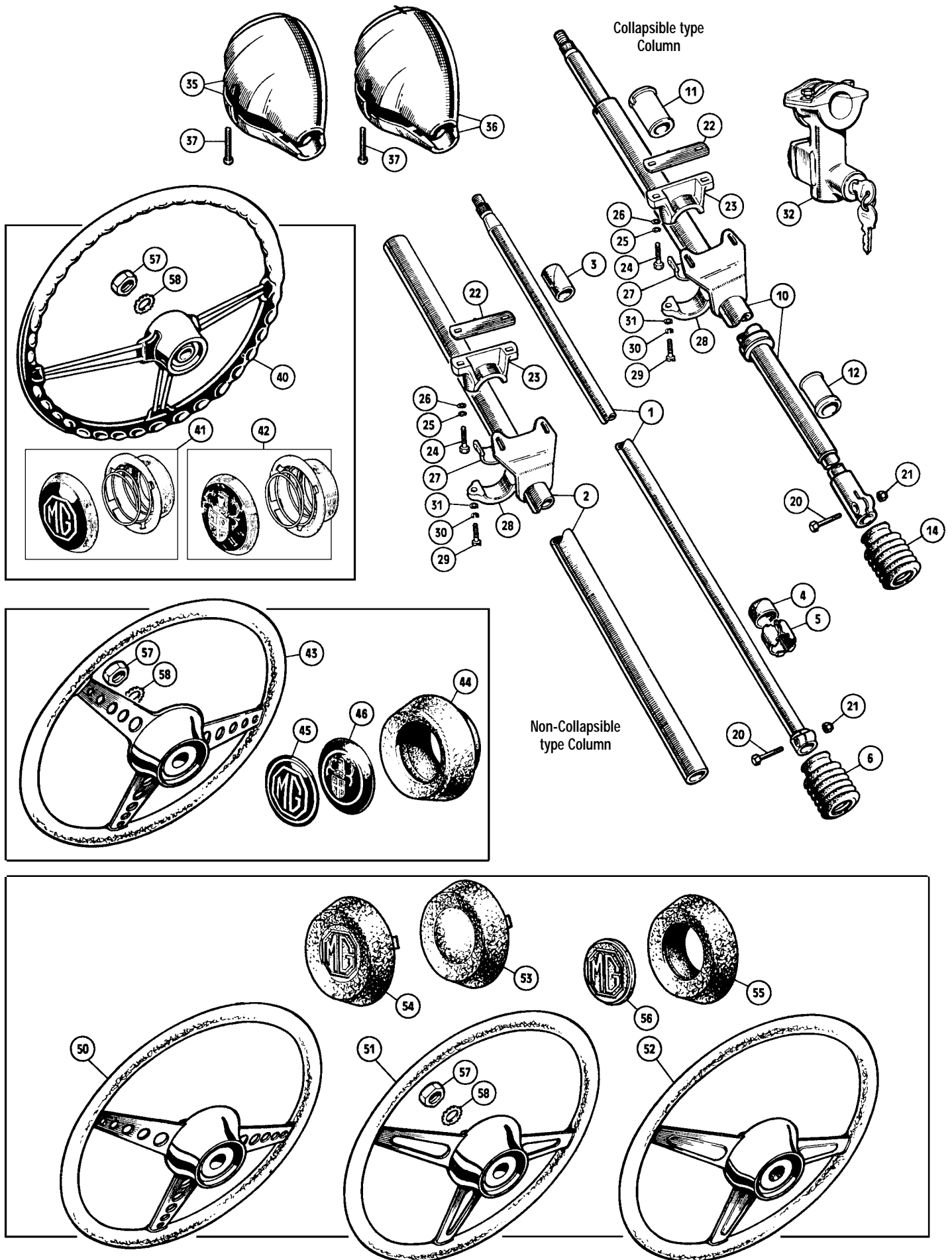
NI	GBF4102	(500ml)	a/r
NI	GBF4103	(1 Litre)	a/r
NI	GBF4104	(5 Litre)	a/r

Silicone Brake/Clutch Fluid (DOT 5 Specification);

NI	ABF3	(500ml)	a/r
NI	ABF4	1 Litre)	a/r

Racing Brake/Clutch Fluid (DOT 5 Specification);

NI	GBF5102	(500ml)	a/r
NI	GBF5103	(1 Litre)	a/r



Ill. No	Part Number	Description	Qty. Req.	Details
Steering Columns, Non-Collapsible				
1	17H9185	COLUMN, inner RHD/LHD (no lock)	1	G-AN4; H-AN9
2	17H9184	COLUMN, outer RHD/LHD (no lock)	1	
	27H2359	COLUMN, inner RHD (accepts lock)	1	
	27H2361	COLUMN, inner LHD (accepts lock)	1	
	27H2358	COLUMN, outer RHD (accepts lock)	1	
	27H2360	COLUMN, outer LHD (accepts lock)	1	
	37H4769	COLUMN, inner RHD/LHD (no lock)	1	
	37H4766	COLUMN, outer RHD/LHD (no lock)	1	
	37H4770	COLUMN, inner RHD/LHD (accepts lock)	1	
	37H4771	COLUMN, outer RHD (accepts lock)	1	
	37H4772	COLUMN, outer LHD (accepts lock)	1	
3	AHA5893	BUSH, upper	1	to G-AN5-105500
4	13H569	BUSH, lower	1	
5	13H568	CLIP, lower bush securing	1	H-AN10; A-AN10
6	AHA5435	SEAL, draught excluding	1	

Steering Columns, Collapsible

Note: 1275 Sprites & Midgets were freely available with RHD or LHD specification.

While the Midget 1500 (G-AN6) was manufactured in both RHD and LHD versions, the latter were exclusively North American market cars. This catalogue does not cover North American vehicles; if you require a steering column part (or any other component) for a LHD Midget 1500, please contact your local branch for details.

10	AHA9792	COLUMN ASSEMBLY, RHD, new	1	G-AN5-105501 on; to G-AN6-170989
	AHA9792E	COLUMN ASSEMBLY, RHD, *recon' (exchange)	1	
	CHA558	COLUMN ASSEMBLY, RHD, new	1	G-AN6-170990 on.
	CHA558E	COLUMN ASSEMBLY, RHD, *recon' (exchange)	1	
	AHA9882	COLUMN ASSEMBLY, LHD, new	1	G-AN5-105501 on.
	AHA9882E	COLUMN ASSEMBLY, LHD, *recon' (exchange)	1	
11	MGP1050B	BUSH, upper	1	from G-AN5-105501
12	MPB1002	BUSH, lower	1	
14	AHA9801	SEAL, draught excluding	1	to G-AN6-170989
	CHA457	SEAL, draught excluding	1	
	CHA559	SEAL, draught excluding	1	from G-AN6-170990

Steering Column Mountings

20	53K1013	BOLT, clamping	1	column to steering rack
21	LNZ104	NUT, locking	1	
22	2A6144	SHIM	a/r	see page 157
23	2A6132	BRACKET, column mounting	1	
24	GHF101	SCREW, bracket to body	2	
25	GHF331	WASHER, locking	2	
26	GHF300	WASHER, plain	2	
27	4B2502	SEATING, column bracket	1	
28	2A6133	CAP, bracket	1	
29	SE504091	SCREW, cap to bracket	2	
30	GHF331	WASHER, locking	2	
31	GHF300	WASHER, plain	2	
32		STEERING LOCK	1	

Steering Column Cowls

35	18G8387	COWLING, top & bottom halves (RHD)	1	G-AN4, H-AN9 (without (headlamp flash on stalk)
	18G8388	COWLING, top & bottom halves (LHD)	1	
36	18G8713	COWLING, top & bottom halves (RHD)	1	G-AN4, H-AN9 (with head- lamp flash on stalk) all G-AN5, G-AN6, H-AN10, A-AN10
	18G8714	COWLING, top & bottom halves (LHD)	1	
37	RMP214	SCREW, cowl (top to bottom half)	4	

Steering Wheels

Note: Horn push pads are included here as they are seen to be part of the steering wheel. However, the full range of horn pushes and their associated components may be found in 'Switches & Controls (Fascia & Column)' on page 157.

40	AHA9193	STEERING WHEEL (wire spokes)	1	G-AN4; H-AN9
41	BHA4442	HORN PUSH, 'MG' logo	1	
42	BHA4441	HORN PUSH, 'Austin' logo	1	
43	BHH111*	STEERING WHEEL (five hole spokes)	1	to G-AN5-89514; to H-AN10-86302
44	31G1039*	CENTRE PAD	1	
45	BHA4979*	BADGE, centre pad, 'MG' logo	1	
46	BHA5010*	BADGE, centre pad, 'Austin' logo	1	

*The steering wheel BHH111 introduced for the 1970 model year was the first on non-American Sprites & Midgets to be devoid of a horn push (the horn was operated from the indicator stalk). This state was not to last for long, however, because in July 1970 a new (but similar) steering wheel was introduced with a horn push pad in the centre. If you have an early 1970 car and you're stuck for a BHH111 steering wheel, any of the later three wheels will do the job (BHH291 is closest to original in style - it has five hole spokes), together with an appropriate horn push to act as a centre pad.

Ill. No	Part Number	Description	Qty. Req.	Details
50	BHH291	STEERING WHEEL (five hole spokes)	1	G-AN5-89515 to G-AN5-123730; H-AN10-86303 on; A-AN10
51	BHH786	STEERING WHEEL (slotted spokes)	1	
52	BHH1307	STEERING WHEEL (embossed spokes)	1	G-AN5-123731 to G-AN5-135881
53	BHA5053	HORN PUSH, no logo (for Sprite)	1	
54	BHA5043	HORN PUSH, black 'MG' logo	1	G-AN5-89515 to G-AN5-105500
	BHA5135	HORN PUSH, red 'MG' logo	1	
	AAU1161	HORN PUSH, gold 'MG' logo	1	G-AN5-105501 on; to G-AN6-200000 used on selected 1975 G-AN6 cars
55	CHA748	CENTRE PAD, hollow centre	1	
56	CHA747	BADGE, black/silver 'MG' logo (original)	1	G-AN6-200001 on.
	BHH1994	BADGE, black 'MG' logo (alternative)	1	
	BHH2687	BADGE, red/silver 'MG' logo (alternative)	1	
57	ACH6001	NUT (steering wheel to column)	1	
58	6K900	WASHER, shakeproof	1	

Removing and Refitting Components

1. The steering lock.

There are several ways of removing steering lock shear bolts, which by security conscious design will have sheared their heads off during fitting. The methods range from the ham-fisted (ignoring the bolts and simply hack-sawing the lock off, thereby destroying it) to a couple of more rational ideas described below.

If there is any of the shear bolt material proud of the steering lock casting, it may be possible to create a slot across it with careful use of a hacksaw and then undo the bolt with a screwdriver. If this is not possible, the bolt can be undone by putting the point of a centre punch near the outer edge of the sheared surface of the bolt, then angling the punch so that when struck by a hammer it knocks the bolt round in an anti-clockwise direction. Repeating this action will, of course, eventually undo the bolt.

Granted, it's a slow procedure, but it works every time.

Drilling the bolts out is *not* really recommended if the lock is to be saved: unless you are remarkably skilful (or lucky) in your aim, the drill will probably drift into the soft metal of the lock casting, leaving rather too much of the relatively harder bolt complete. In the same vein, using an 'Easyout' (a device for removing broken studs) is a bit of a gamble; if the Easyout breaks, as it will if you get a little too enthusiastic with it, you will be left staring at something that's definitely too hard to drill out.

2. The steering wheel.

When trying to ease the steering wheel off the tapered splines on the top of the column without the aid of the correct wheel pulling tool (i.e. jiggling it from side to side and tugging at the same time, or tapping the back of the wheel with a soft faced hammer), make sure that the wheel retaining nut is still held on the end of the column by a thread or two.

You'll have saved face - literally - when the wheel eventually breaks free in a hurry from its splines.

Going back to the start of the task, scratch a mark on the top of the inner column to match another on the wheel centre, so that later during re-assembly you don't have to go through the hit and miss process of trying to get the wheel on straight again.

3. Joining the steering column to the steering rack.

Never attempt to join the column and steering rack together without the rack clamps being loose enough to allow a little rotation of the rack in its mountings. The movement will allow the splines of the column and rack to settle properly in line with each other; only then should all the bolts be nipped up tight: the column pinch bolt first, followed by the rack mountings.

If the rack pinion was not quite in line, so that the column exerted a lateral pressure on it, abnormal wear on bushes and bearings would result.

The Embarrassing Horn Fault

One sunny afternoon, you find yourself driving along in town with the hood down, generally enjoying life. You turn a corner slowly into a crowded street in your gleaming pride and joy and...the horn blares out, whereupon everyone stops and stares/glances at you. But you're sure you didn't touch the horn. Later, you drive over a bump while following a taxi and the horn goes off again. You hide miserably behind the steering wheel, as much out of sight of the taxi driver as possible. Once back at the sanctuary of your house, you wreak revenge on the horn controls, carrying out a thorough inspection and overhaul. A couple of days later, the same embarrassing events repeat themselves. You can't believe it.

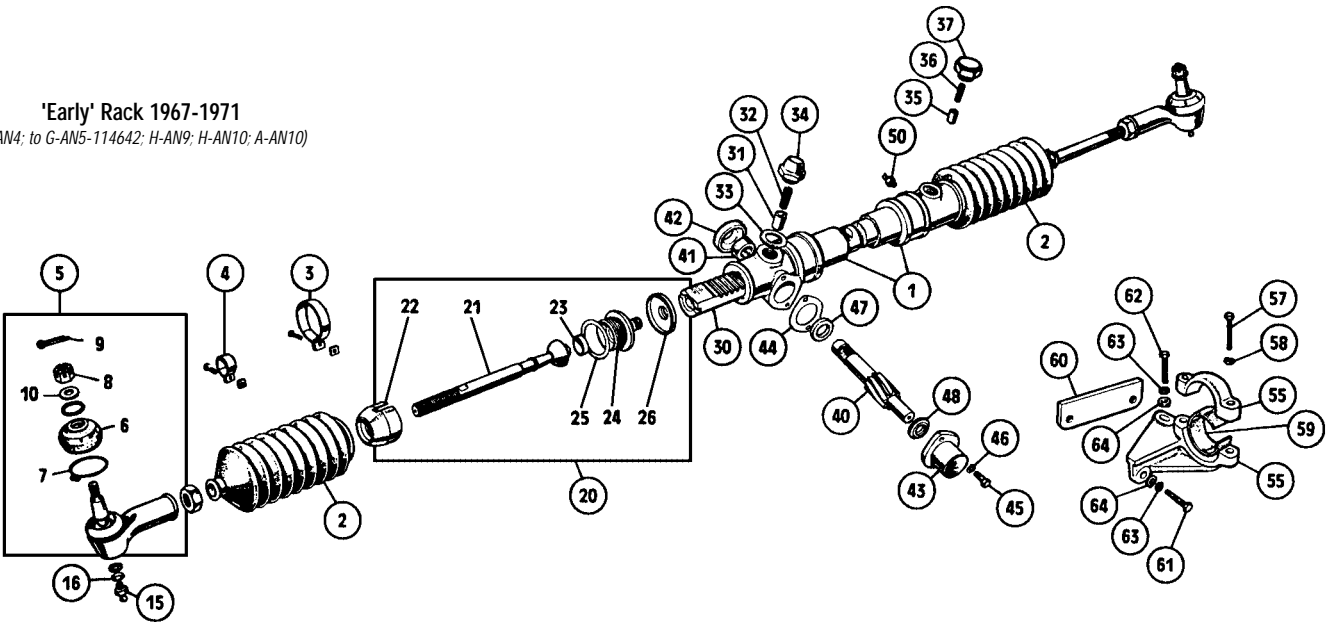
Try this test: hold the steering wheel and try to pull it back towards yourself; then push it forwards, away from yourself, as far as you can. You will probably be shocked at the amount of longitudinal play (though not as shocked as when the horn goes off again).

The excessive play - which at its worst point enables the horn circuit to be unintentionally completed - is due to worn thrust washers on the steering rack pinion.

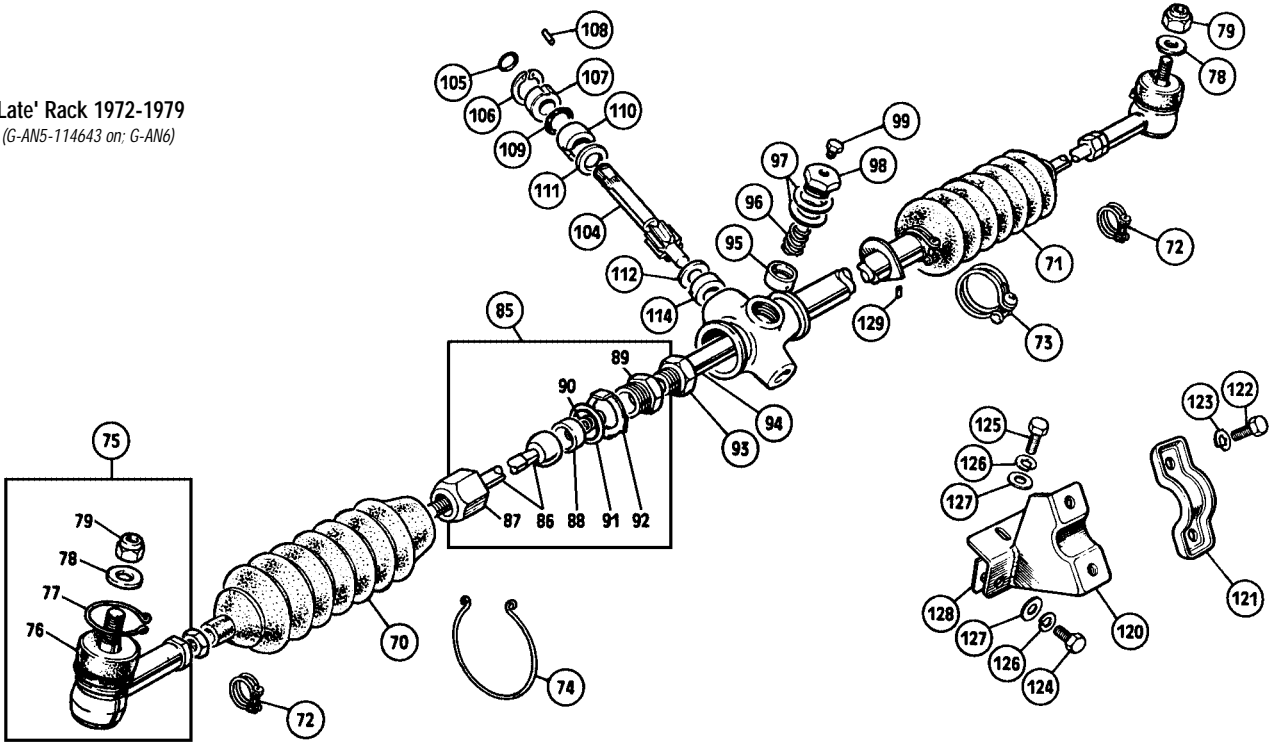
If you fancy your chances dealing with fine tolerance shims & things, have a go at repairing it.

If you're sensible, exchange your steering rack for a new or reconditioned item.

'Early' Rack 1967-1971
(G-AN4; to G-AN5-114642; H-AN9; H-AN10; A-AN10)



'Late' Rack 1972-1979
(G-AN5-114643 on; G-AN6)



iii. No	Part Number	Description	Qty. Req.	Details
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Steering Racks

Two types of rack were fitted, the Morris Minor sourced item giving way to the later Triumph design (intermittently) from GAN5-114643. The racks are not interchangeable unless the mounting brackets, track rod ends and steering arms (on the stub axles) are also changed.

'Early' Rack 1967-71

(G-AN4; to G-AN5-114642; H-AN9; H-AN10; A-AN10)

ACG6010	RACK, RHD, new	1	}	to G-AN4-61165
ACG6010E	RACK, RHD, exch. recon	1		
ACG6009	RACK, LHD, new	1	}	to H-AN9-72528
ACG6009E	RACK, LHD, exch. recon	1		
BTA1096	RACK, RHD, new	1	}	from G-AN4-61166
BTA1096E	RACK, RHD, exch. recon	1		
BTA1097	RACK, LHD, new	1	}	to G-AN5-114642
BTA1097E	RACK, LHD, exch. recon	1		

iii. No	Part Number	Description	Qty. Req.	Details
1	ACA6020	HOUSING, rack, RHD	1	
	ACA6019	HOUSING, rack, LHD	1	
	ACA6029K	GAITER KIT (2 required)	2	(one per end)
2	ACA6029	GAITER, rack	2	
3	BMK924A	STEEL CLIP, large	2	
4	3H2963	STEEL CLIP, small	2	
5	GSJ169	TRACK ROD END	2	
6	7H3762	GAITER, track rod end	2	
7	7H3565	CLIP, gaiter	2	
8	NL607041	NUT, slotted	2	
9	GHF504	SPLIT PIN	2	
	GHF224	NUT, nyloc	2	(alternative to items 8 & 9)
10	GHF303	WASHER, plain	2	
15	UHN305	GREASE NIPPLE	2	
16	ACH6173	WASHER, fibre	2	

Ill. No	Part Number	Description	Qty. Req.	Details
20	ACA6018	TRACK ROD ASSEMBLY	2	
21	ACA6015	TRACK ROD	2	
22	ACA5304	BALL HOUSING, outer	2	
23	ACA5246	SEAT, ball	2	
24	ACA6031	BALL HOUSING, inner	2	
25	ACA6017	SHIM, 0.002"	a/r	
	ACA5301	SHIM, 0.003"	a/r	
	ACA5302	SHIM, 0.005"	a/r	
	ACA5303	SHIM, 0.010"	a/r	
26	ACA5247	LOCK TAB	2	
30	ACA6026	RACK	1	
31	ACA5244	PAD, damper	1	
32	ACA5248	SPRING, pad	1	
33	ACA5249	SHIM (0.003")	a/r	
	ACA5275	SHIM (0.010")	a/r	
34	ACA5245	HOUSING, damper	1	
35	ACA5284	PAD, secondary damper	1	
36	ACA5286	SPRING, pad	1	
37	ACA5285	HOUSING, secondary damper	1	
40	ACA6028	PINION, RHD	1	to G-AN4-61165, to H-AN9-72528 (groove around pinion spline) G-AN4-61166 on, to G-AN5-114642, H-AN9-72529 on, H-AN10, A-AN10 (machined flat across pinion spline)
	ACA6027	PINION, LHD	1	
41	ACA5261	SEAL, pinion	1	
	BT942	PINION, RHD	1	
	BT941	PINION, LHD	1	
	BT9008	SEAL, pinion	1	
42	AHA5496	RETAINER, pinion seal	1	
43	ACA5307	BEARING, pinion tail	1	
44	ACA5259	SHIM (0.003")	a/r	
	ACA5260	SHIM (0.005")	a/r	
	ACA5320	SHIM (0.010")	a/r	
45	AJD6155Z	SCREW, bearing to rack housing	2	
46	GHF331	WASHER, locking	2	
47	ACA5257	THRUST WASHER, pinion, upper	1	
48	ACA5258	THRUST WASHER, pinion, lower	1	
50	UHN305	NIPPLE, rack lubrication	1	
55	AHA5391	BRACKET, rack mounting, RH	1	
	AHA5392	BRACKET, rack mounting, LH	1	
57	BH505121	BOLT, clamping	4	
58	GHF332	WASHER, locking	4	
59	2A6128	SEATING, rack	2	
60	AHA8718	SHIM, mounting bracket (1/32")	a/r	Passenger side mounting only
	2A6129	SHIM, mounting bracket (3/32")	a/r	
	2A6130	SHIM, mounting bracket (5/32")	a/r	
	2A6131	SHIM, mounting bracket (7/32")	a/r	
61	SH605061	SCREW (bracket to front of crossmember)	4	
62	GHF103	SCREW (bracket to top of crossmember)	2	
63	GHF332	WASHER, locking	6	
64	GHF301	WASHER, plain	6	

'Late' Rack 1972-79

(G-AN5-114643 on; G-AN6)

	AHA9956	RACK, RHD, new	1	
	AHA9956E	RACK, RHD, exch. recon	1	
	AHA9955	RACK, LHD, new	1	
	AHA9955E	RACK, LHD, exch., recon	1	
	GSV1104/5	GAITER KIT, services both ends	1	
70	GSV1105	GAITER, driver's side	1	
71	GSV1104	GAITER, passenger side	1	
72	GHC507	CLIP, small	2	
73	GHC811	CLIP, large (passenger side)	1	
74	EAW4321	WIRE TIE, driver's side	1	
75	GSJ158	TRACK ROD END	2	
76	EAW2270	GAITER, track rod end	2	
77	138869	CLIP, gaiter	2	
78	WB110061	WASHER, plain	2	
79	GHF223	NUT, nyloc	2	

Ill. No	Part Number	Description	Qty. Req.	Details
85	37H7346	TRACK ROD ASSEMBLY	2	
86		TRACK ROD	2	
87	128024	BALL HOUSING, outer	2	
88	158732	SEAT, ball	2	
89	129963	BALL HOUSING, inner	2	
90	120953	SPRING, seat	2	
91	130031	SHIM (0.002")	a/r	
	130032	SHIM (0.010")	a/r	
92	120957	LOCK TAB	2	
93	146364	LOCK NUT	2	
94	208375	RACK	1	
95	120946	PAD, damper	1	
96	126765	SPRING, pad	1	
97	120959	SHIM (0.002")	a/r	
	120949	SHIM (0.004")	a/r	
	132055	SHIM (0.010")	a/r	
98	132053	HOUSING, damper	1	
99	133103	PLUG, grease point	1	alternatives
	056935	GREASE NIPPLE	1	
104	37H7339	PINION, RHD	1	
	37H7340	PINION, LHD	1	
105	128021	SEAL, pinion	1	
106	509537	CIRCLIP, retaining pinion	1	
107	128001	COLLAR	1	
108	128008	PIN, securing collar	1	
109	120941	SHIM (0.005")	a/r	
	37H7341	SHIM (0.010")	a/r	
110	127998	BUSH, pinion, upper	1	
111	127999	THRUST WASHER, pinion (upper)	1	
112	128000	THRUST WASHER, pinion (lower)	1	
114	127997	BUSH, pinion (lower)	1	
120	AHA9959	BRACKET, rack mounting, RH	1	
	AHA9960	BRACKET, rack mounting, LH	1	
121	AHA9961	CLAMP, bracket	2	
122	SH605061	SCREW, clamp to bracket	4	
123	GHF332	WASHER, locking	4	
124	SH605061	SCREW (bracket to front of crossmember)	4	
125	GHF103	SCREW (bracket to top of crossmember)	2	
126	GHF332	WASHER, locking	6	
127	GHF301	WASHER, plain	6	
128	AHA8718	SHIM, mounting bracket (1/32")	a/r	passenger side mounting only
	2A6129	SHIM, mounting bracket (3/32")	a/r	
	2A6130	SHIM, mounting bracket (5/32")	a/r	
	2A6131	SHIM, mounting bracket (7/32")	a/r	
129	145108	DAMPER PLUG, nylon	1	

(this plug is in the rack tube, under the passenger's side rack mounting bracket)

Oil or Grease?

Factory manuals proffer the following information on which lubricant to use in each rack:

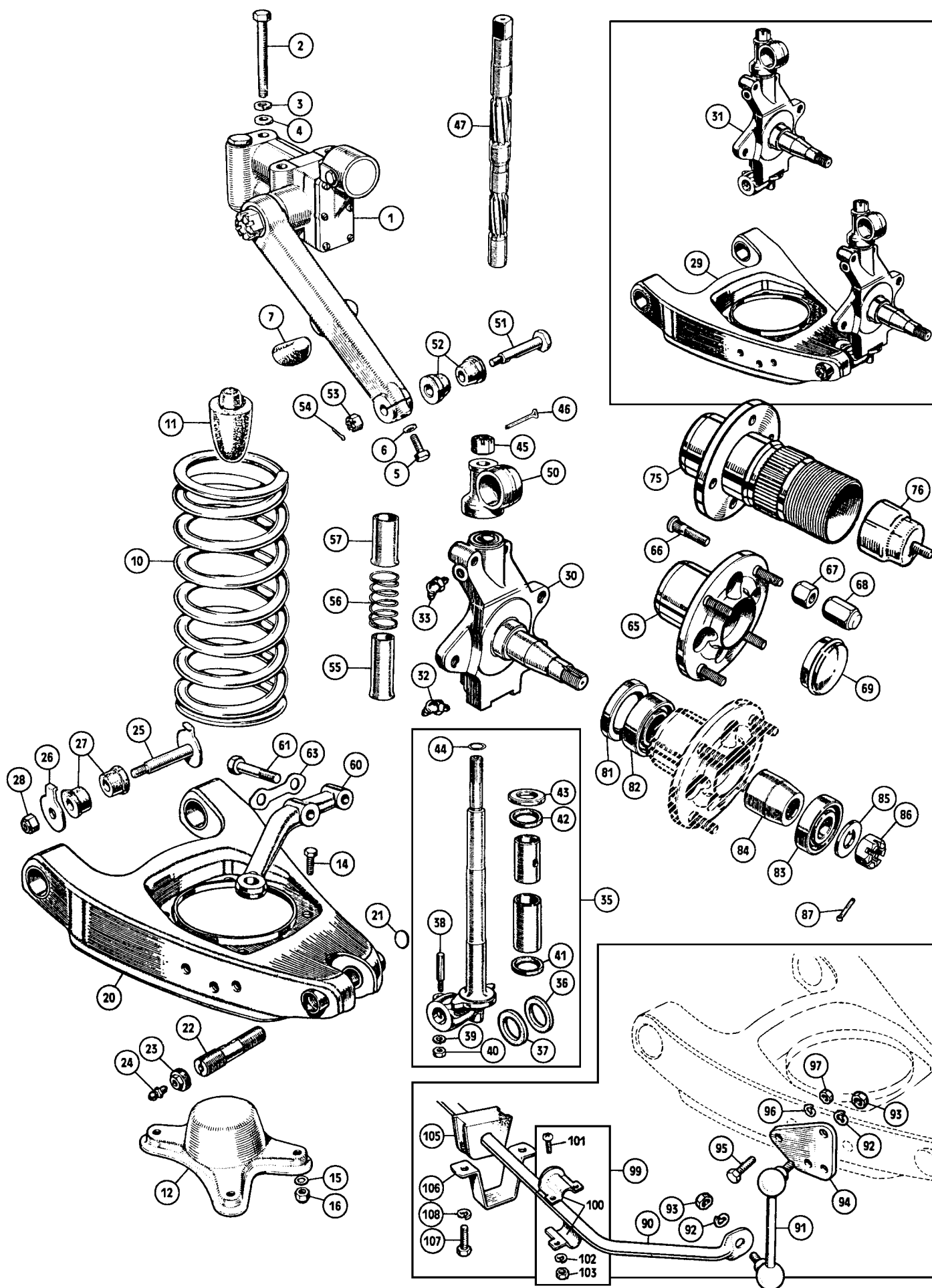
Early Rack (1967-71);

At regular intervals, apply a gun filled with SAE 90 Hypoid oil to the lubrication nipple on the rack housing and give ten strokes.

Late Rack (1972-79);

Remove the grease point plug and screw in place a grease nipple (part number 056935). Turn the steering wheel to full right hand lock: then apply a grease gun (filled with multi-purpose grease), to the nipple and give five strokes only (over greasing may damage the gaiters). Replace the nipple with the plug.

Finally, NEVER assume that a new or reconditioned rack has been pre-filled with lubricant.



Ill. No	Part Number	Description	Qty. Req.	Details
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Shock Absorbers & Springs

1	GSA103	SHOCK ABSORBER, LH, new	1	
	GSA103E	SHOCK ABSORBER, LH reconditioned	1	exchange
	GSA102	SHOCK ABSORBER, RH, new	1	
	GSA102E	SHOCK ABSORBER, RH, reconditioned	1	exchange
2	53K1364	BOLT, shock absorber to frame	6	
3	GHF333	WASHER, locking	6	
4	GHF302	WASHER, plain	6	
5	53K1389	BOLT, fulcrum pin clamping	2	
6	GHF322	WASHER, shakeproof	2	
7	2A4082	BUFFER, shock absorber arm	2	
10	CHA129	ROAD SPRING, front	2	G-AN4; G-AN5; to G-AN6-171477; H-AN9; H-AN10; A-AN10 from G-AN6-171478
	CHA570	ROAD SPRING, front	2	
11	AHA6378	BUMP STOP	2	
12	21A137	SPRING SEAT, lower	2	
14	53K1368	BOLT, spring seat to lower wishbone	8	
15	GHF301	WASHER, plain	8	
16	GHF222	NUT, nyloc	8	
20	AHA7029*	LOWER WISHBONE ASSEMBLY	2	new
	AHA7029E*	LOWER WISHBONE ASSEMBLY	2	reconditioned, exchange

**Note: Don't be perturbed if you own a pre-1974 car with 'handed' wishbones - i.e. the piercings & reinforcements for mounting the anti roll bar are only in one side of each wishbone. Only in 1974 was the anti roll bar made a standard feature (although there can't have been more than a handful of pre-1974 cars, 'Frogeye' Sprites and their ilk excepted, which didn't have one); up to this point the wishbones were indeed handed. Subsequently, wishbones became ambidextrous and that is the way they are still supplied today.*

If you still have a pair of handed wishbones in good condition, they're quite a curio & a desirable commodity to the Concours d'Elegance aficionados. With the front suspensions propensity to fail the MOT and require complete overhaul (the wishbones being one of the favourite sacrificial items) there can't be many left around now.

Stub Axle Assembly & King Pin

29	HMP215012*	STUB AXLE & WISHBONE, LH	1	exchange
	HMP215011*	STUB AXLE & WISHBONE, RH	1	exchange
				<i>*A stub axle & wishbone assembly consists of a new king pin kit fitted to a reconditioned stub axle (with bushes reamed accordingly), attached by a new fulcrum pin to a new wishbone. No tricky assembling to be done - all you have to do is attach it to the car!</i>
30	BTA745	STUB AXLE, LH	1	new
31	BTA745E*	STUB AXLE, LH	1	reconditioned, exchange
	BTA744	STUB AXLE, RH	1	new
	BTA744E*	STUB AXLE, RH	1	reconditioned, exchange
				<i>*A reconditioned stub axle is supplied as a sub-assembly, complete with king pin kit (the king pin bushes are fitted and reamed to suit)</i>
32	LN30041	GREASE NIPPLE, stub axle, lower	2	
33	UHN445	GREASE NIPPLE, stub axle, upper	2	
35	GSJ230	KING PIN KIT, for one side	2	
	QHQP624TCF	KING PIN KIT, car set	1	
36	2A4206	CORK SEAL, large	2	
37	2A4205	CORK SEAL, small	2	
38	51K1769	COTTER PIN	2	
39	WL700101	WASHER, locking	2	
40	GHF206	NUT	2	
41	BTA613	SEALING RING, lower	2	
42	BTA607	SEALING RING, upper	2	
43	2A4006	THRUST WASHER	2	
44	2A4008*	SHIM, 0.012"	a/r	
	2A4007*	SHIM, 0.008"	a/r	
	2A4168*	SHIM, 0.003"	a/r	
45	ND607041	NUT, slotted	2	
46	GHF503	SPLIT PIN	2	
	GHF224	NUT, nyloc	2	alternative to items 45 & 46

**Contrary to the usual outcome of adding shims to an assembly, these shims should be added to loosen the king pin and taken away to tighten it (a sufficient quantity of shims are supplied in king pin kits and reconditioned stub axles). The procedure is to fit an 0.008" and a 0.012" shim over the thrust washer, fit the top trunnion and tighten down the top nut (if you intend to fit a nyloc nut upon assembly on the car, use your old nut now for this test fitting). Resistance should just be felt when the stub axle is turned on the king pin and there should be no obvious vertical play. If this isn't the case, add or subtract shims until you are satisfied.*

(Continued)

Ill. No	Part Number	Description	Qty. Req.	Details
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(Continued from previous column)

Too much play, on the one hand, and you'll fail the MOT. On the other hand, too much resistance and the self centring effect of the steering will be lost - at the least disconcerting, if not dangerous.

47	18G1006A	REAMING TOOL, king pin bushes	1	
50	2A4005	TOP TRUNNION	2	
51	2A4028	PIN, trunnion link to shock absorber	2	
52	88G274	BUSH, rubber	4	
53	ND606041	NUT, slotted	2	
54	GHF502	SPLIT PIN	2	
55	BTA606	DUST EXCLUDER, lower	2	
56	6K653	SPRING	2	
57	2A4010	DUST EXCLUDER, upper	2	
60	BTA649	STEERING ARM, LH	1	G-AN4; to G-AN5-114642;
	BTA648	STEERING ARM, RH	1	H-AN9; H-AN10; A-AN10
	AHA9958	STEERING ARM, LH	1	G-AN5-114643 on: G-AN6
	AHA9957	STEERING ARM, RH	1	
61	53K1370	BOLT, arm securing, short	2	
	ATA4132	BOLT, arm securing, long	2	
63	2K5377	LOCK TAB	2	

Wheel Hubs

65	BTA1254	HUB ASSEMBLY	2	
66	BTA339	STUD	8	
67	88G322	NUT, plain (steel wheels) (not Rostyle)	8	for steel wheels only
68	AHA8785	NUT, chrome plated (Rostyle wheels)	8	
69	2A4067	GREASE CAP	2	
75	BTA687	HUB, LH	1	
	BTA686	HUB, RH	1	for wire wheels only
76	BTC392	GREASE CAP	2	
	GHK1142	WHEEL BEARING KIT, front	2	
81	GHS142	OIL SEAL	2	
82	GHB129	BEARING, inner	2	
83	GHB128	BEARING, outer	2	
84	88G321	SPACER	2	
85	2A4003	WASHER, special	2	
86	51K328	NUT, hub	2	
87	GHF504	SPLIT PIN	2	

Anti Roll Bar

See also 'Performance & Tuning' in Accessories for Uprated Suspension Kits & Conversions.

90	AHA7013	ANTI ROLL BAR, standard size	1	
91	AHA7012A	LINK ASSEMBLY, LH	1	bar to wishbone
	AHA7011A	LINK ASSEMBLY, RH	1	
92	GHF334	WASHER, locking	4	
93	GHF203	NUT	4	
94	AHA7028	BRACKET, link to wishbone	2	
95	SH605061	SCREW, bracket securing	6	
96	GHF332	WASHER, locking	6	
97	GHF201	NUT	6	
99	AHH6546K	END STOP KIT	2	
100	AHH6546	END STOP (limits lateral play of bar)	4	
101	PMZ307	SCREW	4	use with standard bar
102	WL700101	WASHER, locking	4	
103	GHF206	NUT	4	
105	AHH6541	BUSH, rubber	2	
106	BHH2000	STRAP, bush mounting	2	
107	SH605051	SCREW	4	
108	GHF332	WASHER, locking	4	

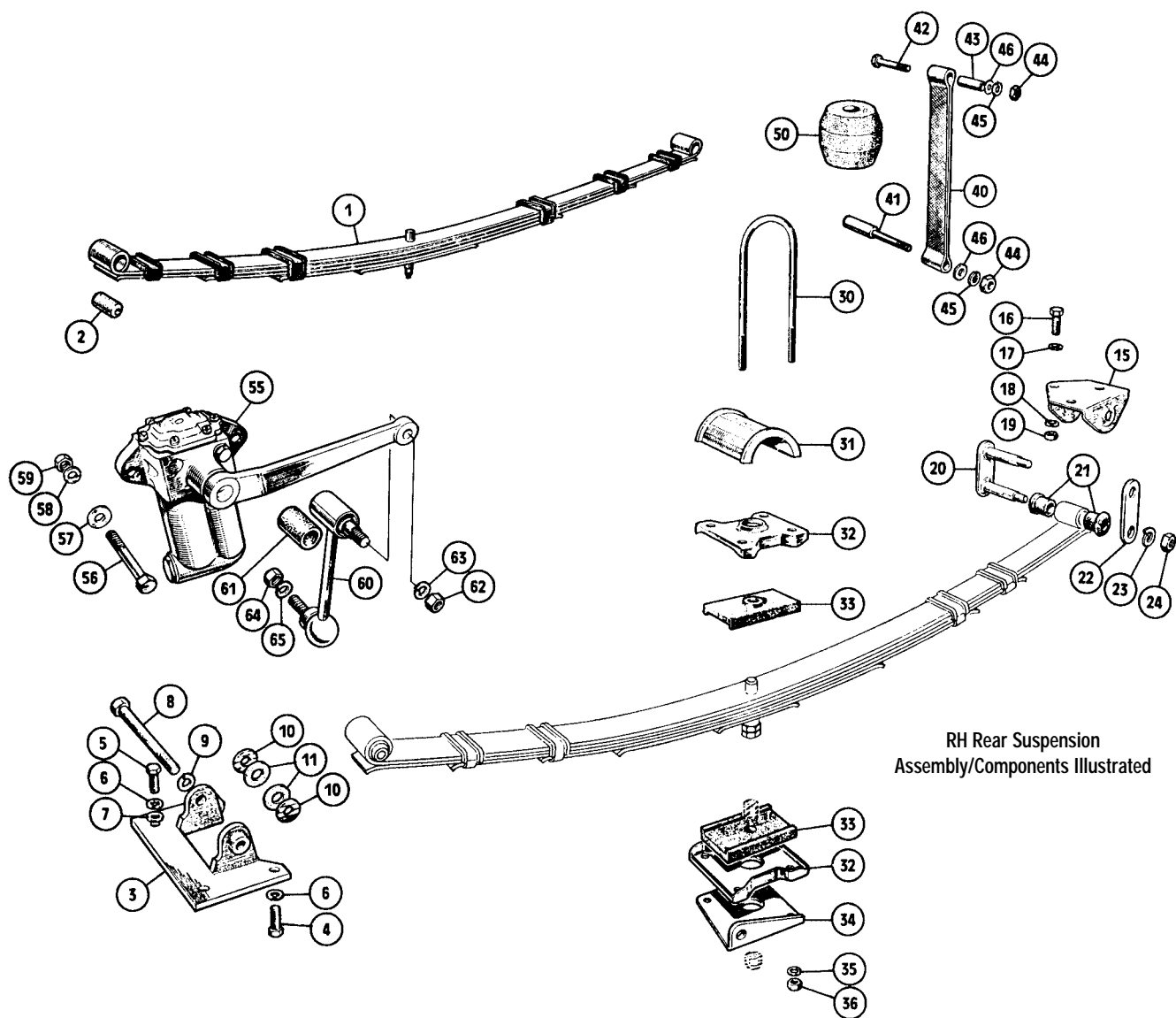
Removing The Front Suspension

It is considerably easier to dismantle the old suspension unit (consisting of the wishbone, king pin and shock absorber) and assemble the new one on a workshop bench, rather than working within the confines of a cramped front wheel arch. Sprites & Midgits are among many car designs where this act of comparative working luxury may be carried out.

Removal of the suspension unit may be carried out thus:

Undo the brake caliper from the swivel axle, then tie it up under the wheel arch so that it doesn't hang from its hose. Supporting the wishbone securely with a trolley jack, undo the bolts holding the shock absorber to the car body. Pull the shock absorber out from under the wheel arch and let the jack down slowly, so that the wishbone pivots down to a near vertical position. Remove the road spring (no need for spring compressors here) and then undo the wishbone inner pivot bolts. Remove the suspension unit from the car. It's really that simple.

Refitting is the exact reverse of the above procedure.



RH Rear Suspension
Assembly/Components Illustrated

Ill. No	Part Number	Description	Qty. Req.	Details
Rear Suspension				
See also 'Performance & Tuning' in Accessories for Up-rated Suspension & Conversion Kits.				
	SFK103	FITTING KIT, rear springs	1	Includes items 21, 24, 30, 33, 36 for two springs
1	AHA8093	ROAD SPRING, rear	2	
	CHA493	ROAD SPRING, rear	2	G-AN4; G-AN5; H-AN9; H-AN10; A-AN10
2	AAA629	EYE BUSH	2	
3	AHA7174	FRONT BRACKET	2	rear spring mounting
4	SH606101	SCREW, bracket to floor (rear)	4	
5	SH606071	SCREW, bracket to floor (front)	4	
6	GHF333	WASHER, locking	8	
7	GHF302	WASHER, plain	4	
8	AHA7180	BOLT (spring to front bracket)	2	
9	GHF334	WASHER, locking	2	
10	AHA7178	WASHER, spacing (metal)	4	
11	AHA7179	WASHER, nylon	4	
15	AHA7201	REAR BRACKET	2	
16	SH605071	SCREW (bracket to boot floor)	6	rear spring mounting
17	GHF301	WASHER, plain	6	
18	GHF332	WASHER, locking	6	
19	GHF201	NUT	6	

Ill. No	Part Number	Description	Qty. Req.	Details
20	AHA7686	PLATE & PINS, shackle	2	
21	AHA7182	BUSH	8	
22	AHA7687	PLATE, shackle	2	
23	GHF333	WASHER, locking	4	
24	GHF202	NUT	4	
30	AHA8097	U BOLT, spring to axle	4	
31	21G5165	SADDLE, U bolt	2	
32	ACA5139	PLATE, locating	4	
33	ACA5138	PAD, seating	4	
34	AHA7172	BRACKET, RH	1	shock absorber link
	AHA7173	BRACKET, LH	1	
35	GHF302	WASHER, plain	8	
36	GHF223	NUT, nyloc	8	
40	AHH5081	STRAP, rebound	2	G-AN4; G-AN5; H-AN9; H-AN10; A-AN10
	BHH989	STRAP, rebound	2	
41	HMP215014	PIN (mounting strap to axle)	2	G-AN6 weld to axle case (replacement)
42	BH606301	BOLT (strap to shock absorber bracket)	2	
43	2A7306	TUBE, spacer	2	
44	GHF202	NUT	4	
45	GHF333	WASHER, locking	4	
46	PWZ206	WASHER, plain	4	
50	AHH9158	BUMP STOP, rubber	2	

Ill. No	Part Number	Description	Qty. Req.	Details
55	GSA149	SHOCK ABSORBER, RH	1	new
	GSA149E	SHOCK ABSORBER, RH	1	recon, exchange
	GSA150	SHOCK ABSORBER, LH	1	new
	GSA150E	SHOCK ABSORBER, LH	1	recon, exchange
56	SH606121	BOLT, shock absorber to bracket	4	
57	GHF302	WASHER, plain (small diameter)	4	
58	PWZ206	WASHER, plain (large diameter)	4	
59	GHF223	NUT, nyloc	4	
60	AAU1949A	LINK ASSEMBLY	2	shock absorber to spring
61	97H222	BUSH, upper, link	2	
62	FNZ507	NUT (link to shock absorber arm)	2	
63	GHF334	WASHER, locking	2	
64	FNZ508	NUT, link to bracket	2	
65	GHF335	WASHER, locking	2	

Hints for Suspension Assembly

It is suggested that you should always have a tin of copper grease or anti-seize compound around when carrying out the re-assembly of suspension components. A dab of grease on all threads (and inside any rubber bushes with steel inserts) will ensure ease of removal in the future.

Whilst on the subject of hardware, new nuts, bolts & washers should be used for re-assembly if possible; emphasis should be applied to renewing locking or shakeproof washers (spring or star washers). Nyloc nuts should never, ever be reused, especially in safety related areas like suspension.

Don't over tighten nuts or bolts holding rubber pivot bushes in place; correct torque settings are published in factory & aftermarket workshop manuals and should be adhered to.

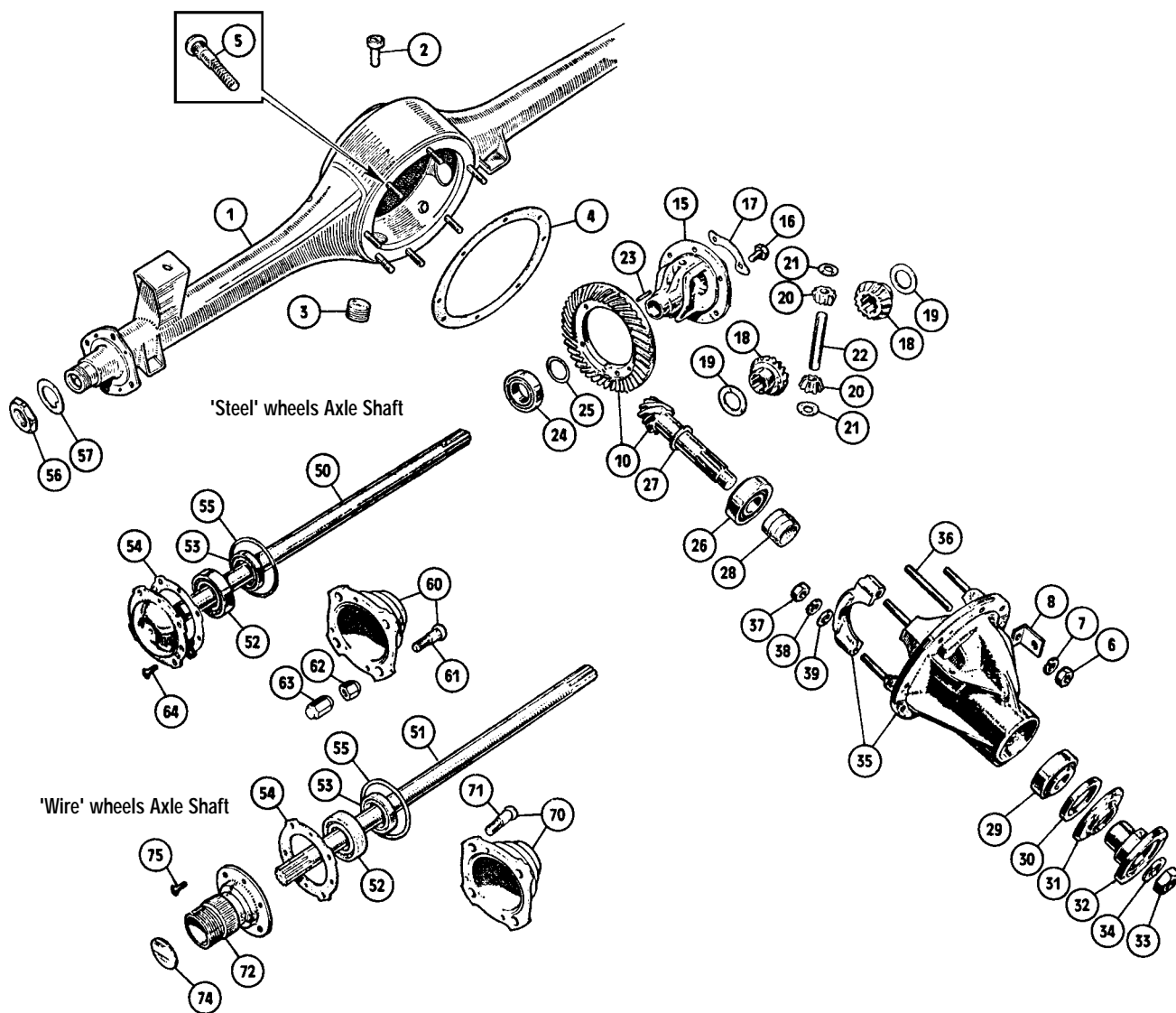
If a bush is clamped down too tightly, it will not be able to insulate against shocks or provide the correct degree of pliability. Worse than this, it will effectively be half seized, and it won't take long to seize up completely.

The result will be a broken pivot or undue wear on the components the bush is in contact with, possibly weeks or even only days later.

New lever arm shock absorbers (the type fitted as standard to all Sprites & Midgets) require priming before offering up to the car. This means holding the shock absorber at the angle it would normally be when on the car, working the arm from one extreme of its travel to the other until all of the 'dead spots' you feel in the arm's movement have disappeared.

You may appreciate that working several times from end stop to end stop is not normally encountered by the shock absorber when fitted to the car: as a consequence, it may take some time to fully prime itself if the task has not been carried out beforehand.





Ill. No	Part Number	Description	Qty. Req.	Details
Rear Axle & Axle Case				
1	BTA694	AXLE CASE, for steel wheels	1	G-AN4; G-AN5; to G-AN6-182000; H-AN9; H-AN10; A-AN10 from G-AN6-182001
	BTA695	AXLE CASE, for wire wheels	1	
	DAM2483	AXLE CASE, for steel wheels	1	differential to axle case
	DAM2484	AXLE CASE, for wire wheels	1	
2	21H6060	BREATHER	1	from G-AN6-182001
3	6K499	PLUG (filler & drain)	2	
4	2A7027	GASKET	1	from G-AN6-182001
5	2A7226	STUD	8	
6	GHF201	NUT	8	from G-AN6-182001
7	GHF332	WASHER, locking	8	
8	AHH6752	BRACKET (hand brake cable support)	1	
Differential				
	STR520EX	DIFFERENTIAL, 3.55:1 (exchange, reconditioned)	1	as fitted to '64 on Midgits
	STR520	CROWN WHEEL & PINION, 3.55:1	1	(alternative)
	BTA550	DIFFERENTIAL, 4.22:1 ratio, new	1	To G-AN4-66225; to H-AN9-77590
	BTA550E	DIFFERENTIAL, 4.22:1 ratio (exchange, reconditioned)	1	
10	BTA539	CROWN WHEEL & PINION, 4.22:1	1	G-AN4-66226 on; G-AN5; to G-AN6-200000; H-AN9-77591 on; H-AN10; A-AN10
	BTA1222	DIFFERENTIAL, 3.9:1 ratio, new	1	
	BTA1222E	DIFFERENTIAL, 3.9:1 ratio (exchange, reconditioned)	1	
	BTA1223	CROWN WHEEL & PINION, 3.9:1	1	

Ill. No	Part Number	Description	Qty. Req.	Details
	BTA551	DIFFERENTIAL, 3.7:1 ratio, new	1	from G-AN6-200001
	BTA551E	DIFFERENTIAL, 3.7:1 ratio (exchange, reconditioned)	1	
	BTA535	CROWN WHEEL & PINION, 3.7:1	1	
15	ATA7036	CAGE, differential	1	
16	ATA7043	BOLT (crown wheel to differential cage)	6	
17	ATA7044	LOCK TAB	3	
18	ATA7037	SUN WHEEL	2	
19	ATA7039	THRUST WASHER, sun wheel	2	
20	2A7015	PLANET GEAR	2	
21	2A7062	THRUST WASHER, planet gear	2	
22	2A7016	CROSS PIN, planet gears	1	
23	6K631	PEG, locking cross pin	1	
24	2K5943	BEARING, differential	2	
25	2K7779	SHIM, bearing (0.002")	a/r	
	ATA7269	SHIM, bearing (0.003")	a/r	
	2K7778	SHIM, bearing (0.004")	a/r	
	2A7271	SHIM, bearing (0.010")	a/r	
26	ATA7166A	BEARING, pinion, inner	1	
27	ATA7123	THRUST WASHER, pinion (0.130")	1	alternative sizes use one only
	ATA7124	THRUST WASHER, pinion (0.128")	1	
	ATA7125	THRUST WASHER, pinion (0.126")	1	
	ATA7126	THRUST WASHER, pinion (0.124")	1	
	ATA7127	THRUST WASHER, pinion (0.122")	1	
	ATA7128	THRUST WASHER, pinion (0.120")	1	
	ATA7129	THRUST WASHER, pinion (0.118")	1	
	ATA7130	THRUST WASHER, pinion (0.116")	1	
28	BTA532	SPACER, collapsible	1	
	BTA532X	SPACER, non-collapsible (replacement)	1	read technical notes page 137

Ill. No	Part Number	Description	Qty. Req.	Details
29	BTB440	BEARING, pinion, outer	1	
30	88G320	OIL SEAL	1	
31	1G7439	DUST COVER	1	
32	ATA7056	DRIVE FLANGE, input	1	
33	FNN612	NUT, drive flange to pinion	1	
34	WL600121	WASHER, locking	1	
35	BTA549	CARRIER ASSEMBLY	1	
36	51K886	STUD, bearing cap	4	
37	GHF203	NUT	4	
38	GHF334	WASHER, locking	4	
39	GHF303	WASHER, plain	4	

Collapsible & Non-Collapsible (Solid) Spacers

Pinion bearing pre-load was originally set by the use of a collapsible spacer between the two bearings.

The correct pinion bearing pre-load is achieved when a rotational torque of between 11 & 13 pound inches (lbs. ins.) is required to rotate the pinion in the differential housing. This figure should only be checked when the seal is not fitted. It is attainable only when the pinion nut has been tightened sufficiently to 'nip' or pre-load the two bearings. It is not acceptable to over tighten the pinion nut and slack it off to obtain the correct bearing pre-load; if the spacer is over compressed then it must be scrapped, and a new one fitted.

The differential pinion may have had, at some time in its life, a solid spacer and shims fitted instead of the collapsible spacer; this is not uncommon.

The solid spacer system was utilised on the similar differential fitted to Morris Minor cars up to around 1959; after that the collapsible spacer system was used. The collapsible spacer is a far quicker (& therefore cheaper) method of obtaining pinion bearing pre-load and was adopted by many motor manufacturers.

Installing the solid spacer and shim system is time consuming because the entire assembled pinion must be fitted, tested, stripped and reassembled to adjust the bearing pre-load by the addition or subtraction of shims. Once set in this way the pinion bearing pre-load is impossible to change.

Conversely, the collapsible spacer system can be adjusted after fitting if the pinion nut is removed and then refitted at a different torque setting. This means that service replacement of the differential pinion oil seal must be done with care, especially when refitting and re-torquing the pinion flange nut.

A solid bearing spacer is offered for those who wish to convert to the more permanent solid spacer system. The solid spacer is part number BTA532X. Four different thickness adjusting shims are available as listed here.

140790	SHIM (0.030")	a/r
140791	SHIM (0.010")	a/r
140792	SHIM (0.005")	a/r
140793	SHIM (0.003")	a/r

Half Shafts & Hubs

50	BTA806	DRIVE SHAFT ASSEMBLY	2	for steel wheels only
51	BTA807	DRIVE SHAFT ASSEMBLY	2	for wire wheels only
	GHK1143	BEARING KIT, rear hub	2	
	GHB130	BEARING, rear hub	2	
	GHS147	OIL SEAL, rear hub bearing	2	
	GFG110	GASKET, drive shaft flange to hub	2	
	ATA7225	O' RING	2	
	2A7103	NUT, hub bearing retaining	1	RH thread
	1G3584	NUT, hub bearing retaining	1	LH thread
	2A7250	LOCK TAB	2	
	2A7087	HUB ASSEMBLY	2	
	2A7089	STUD, wheel	8	
	88G322	NUT, plain steel wheels (not Rostyle)	8	for steel wheels only
	AHA8785	NUT, chrome plated (Rostyle wheels)	8	
	SF604051	SCREW (drive shaft flange to hub)	2	
	BTA490	HUB ASSEMBLY	2	
	BTA492	STUD, wheel	8	
	BTA688	ADAPTOR, wire wheel, RH	1	for wire wheels only
	BTA689	ADAPTOR, wire wheel, LH	1	
	2K8160	PLUG, (welch)	2	
	SF604051	SCREW (wire wheel adaptor to hub)	2	

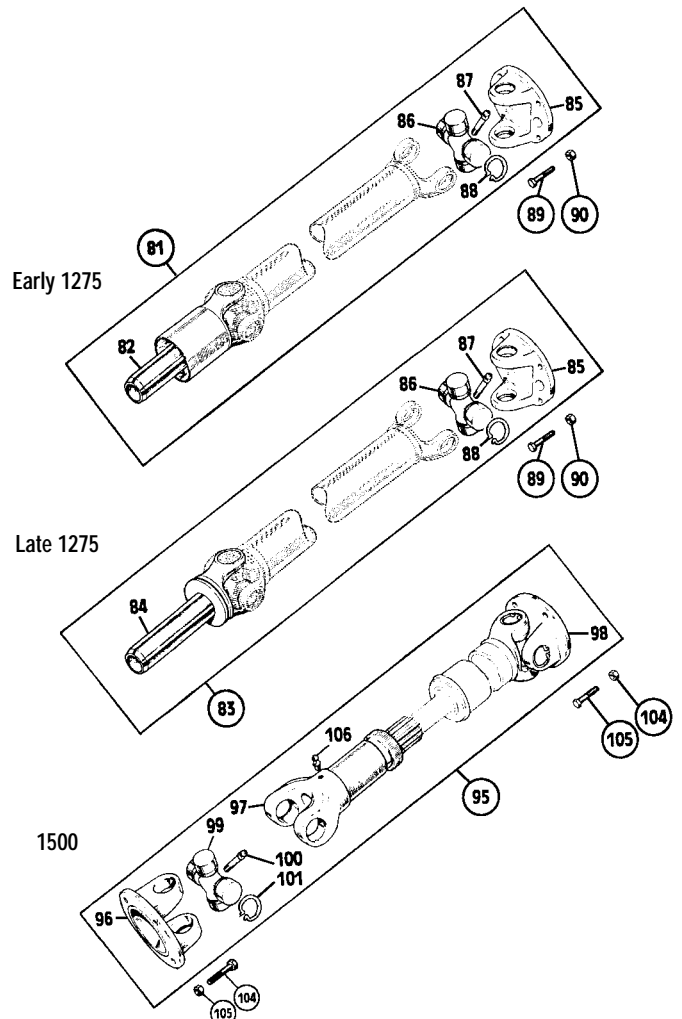
Different(ial) Noises

A well respected former employee of MG at the Abingdon works always reminisces, when prompted to do so, about the period in 1973 when workers at the Dunlop tyre factory in Birmingham were indulging in a lengthy spell of industrial action. As a result, new Midget wheels with tyres, became increasingly scarce at Abingdon. Finally it got to the point where in order to keep the Midget production line running, wheels were rationed to four per car - in other words, enough to roll the cars off the end of the line, but without spare tyres.

About the same time, a terrible warranty problem was experienced with Midget rear axles. Almost every new car, upon returning from the customary scenic test drive around Abingdon, was being sent to the rectification bay with the observation 'noisy diff'. Just a bad batch of differentials, perhaps? Axles from another production batch were tried on some of the cars, but to no avail. Axles were quickly stripped and inspected, each providing the same result: no fault found.

History doesn't record the time it took to link 'lack of spare tyre' and 'noisy diff' together, but at some point the penny dropped. Without spare tyres fastened to them, the Midget boot floors were reverberating in a manner that sounded just like a faulty differential.

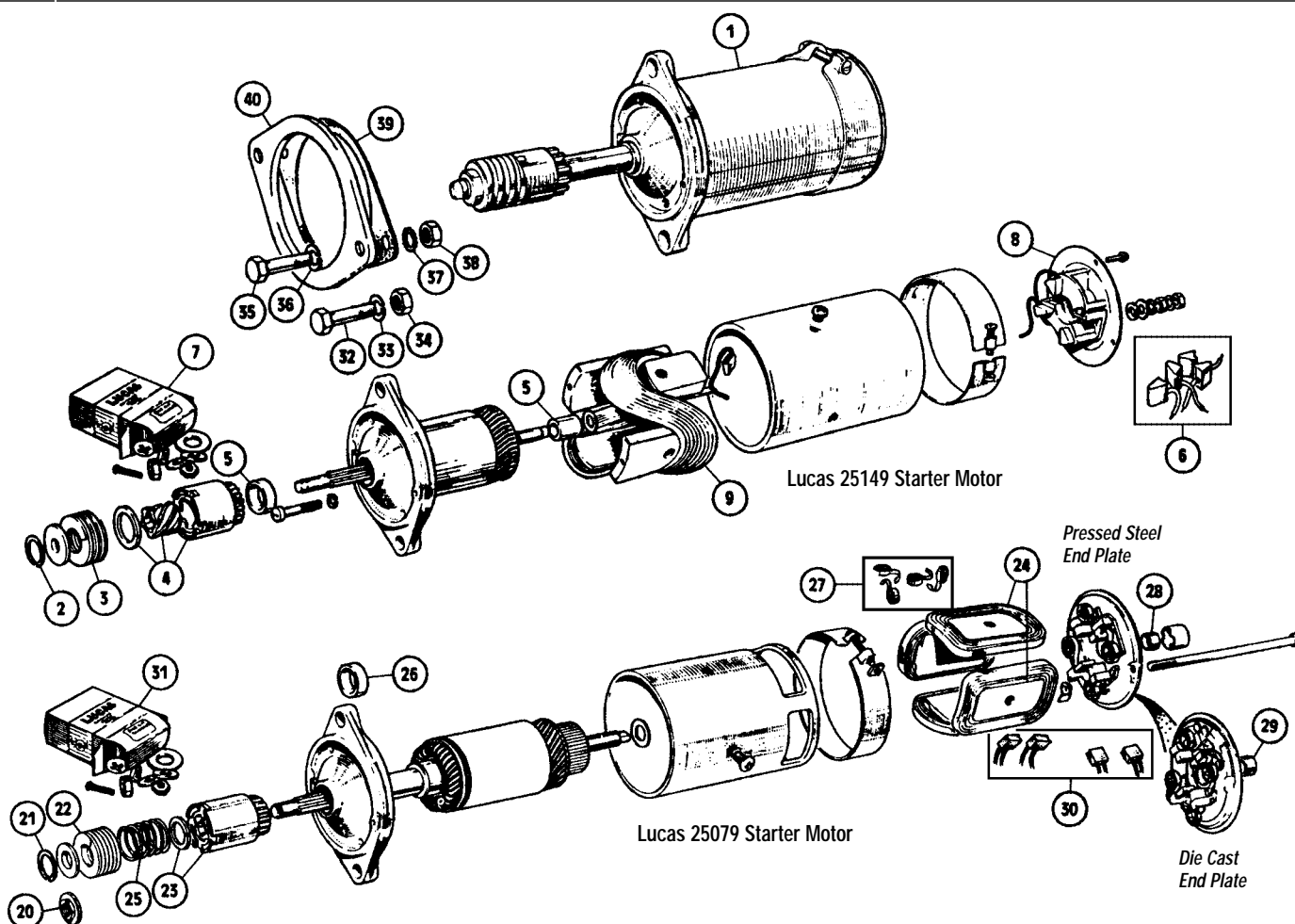
Just remember this when your differential has, all of a sudden, started to make the kind of noise that scares your cheque-book witless!



Ill. No	Part Number	Description	Qty. Req.	Details
1275 Propshaft (G-AN4, G-AN5, H-AN9, H-AN10, A-AN10)				
81	2A7272	PROPSHAFT, new	1	Early G-AN4 and H-AN9
	2A7272E	PROPSHAFT, recon, exchange	1	
82	17H3894	YOKE, front, with sleeve	1	Later G-AN4 and H-AN9; G-AN5; H-AN10; A-AN10
83	AHA9053	PROPSHAFT, new	1	
	AHA9053E	PROPSHAFT, reconditioned exchange	1	
84	37H4149	YOKE, front, plain	1	greasable joint
85	7H3863	YOKE, rear, with drive flange	1	
86	GUJ115	UNIVERSAL JOINT	2	sealed alternative
	GUJ101	UNIVERSAL JOINT	2	
87	144825	GREASE NIPPLE, for GUJ115	2	
88	144101	CIRCLIP, universal joint retaining	8	
89	BH605101	BOLT	4	propshaft to diff input flange
90	GHF222	NUT, nyloc	4	

1500 Propshaft (G-AN6)

95	CHA336	PROPSHAFT, new	1	
	CHA336E	PROPSHAFT, recon, exchange	1	
96	37H4973	YOKE, front (with drive flange)	1	
97	7H3865	YOKE, front, sliding	1	
98	7H3863	YOKE, rear (with drive flange)	1	
99	GUJ115	UNIVERSAL JOINT	2	greasable joint
	GUJ101	UNIVERSAL JOINT	2	sealed alternative
100	144825	GREASE NIPPLE, for GUJ115	2	
101	144101	CIRCLIP (universal joint retaining)	8	
102	BH605101	BOLT (propshaft to diff input flange)	4	
103	GHF222	NUT, nyloc	4	
104	144961A	BOLT (propshaft to g/box output flange)	4	
105	GHF273	NUT, nyloc	4	
106	UHN400	GREASE NIPPLE	1	for sliding yoke



Ill. No	Part Number	Description	Qty. Req.	Details
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Starter Motors

Sprites and Midgets were all fitted with Lucas starter motors.

Lucas developed the starter throughout the production life of the cars; the net result was two starter motors of clearly different construction which were, in fact, interchangeable. They may be identified by the following.

Lucas Type M35G (original MG part no. 13H559):

Stamped with Lucas no. 25079, plus suffix between A and H.

Lucas Type M35J (original MG part no. 13H5798):

Stamped with Lucas no. 25149.

The factory has now replaced the early design (which had radial brushes contacting a 'side' commutator) by an all-variants-encompassing starter motor of the later design (with axial brushes contacting a 'face' commutator).

(Inertia Starter Motor)

1	GEU9405	STARTER MOTOR, New	1	All Models
	GXE4405	Starter Motor, exchange, recon	1	

(Pre-Engaged Starter Motor)

	GXE4405X	*Starter Motor (New)	1	All Models
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*These brand new (non-exchange) powerful Pre-Engaged (Geared) starter motors are High Torque, meaning they will not suffer the same fate as the original 'Inertia' type, especially on high compression engines and, they are a direct replacement. No more costly motor rebuilds or excessive battery drain.

Lucas 25149 Starter Motor

Note: If you wish to repair your own starter motor, you must identify which type is fitted prior to ordering spares for it. The following is a parts breakdown by Lucas model type.

2	519813	CLIP, retaining mechanism on shaft	1	alternatives
3	7H5045	SPRING	1	
4	BAU5781	PINION BARREL & SCREW (10 tooth)	1	
	67H5010	PINION BARREL & SCREW (9 tooth)	1	
5	519812	BUSH SET, front & rear	1	
6	GSB105	BRUSH SET	1	
7	519566	SUNDRY PARTS KIT	1	
8	37H4672	END PLATE	1	
9	AAU9326	FIELD COIL SET	1	

Ill. No	Part Number	Description	Qty. Req.	Details
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Lucas 25079 Starter Motor

20	508548	NUT, retaining mechanism on shaft	1	alternatives; as fitted
21	519813	CLIP, retaining mechanism on shaft	1	
22	7H5045	SPRING	1	alternatives
23	BAU5781	PINION, BARREL & SCREW (10 tooth)	1	
	67H5010	PINION, BARREL & SCREW (9 tooth)	1	
24	37H7502	FIELD COIL SET	1	
25	501711	SPRING	1	
26	47H5346	BUSH, driving end	1	
27	509819A	SPRING SET	1	commutator end
28	47H5340	BUSH (for Pressed end plate)	1	
29	511141	BUSH (for Die cast end plate)	1	
30	GSB102	BRUSH SET	1	
31	070391	SUNDRY PARTS KIT	1	

Starter Motor Mounting Hardware

32	BH606131	BOLT (starter & gearbox to engine)	2	G-AN4; G-AN5; H-AN9; H-AN10; A-AN10
33	GHF333	WASHER, locking	2	
34	GHF202	NUT	2	
35	BH606181	BOLT (starter & gearbox to engine)	2	G-AN6
36	GHF333	WASHER, locking	2	
37	WE600061	WASHER, shakeproof	2	
38	GHF202	NUT	2	
39	UKC1770	SHIM, 1/16" (starter bendix position)	a/r	
40	131570	MOUNTING SPACER	1	

Ill. No	Part Number	Description	Qty. Req.	Details
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Stopping Trouble - before the Starter Stops

A starter motor often provides warnings in the form of jamming, slow cranking, or intermittent operation, before it fails completely. Obviously it is in the owner's interests to confront any problems before they become terminal.

Having removed the starter from the car, it can be carefully dismantled on a work surface & the possible causes for impending failure investigated. Resist the temptation to submerge the unit in cleaning fluid; doing so would probably result in the purchase of a new starter, since fluid will transfer copper dust from inside the motor to the electrical windings, causing a short circuit. Dust may be removed by compressed air and wiping with a rag dampened with cleaning fluid.

The starter bendix gear can be cleaned and then inspected both for damage and spring return operation. If faulty, the sub assembly can be replaced.

The shaft bushes pressed into the front and rear end plates of the motor should be renewed if necessary. These are 'Oilite' bushes, which should be immersed in light engine oil for 24 hours prior to fitting (the bush material absorbs the oil, to give prolonged lubrication). 'Old lags' of the starter reconditioning trade have jam jars filled with oil and bushes awaiting use. Excess oil must be wiped away upon installation of the bushes (which is achieved by pressing, not hammering!).

Carbon brush replacement, if necessary, can be effected by soldering the replacements to the commutator end shield brush contacts - not hard, just fiddly.

The copper wire windings and insulation of the armature and commutator assembly should be inspected (the commutator is the segmented copper collar contacted by the carbon brushes at one end of the armature). The contact surface must be clean, smooth and concentric to the armature axis. A dirty commutator can be cleaned by wiping with a petrol moistened cloth, then lightly polished with very fine glass paper. If the commutator is not true or excessively scored, it will need to be turned at high speed in a lathe and machined with a very sharp tool. Not everyone has such equipment to hand (!), but most people know of someone who has. The lightest of possible cuts should be made on the lathe to 'true up' the contact area. A very light polish after turning with very fine glass paper is recommended. Under no circumstances should the insulation material between the copper segments of the commutator be undercut.

Re-assembly of the starter is the reverse of disassembly. The factory workshop manual may be consulted for any further information.

Before refitting to the car, the motor must be tested. Secure the starter motor body carefully in a vice and test it by connecting it with heavy gauge cables (jump leads are ideal) to a 12 volt battery. Connect one cable to the starter terminal, the other should be held against the drive end bracket. The starter should run at high speed under these light load conditions. Upon rotation, the bendix gear should move axially along the armature shaft towards the motor itself. When the power is removed and the motor stops, the gear should return to its original position at the outer end of the shaft.

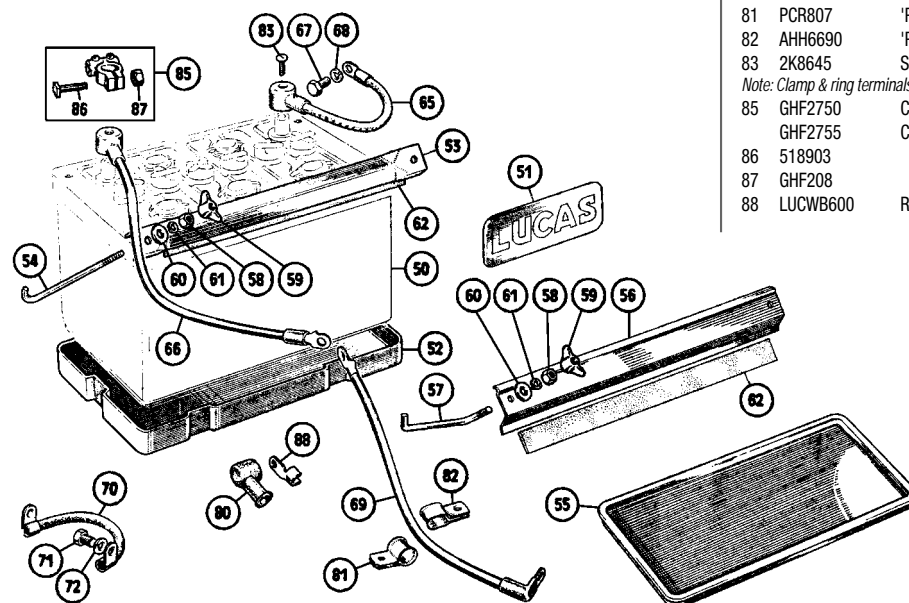
Important Notes for Battery Lead/Terminal Positions

Sprites and Midgets started life with a positive earth electrical system. This was changed to negative earth in November 1967 (at G-AN4-60460 and H-AN9-72041), resulting in the battery terminal polarities being switched (this was achieved by a battery with a different terminal layout).

When the Midget 1500 was introduced at G-AN6-154101, the battery terminal layout again had to be revised. The car retained a negative earth system but the terminals had to return to their original positions. This was because the 1500cc Triumph-sourced power unit had the starter motor fitted to the left side of the engine, as opposed to the BMC 'A' series unit with its starter on the right side.

The body earth point for the battery is always on the left side of the bulkhead on the chrome bumper cars, and on the right side of the bulkhead on the rubber bumper cars. When the correct battery is fitted, the terminals should be nearer the bulkhead than the heater.

Sketches of the two possible terminal layouts for batteries are shown on the RH side of this page.



Ill. No	Part Number	Description	Qty. Req.	Details
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Battery & Fittings

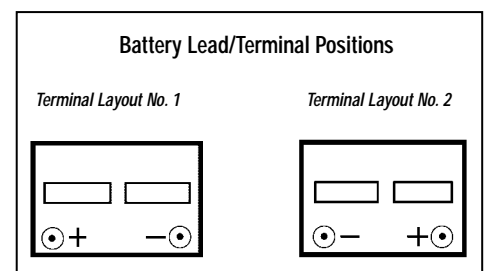
Standard Output Batteries (Original layout)

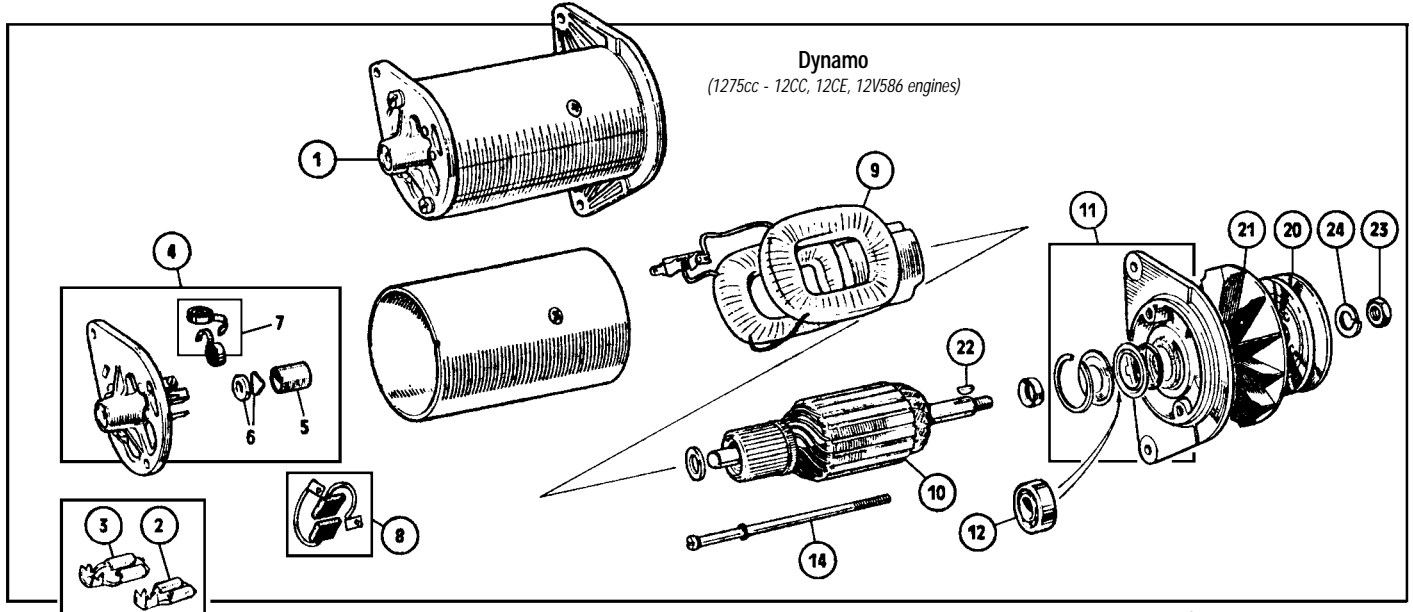
50	GBY5601W	BATTERY, wet (originally layout 1)	1	to G-AN4-60459; to H-AN9-72040 (positive earth)
	GBY5601D	BATTERY, dry (originally layout 1) (+LHF/-RHF, 36amp)	1	
	GBY015	BATTERY, wet (originally layout 2) (45amp)	1	G-AN4-60460 on; G-AN5; H-AN9-72041 on; H-AN10; A-AN10 (negative earth)
	GBY5601W	BATTERY, wet (originally layout 1)	1	G-AN6
	GBY5601D	BATTERY, dry (originally layout 1) (+LHF/-RHF, 36amp)	1	(negative earth)

Classic & Uprated/Heavy Duty Batteries (Alternative layout)

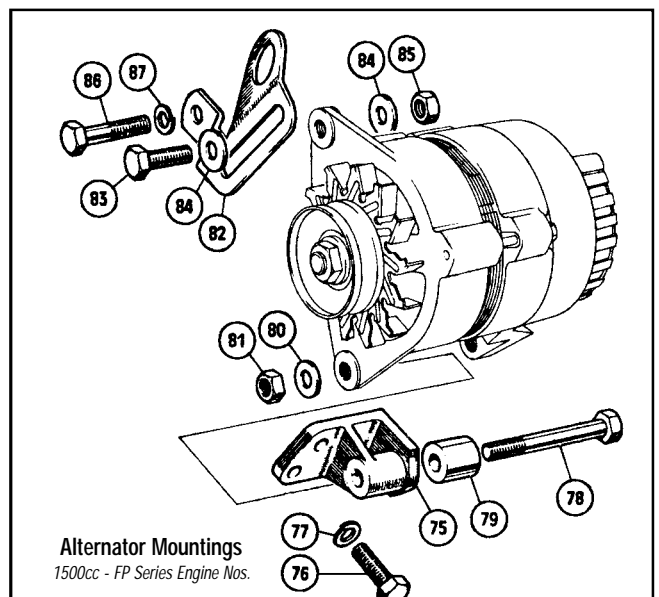
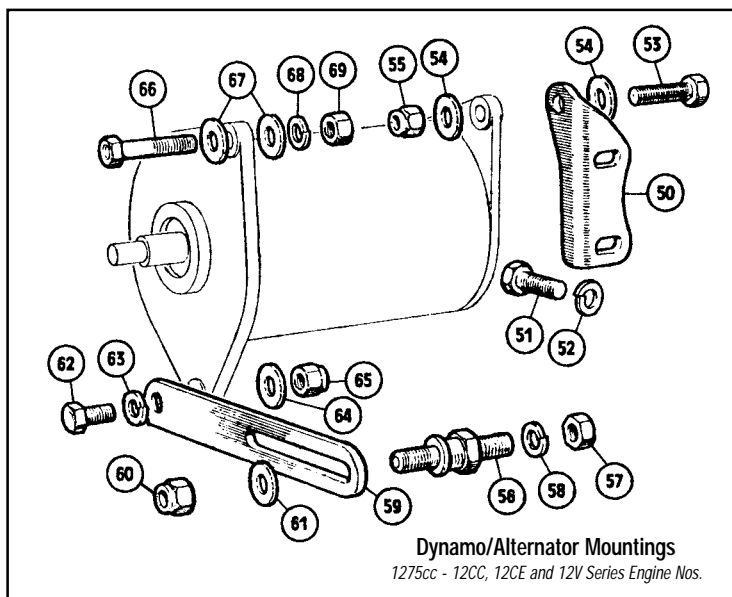
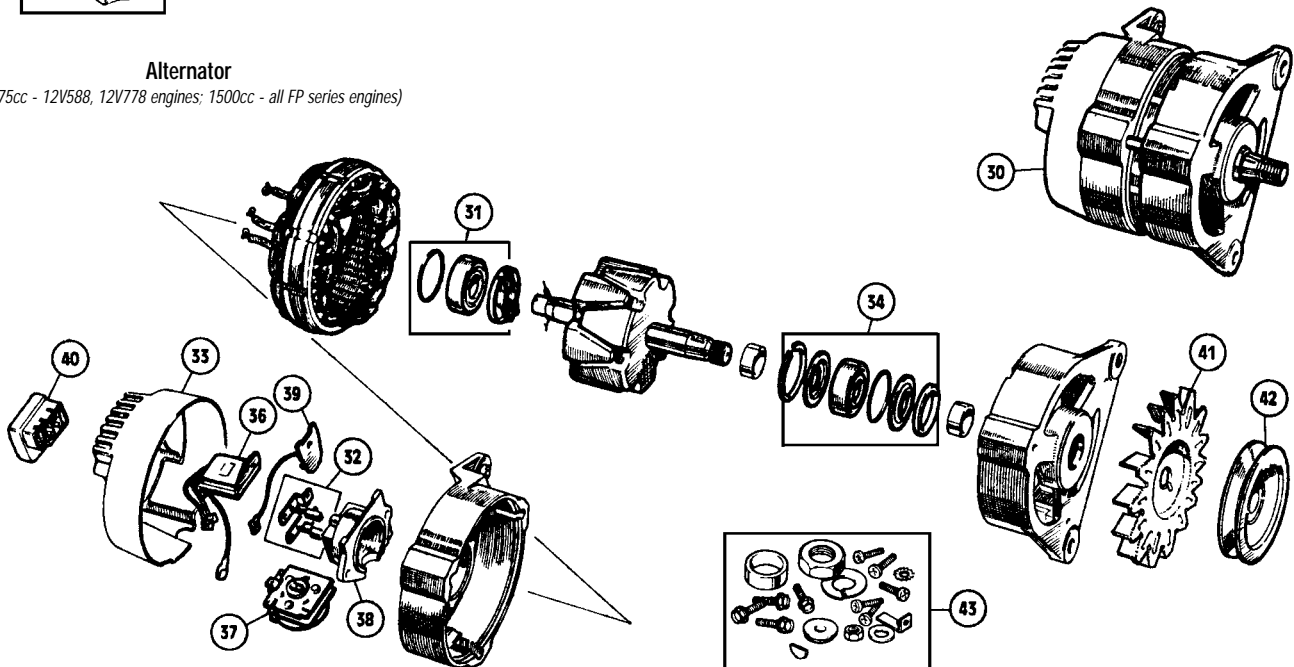
50	GBY137	CLASSIC BATTERY (rubber case) (+RHF, 40amp)	1	
	GBY138	CLASSIC BATTERY (rubber case) (+LHF, 40amp)	1	
	GBY165	CLASSIC BATTERY (rubber case)	1	45amp
	GBY291	CLASSIC BATTERY (rubber case)	1	60amp
51	CRST191	DECAL, 'Lucas'	1	
52	AHA6305	TRAY (battery acid spillage)	1	
53	AHA6934	CLAMP BAR, battery fixing	1	Positive earth vehicles
54	AHA7769	'J' BOLT (clamp to side of battery shelf)	2	
55	ACA9673	TRAY (battery acid spillage)	1	
56	34G2065	CLAMP BAR, battery fixing	1	Negative earth vehicles
57	AHA8674	'J' BOLT (clamp to side of battery shelf)	2	
58	GHF200	NUT, plain	2	alternatives
59	132068	WING NUT	2	
60	WP127	WASHER, plain	2	
61	GHF331	WASHER, locking	2	
62	37H3743	PACKING, rubber (clamp bar to battery)	1	
65	1B2802	CABLE, earth (positive terminal to bulkhead)	1	Positive earth cars
66	BHA4257	CABLE (negative terminal to starter solenoid)	1	
	AHA8697	CABLE, earth (negative terminal to bulkhead)	1	Negative earth cars
	BHA5062	CABLE, (positive terminal to starter solenoid)	1	
67	SH605041	SCREW (earth cable to bulkhead)	1	
68	GHF332	WASHER, locking	1	
69	AHA7776	CABLE (starter solenoid to starter)	1	
70	2K6167	CABLE, earth (power unit to body)	1	G-AN4; G-AN5;
71	SH606051	SCREW (power unit earth cable to floor)	1	H-AN9; H-AN10; A-AN10
72	GHF333	WASHER, locking	1	
	AHA7776	CABLE (starter solenoid to starter)	1	G-AN6
	AHH5452	CABLE, earth (power unit to body)	1	
80	8G548	GAITER, terminal insulating	a/r	
81	PCR807	'P' CLIP, cable to footwell	a/r	cable from battery to starter solenoid
82	AHH6690	'P' CLIP (cable & capillary to footwell)	a/r	
83	2K8645	SCREW, battery cable to terminal	2	original cables only
85	GHF2750	CLAMP TERMINAL, negative	a/r	alternatives - for repair purpose
	GHF2755	CLAMP TERMINAL, positive	a/r	
86	518903	BOLT, clamp terminal	a/r	
87	GHF208	NUT, clamp terminal	a/r	
88	LUCWB600	RING TERMINAL	a/r	

Note: Clamp & ring terminals are available to replace worn or corroded cable terminals of the original 'lead cap' type:





Alternator
(1275cc - 12V588, 12V778 engines; 1500cc - all FP series engines)



Ill. No	Part Number	Description	Qty. Req.	Details
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Dynamo

(1275cc - 12CC, 12CE, 12V586 engines)
Original fitment dynamos are identified as follows:

MG No. 13H826	Stamped with Lucas no. 22742
MG No. 13H219	Stamped with Lucas no. 22700 (plus suffix between A and M)
MG No. 13H4813	Stamped with Lucas no. 22775

All of these are now replaced by one type of unit, this being:

1	GXE3101	DYNAMO, exchange, recon	1	
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Note: When installing a replacement dynamo, remember it must be polarised to suit the electrical system (Sprites and Midgets with dynamo charging systems can be either positive or negative earth, depending on year of manufacture). Polarisation may be effected as follows:
Fit the dynamo, without connecting it to the vehicle's electrical system. Connect one end of a length of wire to either the 'live' (i.e. not earth) terminal of the battery, or the battery lead terminal (not the starter lead) on the starter solenoid. Hold the other end of the wire against the 'Field' terminal (the smaller of the two) on the back of the dynamo for three to five seconds. Polarisation is now complete. Remove the temporary wire and connect the dynamo to the wiring harness.

2	RTC220A	CONNECTOR (1/4")	a/r	Lucas type
3	47H5419	CONNECTOR (3/8")	a/r	
4	47H5395	BRACKET, commutator end	1	
5	7H5390	BUSH (commutator end bracket)	1	
6	47H5394	OILER ASSEMBLY	1	(felt pad and plate)
7	RTC466A	SPRING, carbon brushes	2	
8	GG8102	CARBON BRUSH SET	1	
9	607141A	FIELD COIL SET	1	
10	509311A	ARMATURE ASSEMBLY	1	
11	27H7647	BRACKET, driving end	1	
12	18G8620	BEARING	1	
14	17H5217	BOLT (bracket to bracket)	2	
20	12G2102	PULLEY, dynamo driving	1	
21	17D11	FAN, cooling	1	
	37H6836	MOUNTING KIT (pulley & fan)	1	
22	WKN404	WOODRUFF KEY	1	
23	NT607041	NUT	1	
24	GHF334	WASHER, locking	1	

Alternator

(1275cc - 12V588, 12V778 engines; 1500cc - all FP series engines)
From 1972 (1969 in Australia) an alternator was fitted.

Originally there were two alternators, with different outputs; only a higher output unit (directly replacing the others) is now supplied. The pulley diameter was reduced in 1973 (from engine no. 12V588F3193) to increase the running speed. This improves charging at low engine speeds and is thus a good idea for earlier alternator fitted cars. A shorter fan belt (GCB10813 instead of GCB10838) is needed for the smaller pulley.

30	GXE8211	ALTERNATOR, exchange, recon	1	17 ACR type.
31	18G8620	BEARING, rear	1	
32	GG8504	CARBON BRUSH SET	1	
33	NKC484A	COVER, rear, plastic	1	
34	18G8619	BEARING, front	1	
36	BAU4443A	REGULATOR	1	2 or 3 lead type.
	BAU5264	REGULATOR	1	4 lead type.
37	BAU5063	RECTIFIER	1	with 2 connections.
	AEU4152A	RECTIFIER	1	with 3 connections.
38	607693A	BRUSH BOX	1	
39	AEU3079A	PROTECTION DEVICE, anti-surge	1	If fitted
40	GEU250	PLUG KIT, for wiring harness	1	
41	C37222A	FAN, cooling	1	12V588; 12V788 units
	AAU3956A	FAN, cooling	1	all 1500 units
42	12G1054	PULLEY, alternator driving, 2.75" dia.	1	to 12V588F3192
	BAU1461A	PULLEY, alternator driving, 2.5" dia.	1	12V588F3193 on; 12V778
	AEU1238	PULLEY, alternator driving	1	all 1500 units
43	37H2258	SUNDRY PARTS KIT	1	(inc.. pulley nut and washer)

Note: Owners of earlier Australian cars with 15 AC alternators may have to find local specialists to rebuild them. However, if you just need a brush set or regulator.

	GG8503	CARBON BRUSH SET	1	15AC alternator only
	BHA4789	REGULATOR, type 4TR (4 terminals)	1	
	GEU6609	REGULATOR, type 4TR (3 terminals)	1	

The other solution to deal with more severely damaged units is to fit the later 17ACR alternator, together with the plug kit (items 30 and 40, above). A small amount of conversion work is required, so it might be advisable to entrust the process to your local auto-electrician.

Dynamo/Alternator Mountings

1275cc - 12CC, 12CE and 12V Series Engine Nos.

50	12A526	BRACKET, rear mounting	1	dynamo fitment
	12G1053	BRACKET, rear mounting	1	alternator fitment
51	SH605061	SCREW, bracket to engine block	2	dynamo fitment
	SH605071	SCREW, bracket to engine block	2	alternator fitment
52	GHF332	WASHER, locking	2	

Ill. No	Part Number	Description	Qty. Req.	Details
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53	GHF104	BOLT, dynamo/alternator to bracket	1	
54	GHF301	WASHER, plain	2	
55	GHF272	NUT, nyloc	1	
56	12G314	PEDESTAL (Dynamo fitment)	1	adjustment link mounting
	12G3037	PEDESTAL (Alternator fitment)	1	
57	NT606041	NUT, pedestal to engine bearer plate	1	
58	GHF333	WASHER, locking	1	
59	12H67	LINK (Dynamo fitment)	1	adjustment
	2A497	LINK (Alternator fitment)	1	
60	GHF223	NUT, nyloc	1	adjustment link to pedestal
61	GHF302	WASHER, plain	1	
62	SH505091	SCREW* (link to dynamo/alternator)	1	
63	GHF332	WASHER, locking	1	
64	GHF301	WASHER, plain	1	
65	JN2158	NUT*, locking	1	
66	BH605141	BOLT (dynamo to water pump)	1	dynamo fitment
	GHF121	BOLT (alternator to water pump)	1	alternator fitment
67	GHF301	WASHER, plain	2	
68	GHF332	WASHER, locking	1	
69	GHF201	NUT	1	

*Factory alternators are now supplied with metric versions of the items asterisked *.

Alternator Mountings

1500cc - FP Series Engine Nos.

75	147899	BRACKET, mounting	1	
76	GHF103	SCREW (bracket to engine block)	2	
77	GHF332	WASHER, locking	2	
78	BH605401A	BOLT, alternator to bracket	1	
79	147483	DISTANCE TUBE	1	
80	WP139	WASHER, plain	1	
81	GHF242	NUT, self locking	1	
82	156464	LINK, adjustment	1	
83	GHF163	SCREW*, link to alternator	1	
84	WP17	WASHER, plain	2	
85	JN2158	NUT*, locking	1	
86	BH605181	BOLT (link to thermostat housing)	1	
87	GHF332	WASHER, locking	1	

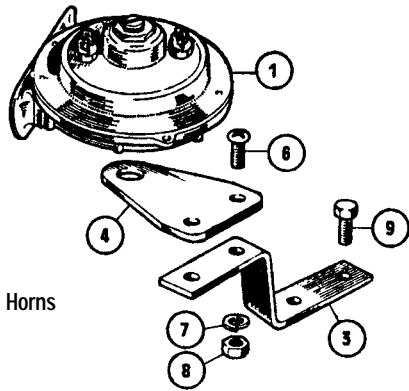
*Factory alternators are now supplied with metric versions of the items asterisked.

Charging Faults on Dynamo Fitted Cars

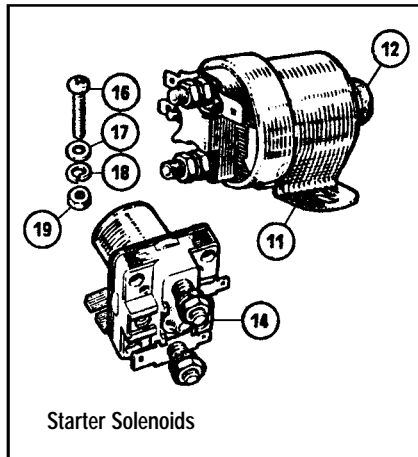
All too often the dynamo and the voltage control box are both replaced, when only one needed to be, to cure a charging fault. It is not impossible to test the dynamo on the car to ascertain whether it or the control box is unserviceable, thus potentially saving the cost of one replacement unit. This may be done using the following procedure.

1. Check the fan belt for correct tension and battery condition.
2. Wiring continuity and connections between the dynamo and regulator must be checked: the brown/yellow wire with the larger 'Lucar' (spade) connector runs between the large dynamo terminal and the control box 'D' terminal. The brown/green wire with the smaller 'Lucar' connector runs to the 'F' terminal on the control box. Renew any connectors or wires found to be faulty. The next stages require a 'moving coil' voltmeter with full a scale reading of 0-20 volts.
3. Turn off all auxiliary switches: for example lights, heater, radio etc. Disconnect from the dynamo and insulate both 'Lucar' connector fitted wires (to prevent a possible short circuit).
4. Connect a length of wire between the two terminals on the dynamo.
5. Start the engine and run at normal idling speed. Connect the voltmeter between a good earth on the dynamo mounting yoke and one of the dynamo terminals. Take care to observe the correct polarity of the voltmeter with respect to the car or it may be damaged.
6. Carefully and gradually increase the engine speed. Do not race the engine in an attempt to increase the voltage indication. See that the voltmeter reading does not reach 20 volts; it should rise without fluctuation, with the engine speed. If this is so, the dynamo is probably not faulty. If there is no reading, check the dynamo brush gear and wiring connections. If the reading is low (approximately 1/2 to 1 volt), the dynamo field windings may be faulty. If the reading is approximately 4 to 5 volts, the dynamo armature windings may be faulty.
7. Stop The engine.
8. If the dynamo is found to be in good order, leave the temporary link wire connected to the dynamo. Disconnect the 'F' & 'D' terminal wires at the control box. Reconnect the two 'Lucar' terminals to the dynamo. Connect one probe of the voltmeter to the wire that was connected to the 'D' terminal of the control box, the other to a good bodywork earth. Repeat step 6.
9. Attach the probes of the voltmeter between the earth (as before) and the end of the wire which was connected to the control box 'F' terminal. Repeat step 6 once more. If the results of steps 8 & 9 are not the same as step 6, suspect faulty wiring between the dynamo and the control box.
10. Stop the engine. Remove the temporary wire connection from the dynamo terminals. Reinstall the wiring correctly to the dynamo and the voltage control box.

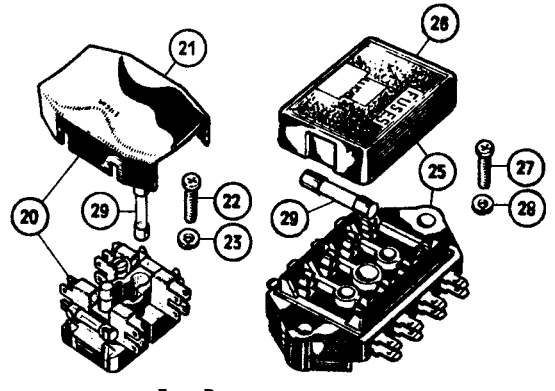
If no faults were found, the problem is likely to be the control box.



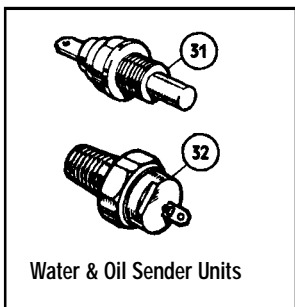
Horns



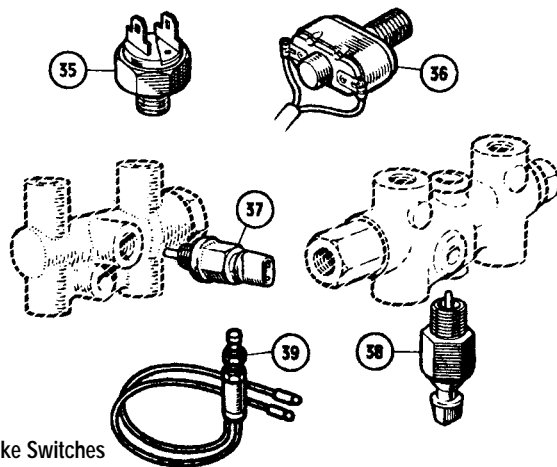
Starter Solenoids



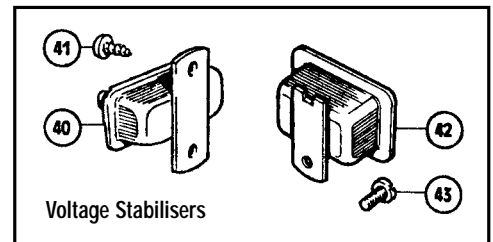
Fuse Boxes



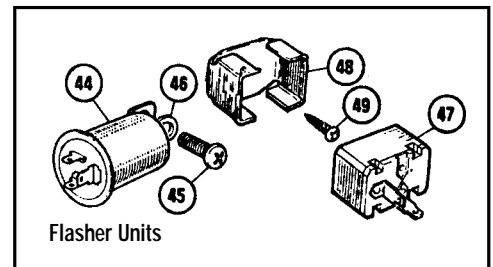
Water & Oil Sender Units



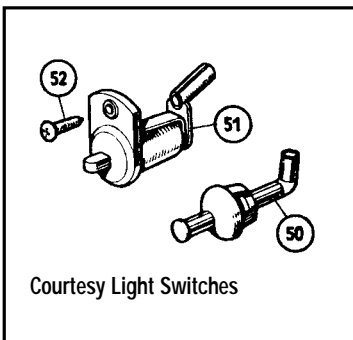
Brake Switches



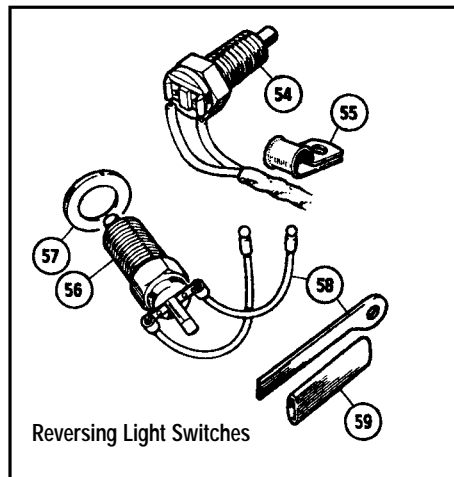
Voltage Stabilisers



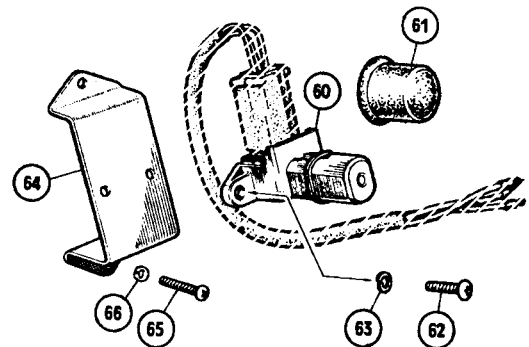
Flasher Units



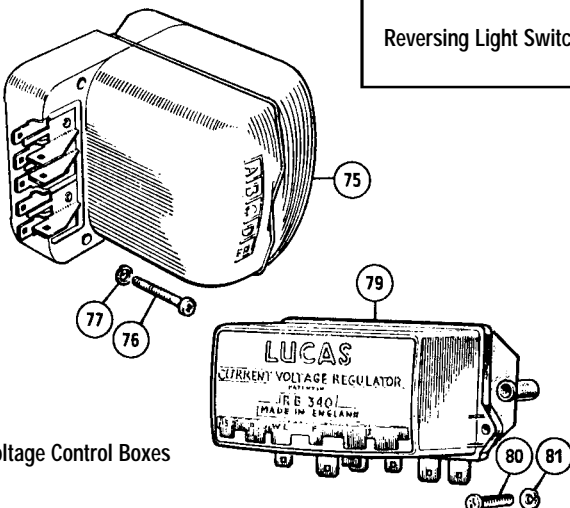
Courtesy Light Switches



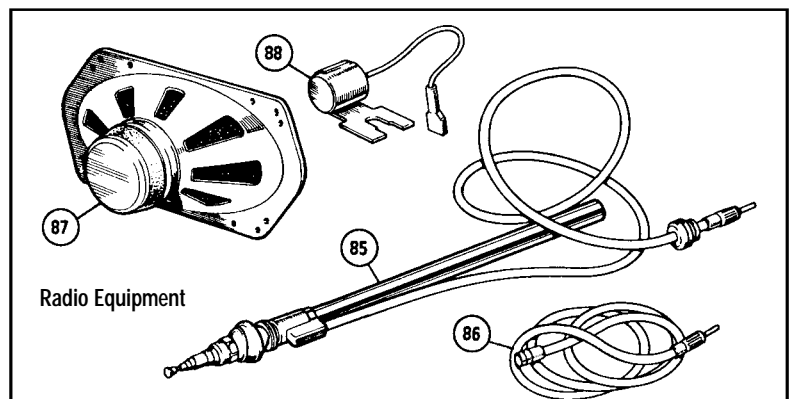
Reversing Light Switches



Headlamp Dip Switch



Voltage Control Boxes



Radio Equipment

Ill. No	Part Number	Description	Qty. Req.	Details
Horns				
1	BHA4515	HORN, high note	1	Lucas type
	BHA4514	HORN, low note	1	
	GGE164	HORN, high note	1	double terminal type
	GGE165	HORN, low note	1	
	GGE101	HORN, high note	1	single terminal type
	GGE102	HORN, low note	1	
3	AHA6657	MOUNTING BRACKET, RH	1	
	AHA6658	MOUNTING BRACKET, LH	1	
4	607950A	BRACKET, horn to mounting	2	
6	SE604051	SCREW (mounting bracket attaching)	4	
7	GHF331	WASHER, locking	8	
8	GHF200	NUT	4	
9	HU706P	SCREW, mounting bracket to body	4	

Starter Solenoids

11	BCA4501	STARTER SOLENOID	1	to G-AN4-59607; to H-AN9-71622
12	27H5576	RUBBER COVER, (manual solenoid)	1	
14	BMK1727	STARTER SOLENOID	1	from G-AN4-59608; G-AN5; from H-AN9-71623; H-AN10; A-AN10
	13H5952	STARTER SOLENOID	1	
				G-AN6; can also be used for all previous applications
16	PMZ308	SCREW, solenoid to body	2	
17	GHF306	WASHER, plain	2	
18	WL700101	WASHER, locking	2	for battery shelf mounted solenoids only
19	GHF206	NUT	2	

Fuse Boxes

20	606253A	FUSE BOX, 2 fuse type (Lucas 4FJ)	1	G-AN4; H-AN9
21	505158A	LID, fuse box	1	
22	PMZ310	SCREW, fuse box to body	1	
23	WL700101	WASHER, locking	1	
25	37H4727	FUSE BOX, 4 fuse type (Lucas 7FJ)	1	G-AN5; G-AN6; H-AN10; A-AN10
26	518995A	LID, fuse box	1	
27	PMZ316	SCREW, fuse box to body	2	
28	WL700101	WASHER, locking	2	
29	GFS3035	FUSES, 35 amp	1	(pack of five)

Water & Oil Sender Units

The Midget 1500 from 1978 (G-AN6-200001) had its direct reading oil pressure & water temperature instruments replaced by a warning light and an electrically sensed gauge respectively.

The sender units (or 'transmitters') to supply these circuits are listed here.

31	GTR108	TEMPERATURE TRANSMITTER, water	1	from G-AN6-200000 on
32	GPS133	SWITCH (oil pressure warning light)	1	

Brake Switches

35	C16062A	STOP LIGHT SWITCH, hydraulic	1	G-AN4; G-AN5; H-AN9; H-AN10; A-AN10
36	BHA4675	STOP LIGHT SWITCH, mechanical	1	
37	RTC826	SWITCH*, brake (for brass body)	1	G-AN6 *PDWA valve warning light
38	AAU1700A	SWITCH*, brake (for iron body)	1	
*Note: See pages 126/127 for information on brake pressure differential actuator valves.				
39	AAU2492	SWITCH (handbrake warning light)	1	from G-AN6-166304 on

Voltage Stabilisers

40	BHA4602	VOLTAGE STABILISER, fuel gauge	1	G-AN4-60459 on; G-AN5; to G-AN6-200000; H-AN9-72040 on; H-AN10; A-AN10
41	AB608031	SCREW, voltage stabiliser to bulkhead	1	
42	148876A	VOLTAGE STABILISER, fuel/temp gauge	1	from G-AN6-200001
43	AB604032	SCREW (voltage stabiliser to instrument)	1	

Flasher Units

44	GFU2103	FLASHER UNIT, 3 pin type	1	to G-AN4-60459; to H-AN9-72040
	C28520	HAZARD UNIT, 3 pin type (if fitted)	1	
45	SE604041	SCREW, flasher unit to bulkhead	1/2	quantity increases if hazard unit fitted
46	GHF331	WASHER, locking	1/2	
47	GFU2124	FLASHER UNIT, 2 pin type	1	from G-AN4-60460; G-AN5; G-AN6; H-AN9-72041; H-AN10; A-AN10
	GFU2204	HAZARD UNIT, 2 pin type (if fitted)	1	
48	BHA4780	CLIP, unit retaining	1/2	quantity increases if hazard unit fitted.
	AEU1055	CLIP, unit retaining, alternative	1/2	
49	GHF425	SCREW, clip retaining	1/2	

Ill. No	Part Number	Description	Qty. Req.	Details
Courtesy Light Switches				
50	13H391	SWITCH, boot lamp	1	G-AN5-89515 on; G-AN6; H-AN10-86303 on; A-AN10
51	BHA5058	SWITCH, interior lamp	2	
52	GHF421	SCREW (switch to 'A' post)	2	

Reversing Light Switches

54	13H6425	SWITCH, reversing lamps	1	G-AN4-58112 on; G-AN5; H-AN9-70268 on; H-AN10; A-AN10
55	PCR409	'P' CLIP (cable securing)	1	
56	GAE191A	SWITCH, reversing lamp	1	G-AN6
57	GHF302	WASHER, switch seating	1	
58	ULC1178	CLIP, cables to gearbox	2	
59	503213	INSULATING SLEEVE (for clip)	2	

Fitting Reversing Lights

Cars built after the chassis numbers above were fitted with reversing lamps, which automatically operated when reverse gear was engaged. A plunger switch, in a threaded hole in the gearbox remote housing, sensed when the gear selector mechanism was in the reverse gear position.

Owners wishing to fit reversing lights to cars not originally so fitted would be wise to check whether the gearbox remote housing in their car has the necessary tapped hole to accept the switch. If it has, the only major task is to site the reversing lamp(s).

Those without the correct housing will either have to try to obtain one, or fit a manual switch and a warning lamp in the cockpit of the car (the warning lamp is a legal requirement in the UK for manually operated reversing lights).

Wiring provisions will have to be made to connect the switch, power source and lamps. Before fitting reversing lamps (or any auxiliary lamp), local regulations should be consulted regarding positioning, quantities, power, warning lamp requirements, etc.

Headlamp Dip Switch

60	RTC432A	SWITCH (headlamp dipping)	1	G-AN4; H-AN9
61	C22276	RUBBER CAP (for non-slip operation)	1	
62	SE910201	SCREW, switch to bracket	2	
63	WL700101	WASHER, locking	2	
64	AHA5516	BRACKET, dip switch mounting	1	
65	SE604041	SCREW, bracket to toe board, LHD	2	
	SE604081	SCREW, bracket to toe board, RHD	2	
66	GHF331	WASHER, locking	2	

Voltage Control Boxes

(dynamo fitted cars only)

Two distinctly different designs of voltage control box were used on dynamo-fitted MG Midgets and Austin Healey Sprites. The chassis number of your vehicle will indicate which type should be fitted (as detailed above). If in doubt, count how many screws fix the unit to the car, study the method used to retain the cover over the electrical mechanism, or read the manufacturer's information and terminal coding stamped on the unit.

The earlier unit is the Lucas model RB106. It may be identified by its two screw attachment to the bulkhead, the spring wire clip securing the cover and its terminals, which are marked 'A1', 'A', 'F', 'D' and 'E'. The later type is the Lucas model RB340. It is attached to the car with three screws, the cover is retained by two push-in snap headed fasteners and it bears the terminal identifications 'E', 'D', 'WL', 'F' and 'B'.

The two types of voltage control unit are not easily interchangeable.

It is not correct to say that either unit will always bear the Lucas name and/or the model type number.

This is due to reproductions from non original equipment manufacturers servicing the demands of the market-place. The quality of such units should not be dismissed, because these alternative manufacturers often supply product to Lucas.

Within the pages of the factory-produced workshop manual, details may be found for test and adjustment procedures relevant to each of the two types of control box. Such adjustments are to rectify problems that may have occurred during service. If components within the voltage control box are found to be damaged, it will probably be easier to replace the entire unit.

However, simply cleaning the electrical contacts often cures a charging fault.

75	GEU6603	VOLTAGE REGULATOR BOX	1	G-AN4; H-AN9
76	PMZ320	SCREW (regulator attaching)	2	
77	WL700101	WASHER, locking	2	
79	GEU6605	VOLTAGE REGULATOR BOX	1	G-AN5; H-AN10; A-AN10
80	PMZ318	SCREW (regulator attaching)	3	
81	WL700101	WASHER, locking	3	

Radio Equipment

85	AJM1112	AERIAL, manual (retractable)	1	
NI	AJM1112X	AERIAL, electric (retractable)	1	
NI	EEP11	AERIAL, roof mounted	1	
86	ZKC533	EXTENSION LEAD	a/r	radio to aerial cable
87	DZB5645	LOUDSPEAKER, oval	1	fits original radio console

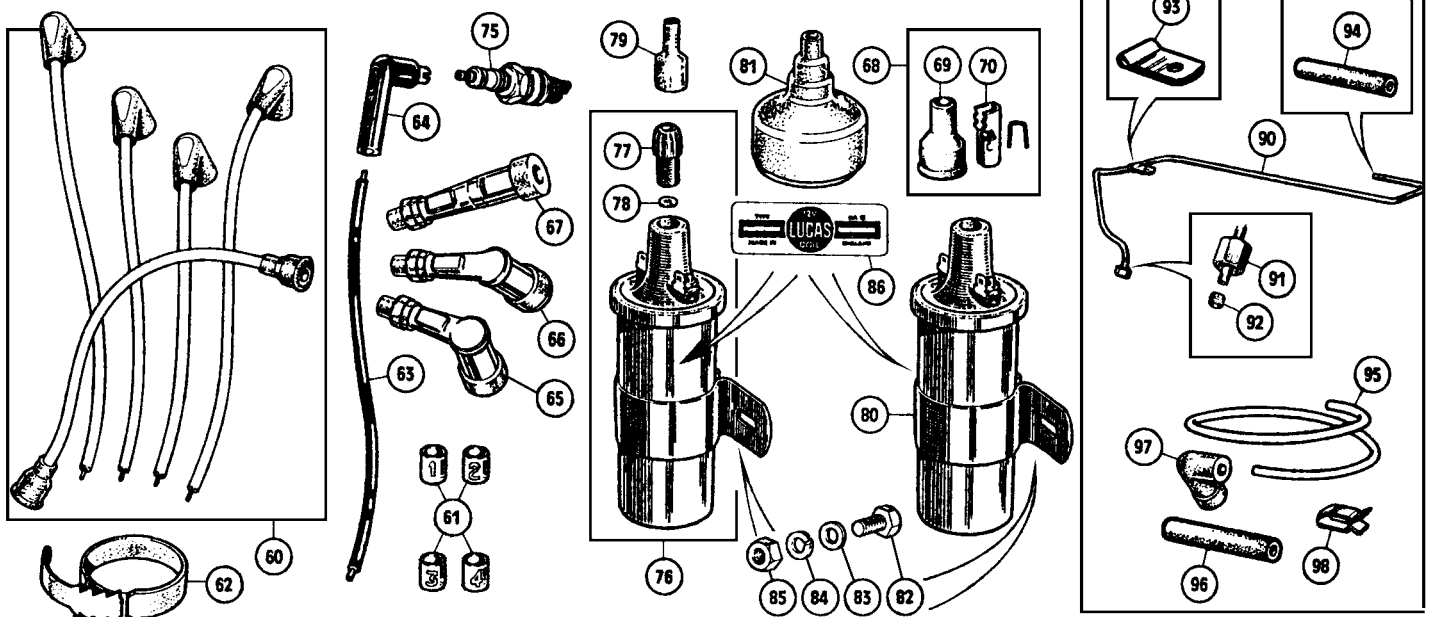
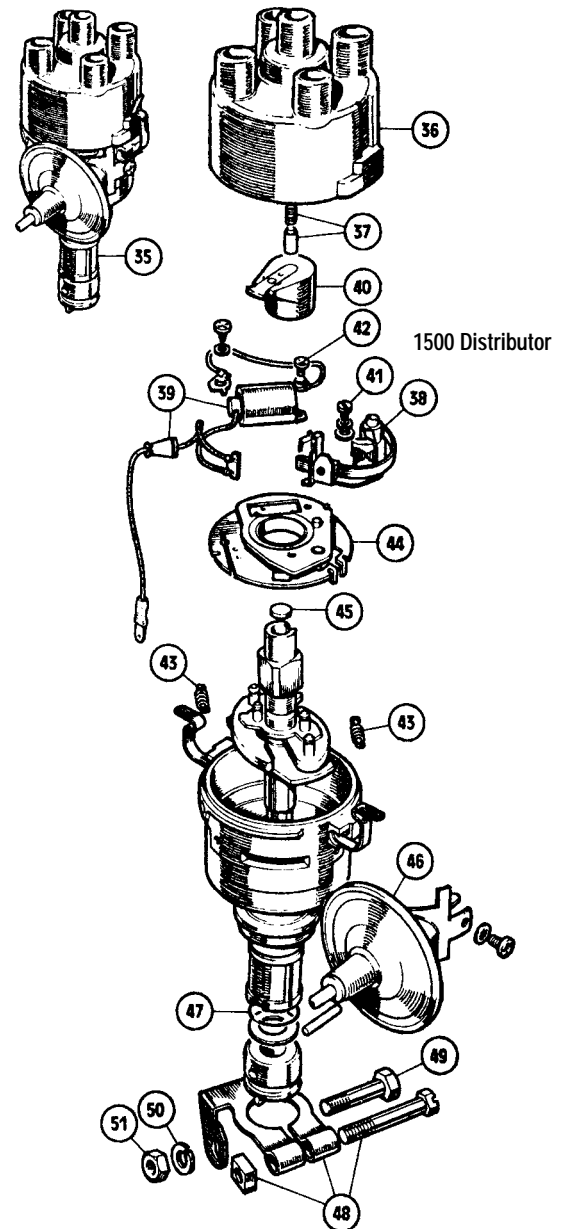
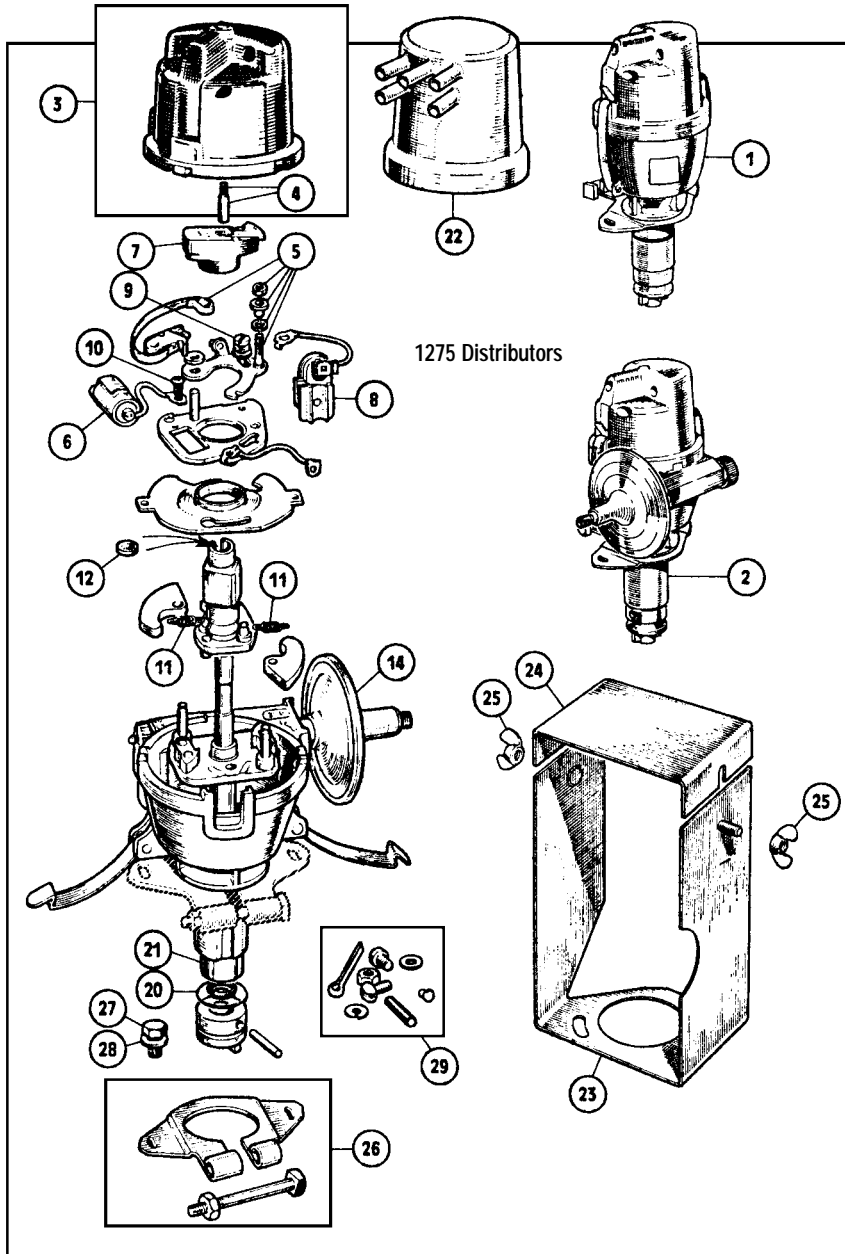
Cars fitted with radios may experience interference from other electrical equipment on the car.

To lessen interference, which is heard as a crackle or buzz, suppressors may be fitted to the possible sources.

If in doubt consult your radio equipment supplier.

88	DZB5567	SUPPRESSOR (radio interference)	a/r	coil or fuel pump fitment.
	579356A	SUPPRESSOR (radio interference)	a/r	alternator fitment.

144 | Distributor & Ignition System



Ill. No	Part Number	Description	Qty. Req.	Details
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Distributors

Lucas distributors were used exclusively on Sprite & Midget models throughout production. They can be identified by both type and specification number (both may be found stamped on the casing). These numbers are listed below to assist in identifying the unit you have fitted to your car. Note that a similar model type distributor found on another type of car will seemingly fit and run in your car. However, it may have a detrimental effect on your car's overall performance as the ignition advance/retard characteristics are unlikely to be matched to your engine's requirements.

1275 Distributors (12CC, 12CE and 12V engine nos.)

1	12G815E	DISTRIBUTOR, exchange, reconditioned (without vac' advance: Lucas 23D4, no 40819)	1	to 12CC/Da/H11638
2	12G2055E	DISTRIBUTOR, exchange, reconditioned (with vac' advance: Lucas 25D4, no 41270)	1	
3	GDC102	CAP, distributor	1	for screw-fitting leads
4	262703A	BRUSH & SPRING, high tension	1	
5	GCS101	CONTACT SET ('points')	1	standard fitment
	GCS111	CONTACT SET ('points')	1	
6	GSC111	CONDENSER	1	fast road/competition
7	GRA101	ROTOR ARM	1	
8	37H2981	LOW TENSION LEAD & INSULATOR BLOCK	1	
9	GCS1001S	SCREW (for points)	1	
10	GSC1001S	SCREW (for condenser)	1	selective fitment kit
11	TT1903	SPRING SET, auto advance	1	
12	511851	FELT PAD (cam spindle lubrication)	1	12CC/Da/H11639 on: 12CE; 12V
14	27H7645*	VACUUM ADVANCE UNIT (replacement - with push fit pipe union)	1	

*Originally the advance unit had a threaded union to a metal vacuum pipe. Later this was changed to a push fit union to a plastic pipe; it is the latter which is available as a service part today. If you replace the advance unit on a metal pipe fitted car, also replace the metal pipe with the plastic version and its relevant connectors - or squeeze a rubber connector over the end of the metal pipe to adapt it.

20	513682A	O' RING, sealing distributor to block	1	cut to correct length
21	606895	BUSH, distributor spindle	1	
22	8G726	COVER, waterproof	1	French markets (if fitted)
23	12G335	SUPPRESSION SCREEN, distributor	1	
24	12G337	COVER, suppression screen	1	
25	V242	WING NUT, cover securing	2	
26	3H2138	PLATE (clamping distributor to block)	1	
27	SH604041	SCREW, clamp plate to block	2	
28	GHF331	WASHER, locking	2	
29	245015	SUNDRY PARTS KIT	1	

1500 Distributor (FP engine nos.)

35	RKC5044	DISTRIBUTOR, new (with vacuum advance: Lucas type 45D4, no 41449)	1	
	RKC5044E	DISTRIBUTOR, exchange, recon (with vacuum advance: Lucas 45D4, no 41449)	1	
36	GDC136	CAP, distributor	1	for push-fitting leads
37	RTC315A	BRUSH & SPRING, high tension	1	
38	GCS118	CONTACT SET ('points')	1	
39	GSC118	CONDENSER & LOW TENSION LEAD	1	
40	GRA114	ROTOR ARM	1	selective fitment kit
41	GSC1001S	SCREW, for points	1	
42	GSC1001S	SCREW, for condenser	1	
43	TT1903	SPRING SET, auto advance	1	
44	RTC1190	BASE PLATE	1	
45	511851	FELT PAD (cam spindle lubrication)	1	
46	RTC1775	VACUUM ADVANCE UNIT	1	
47	513682A	O' RING (sealing distributor to block)	1	
48	RTC1773	PLATE (clamping distributor to block)	1	
49	BH605161	BOLT (clamp plate to block)	1	
50	GHF332	WASHER, locking	1	
51	GHF201	NUT	1	

High Tension Leads

60	GHT102	HIGH TENSION LEAD SET	1	12CC; 12CE; 12V
	GHT152	HIGH TENSION LEAD SET	1	FP series (1500)
61	CRST255	LABEL SET (for lead numbering)	1	
62	13H6107	CABLE TIE, 'fir tree' type	a/r	
For those who wish to make their own lead set we can offer the following,				
63	AAA5981M	HIGH TENSION LEAD	a/r	sold per 1 metre length
		copper stranded with black PVC insulation		
	C-AHT266	HIGH TENSION LEAD	a/r	sold per 2 metre length
		copper stranded with black & yellow PVC insulation (period competition fitment)		
64	3H1422	SUPPRESSOR CAP, 90° analed	4	'Lucas' period style

Ill. No	Part Number	Description	Qty. Req.	Details
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65	NLB5	SUPPRESSOR CAP, 90° angled	4	'After market' items
66	NYB5	SUPPRESSOR CAP, 60° angled	4	
67	NSB5	SUPPRESSOR CAP, straight	4	
68	GCL1110	END KIT (for copper stranded leads to 'push-fitting' coil & distributor cap)	a/r	
69	12G1040	COVER	a/r	
70	12G1476	TERMINAL	a/r	

Spark Plugs & Coil

75	N9YCC	SPARK PLUG, 'Champion' original	4	12CC, 12CE and 12V
	BP6ES	SPARK PLUG (alternative)	4	
	N12YCC	SPARK PLUG, 'Champion', original	4	FP series (1500)
	BP5ES	SPARK PLUG (alternative)	4	
76	BHA4611	COIL, 12 volt ('screw-fitting' HT lead)	1	12CC
77	105036	ACORN NUT (HT lead clamping)	1	
78	214279A	WASHER, locking	1	
79	8G728	COVER, waterproof (acorn nut)	1	
80	GCL110	COIL, 12 volt ('push-fitting' HT lead)	1	12CE; 12V. FP series (1500)
	GCL111	COIL, ballasted ('push-fitting' HT lead)	1	
81	8G727	COVER, waterproof (for coil)	1	wet climate fitment
82	GHF117	SCREW, coil attaching	2	
83	PWZ204	WASHER, plain	4	
84	GHF331	WASHER, locking	2	
85	GHF200	NUT	2	
86	CRST156	DECAL, 'Lucas' (for coil)	1	

Vacuum Pipes

90	AEA579	VACUUM PIPE, metal	1	for 12CC, 12CE and 12V with
91	6K650	NUT (pipe to distributor)	1	
92	6K649	OLIVE (sealing pipe to advance unit)	1	'threaded union' advance unit
93	ACH9009	CLIP, pipe to cylinder head	1	
94	ACH9041	CONNECTOR, straight (rubber)	1	for 12CC, 12CE and 12V
95	37H4229M	VACUUM PIPE, plastic (per metre length)	1	
96	12B2095	CONNECTOR, straight, rubber	a/r	with 'push fit union' advance unit; for FP series (1500)
97	12B2062	CONNECTOR, right angled, rubber	a/r	
98	138892	CLIP, plastic pipe to fuel line	3	FP series (1500)

Ignition; Timing Terms & Details

The dwell angle is the angle passed through (in degrees) during which the distributor points remain closed for each ignition cycle. The total number of degrees in each cycle is 360° divided by the number of cylinders (i.e. 90° in the case of a four cylinder engine). The correct dwell angle setting for each of the two Sprite & Midget engines dealt with in this catalogue is as follows:

Engine Capacity	Distributor Model	Dwell Angle
1275 cc	Lucas 23D4 or 25D4	60° +/- 3°
1500 cc	Lucas 45D4	55° +/- 5°

The dwell angle can be checked with a suitable meter at all engine speeds. If the needle of the meter vibrates during the test, then there is an appreciable amount of wear between the distributor shaft and its bearing. If the dwell angle is too low, the points gap is too wide (and vice versa).

'Ignition timing' is the angle, in degrees, when the ignition spark occurs relative to the engine crankshaft's rotation. The position used as a datum is top dead centre (TDC) of the firing stroke for each cylinder.

If an engine requires timing to 4° (degrees) BTDC (Before Top Dead Centre), the spark should occur when the rotating crankshaft reaches this angle Before Top Dead Centre.

If the ignition timing is said to be 'advanced', the spark is occurring before the specified point in the cycle. Retarded ignition, of course, means the opposite. The high pitched engine knock known as 'pinking' is usually associated with an ignition that is too advanced. Retarded ignition manifests itself by overheating and loss of engine power (a 'popping' sound may also be heard in the exhaust note when the engine is over-running, for instance running down hill without use of the accelerator). These sounds are of course not sure-fire diagnoses, as the fuel used and general engine condition are also contributory factors. Heavy carbon deposits in the combustion head will induce pinking in an engine with perfect ignition timing, under certain conditions and loads.

All standard distributors on Sprites & Midgets have a centrifugal advance mechanism.

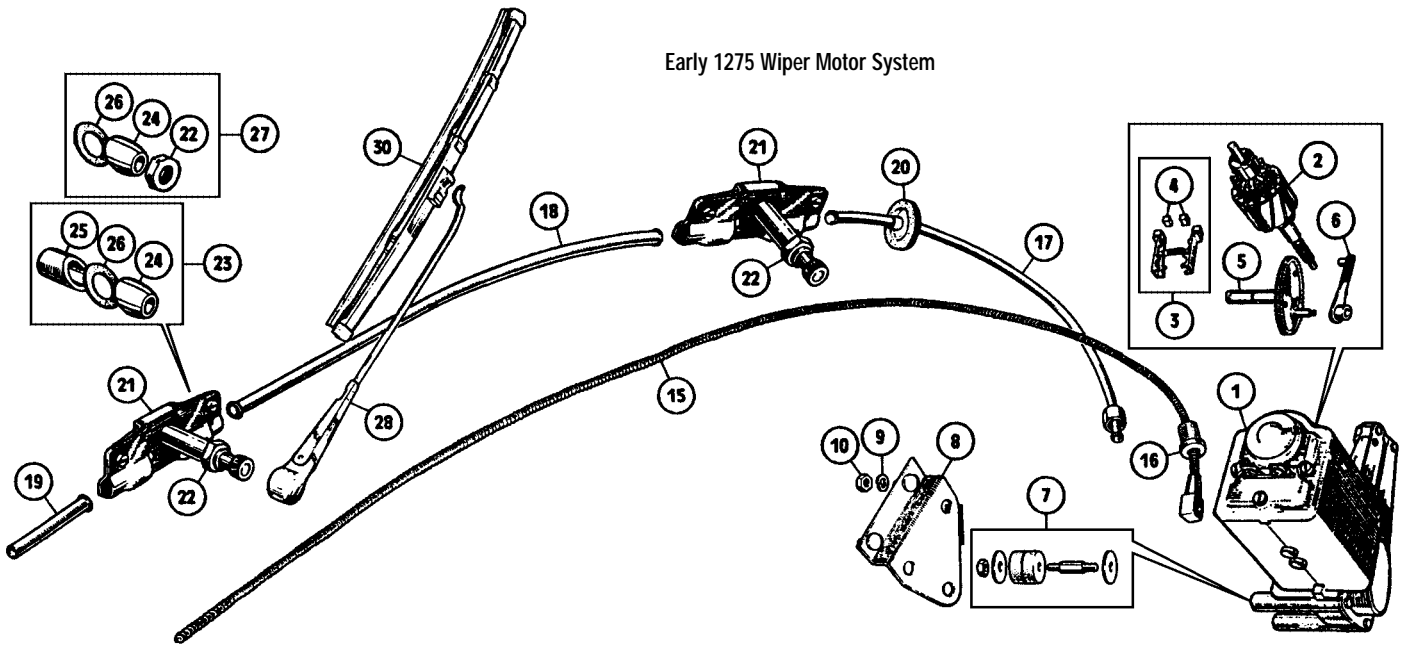
The faster the engine (and thus distributor) rotates, the further the timing advances to improve performance and economy. The centrifugal system is critical to the correct operation of the engine.

A vacuum advance system was also fitted to all 1500cc engine cars and post-1967 1275cc models. Similar in function to the centrifugal system, it uses vacuum from the induction system to apply the advance. Poor cruising speed economy can result from a failed vacuum advance unit.

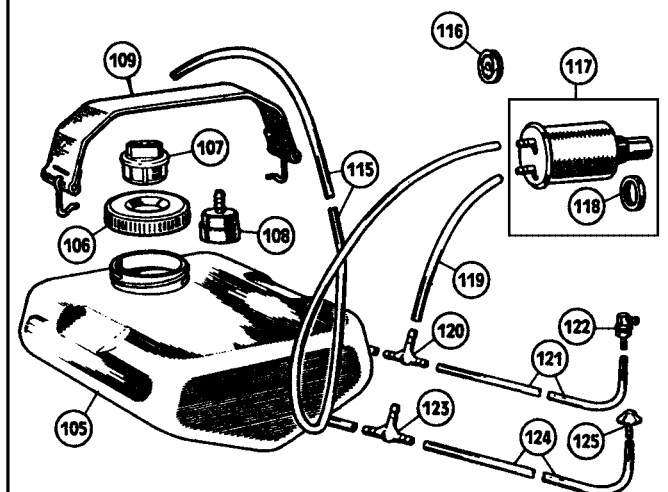
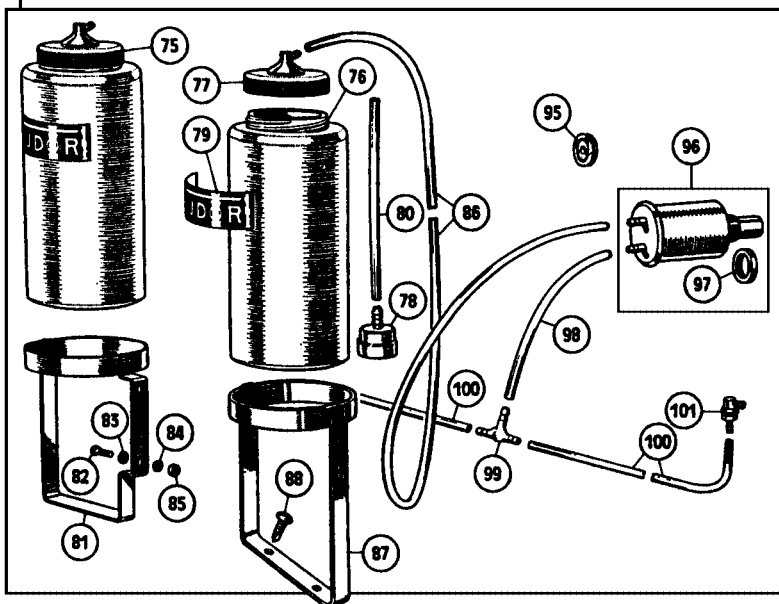
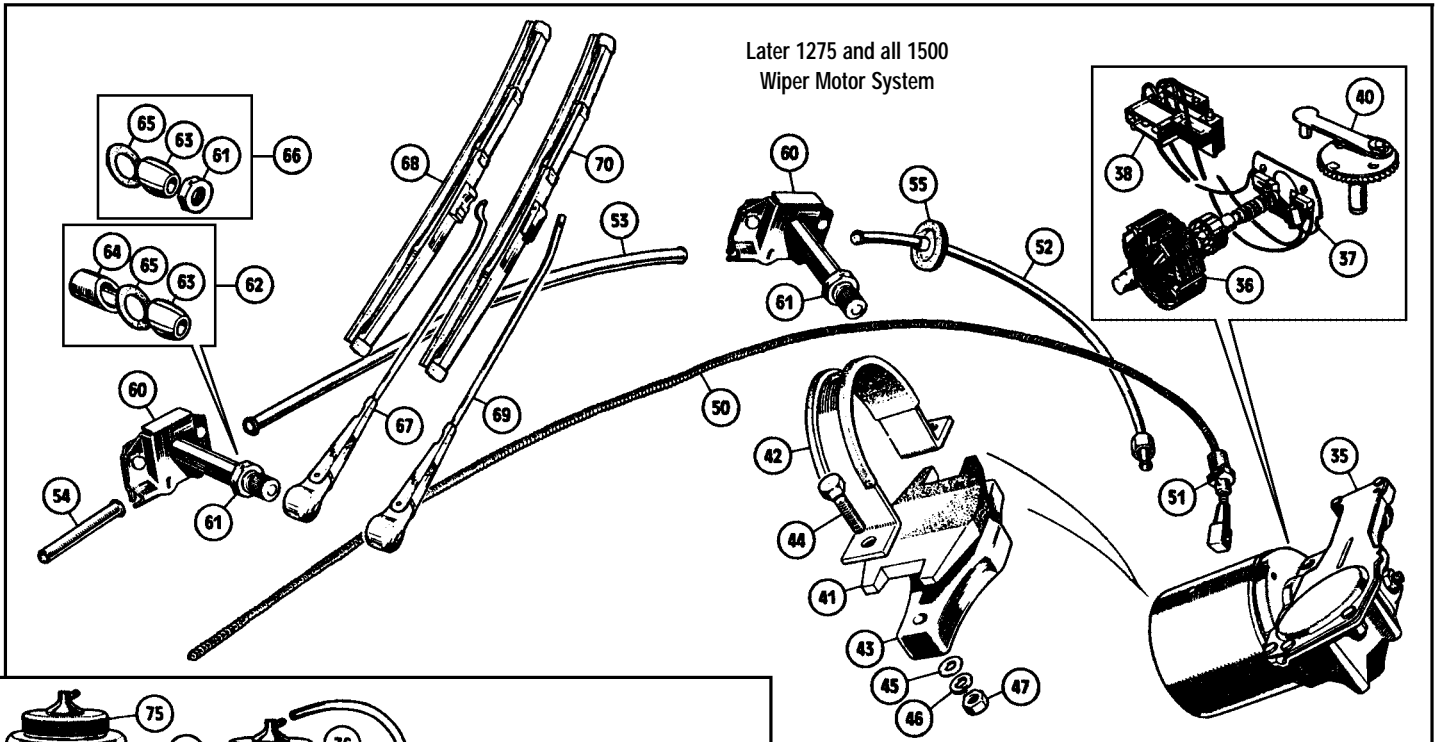
Spark plugs should always be checked for the correct electrode gap before installation.

As a rule plugs are supplied with the correct gap: between 0.024" and 0.026" (0.610 to 0.660 mm). If one new plug in a set of four has far too tight a gap, it may have been dropped at some point. A faulty new spark plug is frustrating to diagnose. It is best to buy well known brands of plugs (beware of auto-jumble '95% off retail price' sold-from-a-bucket plugs - you get what you pay for).

Early 1275 Wiper Motor System



Later 1275 and all 1500 Wiper Motor System



Ill. No	Part Number	Description	Qty. Req.	Details
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Wiper Motor System

Two different wiper systems were fitted: the early square body motor was replaced by the round type when the change from positive to negative earth was made. The change also involved complete replacement of all wiper parts (they are not interchangeable).

Early 1275 models with Lucas DR3A type

'Square Body' Wiper Motor

(to G-AN4-60459; to H-AN9-72040)

1	27H3542	WIPER MOTOR, new	1	supplied without shaft, gear & link
	GXE7714	WIPER MOTOR, recon, exchange	1	
2	511003	ARMATURE	1	
3	17H5396	BRUSH GEAR	1	
4	508170	CARBON BRUSHES (one pair)	1	
5	511007	SHAFT & GEAR	1	
6	511096	LINK	1	
7	17H5431	MOUNTING KIT, wiper motor	3	
(Kit includes one stud, one nut, two washers & one grommet)				
8	AHA8154	BRACKET, motor mounting	1	
9	GHF331	WASHER, locking	3	
10	GHF200	NUT (bracket to footwell)	3	
15	RTC202A	CROSS HEAD & RACK	1	cut to 33"
16	37H5282	FERRULE,	1	rack outer tube to motor
17	14A4801	RACK TUBING	1	motor to first wheelbox
18	14A4802	RACK TUBING	1	wheelbox to wheelbox
19	575047A	RACK TUBING	1	second wheelbox extension
	AAU1909A	RACK TUBE & NUT	a/r	'bulk' alternative to items 17, 18, 19
(tubing must be cut to length & flared)				
20	C5574A	GROMMET	1	rack tubing through bulkhead
21	37H6316	WHEELBOX	2	
22	ANK3459	NUT, 6 sided	2	
23	BAU1465	BEZEL KIT	2	
24	ADB826	BEZEL, chrome	2	
25	AHH5414	SPACER, rubber	2	
26	AHH5413	GASKET, rubber	2	
27	37H6316FK	FITTING KIT, wheelbox	2	Includes 22, 24, 26
28	13H66	WIPER ARM, bright, 'spoon' type	2	RHD
	13H68	WIPER ARM, bright, 'spoon' type	2	LHD
30	GW8145	WIPER BLADE, bright, 'spoon' type	2	

Later 1275 & all 1500 models with Lucas 14W type

'Round Body' Wiper Motor

(G-AN4-60460 on; G-AN5; G-AN6; H-AN9-72041 on; H-AN10; A-AN10)

35	37H8221	WIPER MOTOR, new	1	supplied without shaft, gear and link
	GXE7708	WIPER MOTOR, recon, exchange	1	
36	37H8222	ARMATURE	1	
37	RTC198A	BRUSH GEAR & PLATE	1	includes wires
38	517645A	PARKING SWITCH* ('screw on')	1	A/B spec. wiper motor
	520160A	PARKING SWITCH* ('clip on')	1	D spec. wiper motor

*Note: The type of parking switch required for your wiper motor can be identified by the letter suffix after the Lucas part number (which is a five digit number starting with a 7) stamped on the raised round section of the gearbox lid. These letters can be A/B, or D.

The switches are not interchangeable due to casting differences of the motor bodies.

40	37H3796	SHAFT, GEAR & LINK	1	RHD
	608092A	SHAFT, GEAR & LINK	1	LHD
41	150844A	PAD (wiper motor mounting)	1	
42	BHA4790	STRAP & RUBBER, motor retaining	1	
43	AHH8766	BLOCK, motor mounting	1	
44	GHF102	BOLT (wiper motor attaching)	2	
45	GHF314	WASHER, plain	2	
46	GHF331	WASHER, locking	2	
47	GHF200	NUT	2	
50	RTC202A	CROSS HEAD & RACK	1	cut to 38.5"
51	37H3694	FERRULE,	1	rack outer tube to motor
52	BHA4618	RACK TUBING	1	motor to first wheelbox
53	AHA8696	RACK TUBING	1	wheelbox to wheelbox
54	575047A	RACK TUBING	1	second wheelbox extension
	AAU1909A	RACK TUBE & NUT	a/r	'bulk' alternative to items 52, 53, 54
(tube must be cut to length and flared)				
55	C5574A	GROMMET	1	rack tubing through bulkhead
60	37H7738	WHEELBOX	2	
61	17H8769	NUT (8 sided)	2	
62	BAU1465	BEZEL KIT	2	

Ill. No	Part Number	Description	Qty. Req.	Details
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63	ADB826	BEZEL, chrome	2	
64	AHH5414	SPACER, rubber	2	
65	AHH5413	GASKET, rubber	2	
66	37H7738FK	FITTING KIT (wheel box)	2	Includes 61, 63, 65
67	BHA4894	WIPER ARM, bright ('spoon' fitting) RHD	2	from G-AN4-60460 to G-AN5-123750;
	BHA4893	WIPER ARM, bright ('spoon' fitting) LHD	2	
68	GW8145	WIPER BLADE, bright ('spoon' fitting)	2	from H-AN9-72041; H-AN10; A-AN10.
69	BHA5208	WIPER ARM, bright (straight fitting) RHD	2	from G-AN5-123751; G-AN6.
	BHA5207	WIPER ARM, bright (straight fitting) LHD	2	
70	GW8164	WIPER BLADE, bright (straight fitting)	2	
	BAU5331	WIPER ARM, black (straight fitting) RHD	2	alternatives to above use in sets
	BAU5330	WIPER ARM, black (straight fitting) LHD	2	
	GW8266	WIPER BLADE, black (straight fitting)	2	

Screen Washer System - 1275

(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

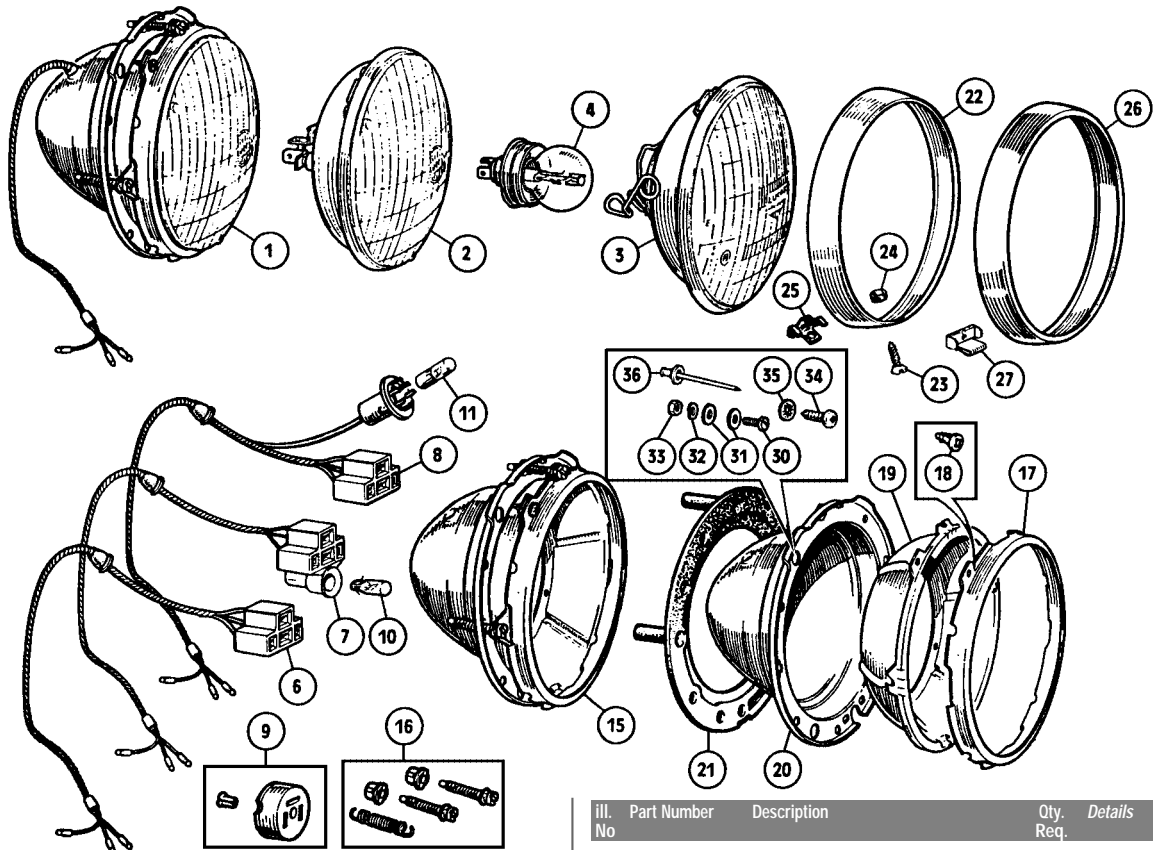
75	GW918K	BOTTLE & LID*, replacement	1	
76	GW918	CONTAINER*, washer liquid, original	1	
77	AHH6848	LID*, original	1	
78	GW506	NON-RETURN VALVE ('foot valve')	1	
79	CRST124	LABEL, self adhesive, 'Tudor'	3	
80	GW202M	TUBING, in bottle (sold per metre)	1	cut to 6" length
*Note: The replacement bottle assembly includes bottle, lid, valve and 'Tudor' labels; note that in this instance, 'replacement' and 'original' parts cannot be interchanged.				
81	13H232	BRACKET (container mounting)	1	
82	PMZ306	SCREW (bracket to radiator splash shield)	2	
83	PWZ103	WASHER, plain	2	to G-AN4-66225;
84	WL700101	WASHER, locking	2	to H-AN9-77590;
85	GHF206	NUT	2	(vertical flow radiator)
86	GW202M	TUBING, bottle to pump	2	
(sold per metre, cut to 63" length)				
87	AHA8729	BRACKET (container mounting)	1	G-AN4-66226 on; G-AN5;
88	GHF425	SCREW (bracket to footwell top)	2	H-AN9-77591 on;
	GW202M	TUBING, bottle to pump,	2	H-AN10; A-AN10;
(sold per metre, cut to 30" length)				
(cross flow radiator)				

95	RFR1303	GROMMET, bulkhead	1	
96	GW102	PUMP, manually operated	1	
97	17H2669	NUT, pump securing	1	
98	GW202M	TUBING, pump to 'T' (sold per metre)	1	cut to 6" length
99	GW404	T PIECE (4mm inlet, 3mm outlets)	1	
	13H6472	T PIECE (4mm inlet, 3mm outlets)	1	alternative
100	GW201M	TUBING, 'T' to jets (sold per metre)	1	cut to two 6" lengths
101	GW802	JET	2	

Screen Washer System - 1500

(G-AN6)

105	GW902	TANK, washer liquid	1	
106	GW952	SCREWED CAP	1	
107	GW951	FILLER PLUG	1	
108	GW506	NON-RETURN VALVE ('foot valve')	1	
109	CHA458	STRAP, tank retaining	1	
115	GW202M	TUBING, tank to pump (sold per metre)	2	cut to 40" length
116	RFR1303	GROMMET	1	tube through bulkhead
117	GW102	PUMP (manual)	1	
118	17H2669	NUT, pump securing	1	
119	GW202M	TUBING, pump to 'T' (sold per metre)	1	cut to 6" length
120	GW408	'T' PIECE (4mm inlet, 3mm outlets)	1	
121	GW201M	TUBING, 'T' to jets	1	to G-AN6-200000
(sold per metre, cut to two 6" lengths)				
122	GW802	JET	2	
123	GW401	T PIECE (4mm inlet, 4mm outlets)	1	
124	GW202M	TUBING ('T' piece to jets)	1	from G-AN6-20000
(sold per metre, cut to two 6" lengths)				
125	GW829	JET	2	



Ill. No	Part Number	Description	Qty. Req.	Details
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Headlamps & Front Side/Indicator Lamps

For Halogen Headlamp Conversions & High Output Bulbs, please refer to Accessories

Headlamps

The headlamps fitted to Sprite & Midget cars break down very simply into four types. These are left hand dipping for RHD cars & right hand dipping for LHD cars, each with, or without an integral side lamp (pilot lamp). French markets required a cadmium yellow headlamp bulb to be fitted whereas the rest of the world called for a clear bulb.

Many local regulations exist where lamps are concerned; if in any doubt consult your local authority about their requirements. Remember that it is possible that what was originally specified for your car when it was constructed may not be valid today.

Only the RHD version is shown for Midget 1500's, since apart from North American specification, there were no LHD cars. If, however, you require LHD headlamps for a Midget 1500 (say, for mainland European) the 'Germany only' headlamp intended for earlier models will suffice. This headlamp is not allowed for use in North American markets.

1	27H8499	HEADLAMP, sealed beam (RHD, no pilot lamp)	2	G-AN4; G-AN5; H-AN9; H-AN10; A-AN10
	AEU1061A	HEADLAMP, P45T asymmetric (LHD, no pilot lamp; not Germany)	2	
	BAU1177A	HEADLAMP, P45T asymmetric (LHD, with pilot lamp; Germany only)	2	
	BHM7199	HEADLAMP, sealed beam (RHD, with pilot lamp)	2	
2	GLU101	SEALED BEAM UNIT (RHD, no pilot window)	2	60/45 watt
	13H3471A	SEALED BEAM UNIT (RHD, with pilot window)	2	
3	27H4146A	LIGHT UNIT, P45T asymmetric (LHD, no pilot hole)	2	45/50 watt, see also Accessories
	27H5981A	LIGHT UNIT, P45T asymmetric (LHD, with pilot hole)	2	
4	GLB410	BULB, P45T, clear glass (tungsten)	2	60/55 watt
	GLB411	BULB, P45T, cadmium yellow (tungsten)	2	
	GLB2983	BULB, P45T, clear glass (quartz halogen)	2	
6	BAU2110	ADAPTOR, Lucar type (with cable)	2	no provision for pilot
7	BAU2111	ADAPTOR, Lucar type (with cable)	2	
8	27H5976	ADAPTOR, Lucar type (with cable)	2	for sealed beam with pilot
9	600226A	ADAPTOR ONLY (for Lucar terminals)	2	
10	GLB6501	BULB, pilot, capless type	2	fits BAU2111 only

Ill. No	Part Number	Description	Qty. Req.	Details
11	GLB233	BULB, pilot, bayonet fitment type	2	fits 27H5976 only
15	27H8263X	BUCKET, BOWL & RIM	2	
16	BHM7058	ADJUSTER KIT	2	
17	515218A	OUTER MOUNTING RIM, chrome	2	
18	AB606021	SCREW, retaining outer rim	6	
19	SML4	Bowl, inner (steel)	2	
	27H6481	Bowl, inner (plastic)	2	
20	SML3	Bucket, headlamp (Original)	2	with adjuster
	SML3P	Bucket, headlamp (plastic)	2	
	SML3Z	Bucket, headlamp	2	Less adjusters
21	009403	GASKET, rubber (bucket to body)	2	
22	500929	RIM, headlamp (screw fitting)	2	
23	RTC465	SCREW, rim retaining	2	G-AN4; G-AN5;
24	21G9057	WASHER, rubber (screw retaining)	2	H-AN9; H-AN10; A-AN10
25	37H7421A	CLIP, rim screw securing	2	
26	57H5455	RIM, headlamp (spring clip fitting)	2	G-AN6
27	BAU1460	SPRING CLIP, rim securing	2	

Headlamp Fitment Hardware

The headlamp units were attached to the front wings by more than one method. The most common method used was screws and nuts; this was replaced at a late date by the use of either self tapping screws or pop rivets. The latter was preferred by the production line for speed of assembly (this was in keeping with construction methods utilised by contemporary car manufacturers).

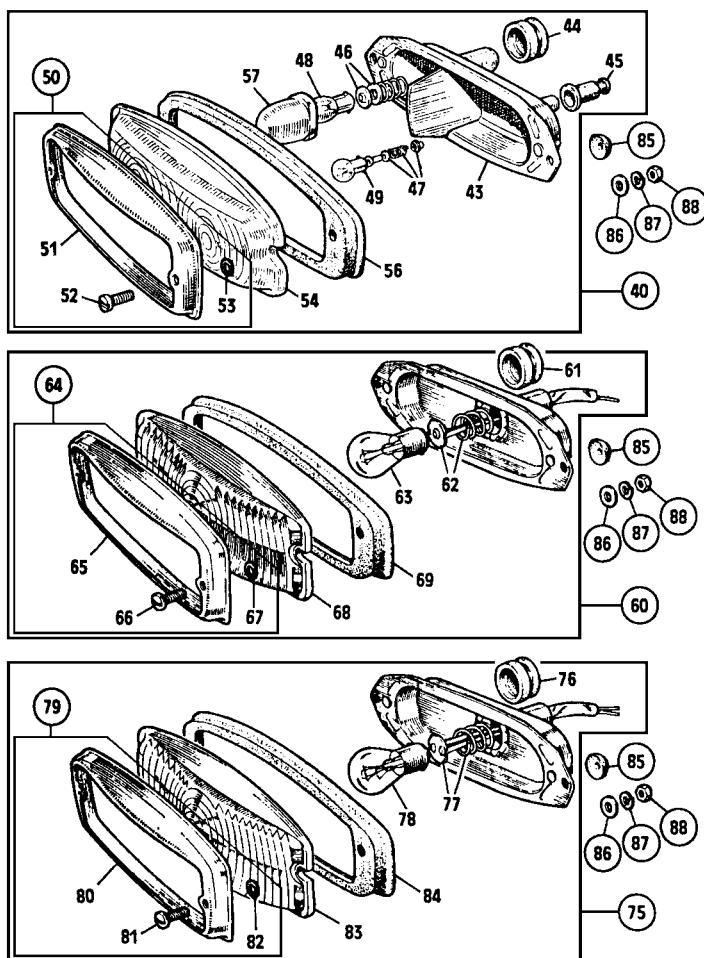
30	PMZ314	SCREW	8	'Screw & nut' method
31	GHF306	WASHER, plain	16	
32	WL700101	WASHER, locking	8	
33	GHF206	NUT	8	'Self tapping screw' method
34	AB610051	SCREW, self tapping	8	
35	WE702101	WASHER, shakeproof	8	'Pop Rivet' method
36	569313	RIVET, pop type	8	

Upgrading Your Headlamps

The simple replacement of standard Sprite/Midget headlamps with a pair of halogen units will bring your car's light output up to today's standards.

Halogen headlamps offer significant improvements to lens design, ensuring all the light output is directed into the correct area to guide you. A range of replacement halogen headlamps suitable for Sprites & Midgets are detailed in the accessory section.

It may be noticed that ordinary halogen bulbs do not have a much greater power rating than the older designs of headlamp. Yes, there are radically more powerful bulbs available in the marketplace, but you need to check legislation before using them on a public highway; also be aware that the wiring & switches in the car were designed many years ago to cope with lamp power ratings used at that time.



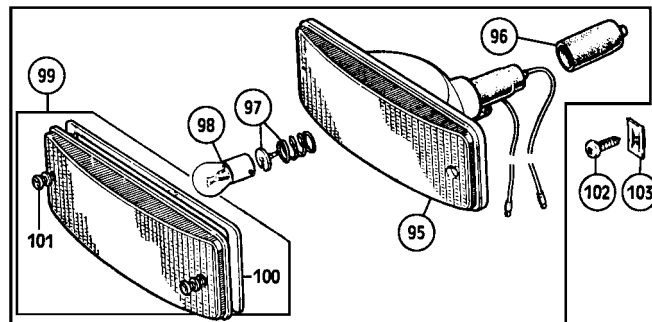
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Front Side & Indicator Lamp Assemblies - 1275 Models

(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

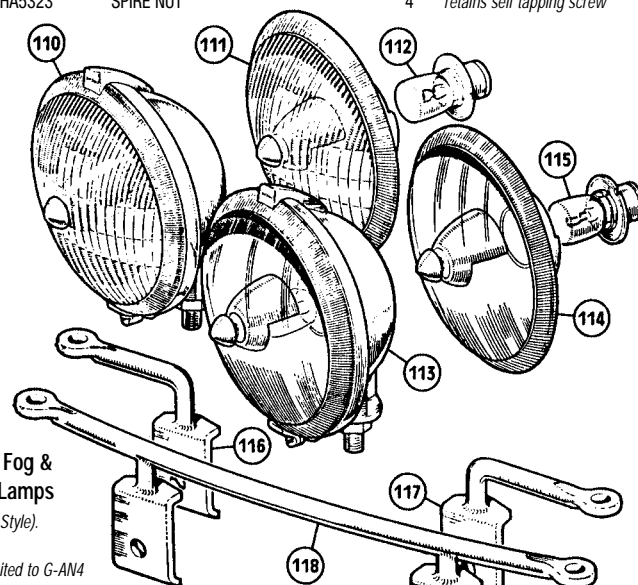
40	13H429	SIDE & INDICATOR LAMP, RH	1	
	13H428	SIDE & INDICATOR LAMP, LH	1	
	SML101	BACK PLATE (bulb holders & wires)	2	
43	SML1	BACK PLATE, (bare)	2	
44	17H5216	SLEEVE, rubber, for indicator	2	
45	37H5294	SLEEVE, rubber, for side lamp	2	
46	37H5452	CONTACT & SPRING, indicator	2	
47	244700A	CONTACT & SPRING, side lamp	2	
48	GLB382	BULB, 21 Watt (indicator)	2	white side lamp with orange indicator
49	GLB989	BULB, 5 Watt (side lamp)	2	(all markets except Germany and Italy)
50	57H5308	RIM, chrome (with screws)	2	
51	57H5155	RIM, chrome (lens retaining)	2	
52	57H5569	SCREW, rim & lens retaining	4	
53	21G9057	WASHER, rubber (screw retaining)	4	
54	57H5158	LENS, RH, clear glass	1	
	57H5159	LENS, LH, clear glass	1	
56	57H5157	GASKET, lens & lamp seating	2	
57	57H5156	FILTER, orange (for indicator bulb)	2	
60	BHA4487	INDICATOR LAMP	2	
61	17H5216	SLEEVE, rubber	2	
62	37H5452	CONTACT & SPRING	2	
63	GLB382	BULB, 21 Watt	2	
64	57H5308	RIM, chrome (with screws)	2	Orange indicator no side lamp (Germany)
65	57H5155	RIM, chrome, lens retaining	2	
66	17H5400	SCREW, rim & lens retaining	4	
67	21G9057	WASHER, rubber (screw retaining)	4	
68	27H6243	LENS, orange glass	2	
69	57H5157	GASKET, lens & lamp seating	2	
75	BHA4204	SIDE & INDICATOR LAMP	2	
76	17H5216	SLEEVE, rubber	2	side lamp (Italy)
77	37H5459	CONTACT & SPRING	2	white indicator & side lamp
78	GLB380	BULB, 21/5 Watt	2	
79	57H5308	RIM, chrome (with screws)	2	(Continued in next column)

ill. No	Part Number	Description	Qty. Req.	Details
80	57H5155	RIM, chrome, lens retaining	2	(Continued)
81	17H5400	SCREW, rim & lens retaining	4	
82	21G9057	WASHER, rubber (screw retaining)	4	side lamp (Italy)
83	57H5307	LENS, clear glass	2	white indicator & side lamp
84	57H5157	GASKET, lens & lamp seating	2	
85	BHA4242	NUT (lamp securing)	4	(with integral washer)
86	GHF306	WASHER, plain	4	
87	WL700101	WASHER, locking	4	alternative to item 85
88	GHF206	NUT (lamp securing)	4	



Front Indicator Lamp Assembly - 1500 Models (G-AN6)

95	BHA5318	INDICATOR LAMP	2	
96	17H5216	SLEEVE, rubber	2	
97	37H5452	CONTACT & SPRING	2	
98	GLB382	BULB (21 Watt)	2	
99	37H8759	LENS, orange (plastic)	2	
100	37H8759G	GASKET, lens to lamp	2	
101	518868	SCREW, lens securing	4	
102	GHF426	SCREW, self tapping	4	lamp to bumper retains self tapping screw
103	BHA5323	SPIRE NUT	4	



Front Fog & Spot Lamps

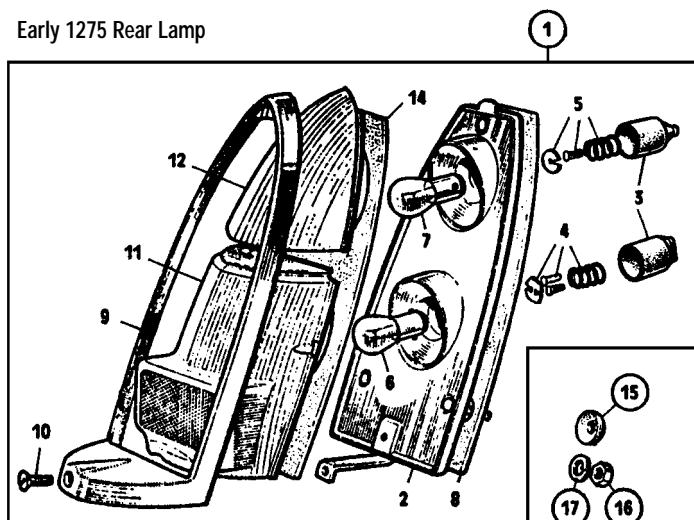
(Period Style).

Best suited to G-AN4 and H-AN9 models, these fog and spot lamps were offered as optional extras for several years to proud owners of new Sprites and Midgets. Due to mounting and aesthetic difficulties it is not advisable to attempt fitment to the later rubber bumper fitted cars! The common denominators in the rules of maintenance on headlamps or driving lamps of any type are that the lenses are kept clean and that the beams of light are correctly aligned & directed to give maximum benefit without dazzling other road users. These are admittedly obvious points of advice, but they can make a significant difference to lighting efficiency. Spending good money on uprated and additional lamps will provide little or no improvement if the advice is not followed.

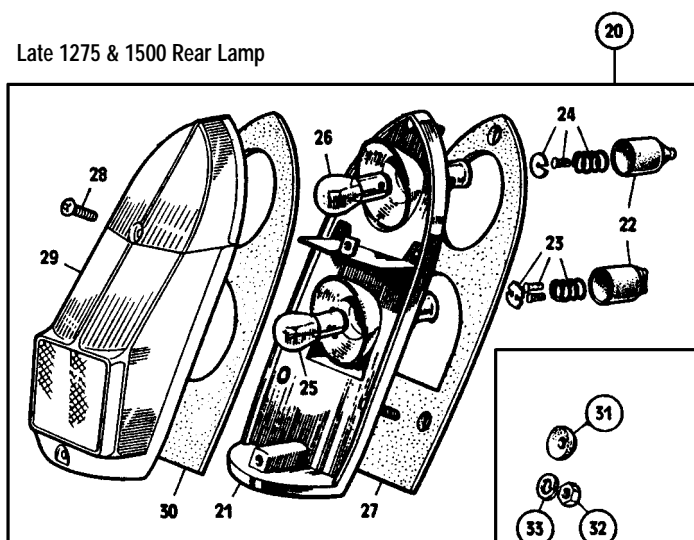
110	57H5314	FOG LAMP, base mounted	a/r	
111	ACG5179	LENS & REFLECTOR	a/r	
112	GLB323	BULB, transverse filament	a/r	
113	57H5313	SPOT LAMP, base mounted	a/r	
114	57H5015	LENS & REFLECTOR	a/r	
115	GLB185	BULB (axial filament)	a/r	
116	AHA6368	BRACKET, lamp mounting (RH)	a/r	original mountings
117	AHA6369	BRACKET, lamp mounting (LH)	a/r	
118	GAC3002X	BRACKET (mounts two lamps)	a/r	alternative

150 | Rear Lamps & Interior Light

Early 1275 Rear Lamp



Late 1275 & 1500 Rear Lamp



Ill. No	Part Number	Description	Qty. Req.	Details
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Rear Stop, Tail, Reflex and Indicator Lamp Assembly

Early 1275 (G-AN4; H-AN9)

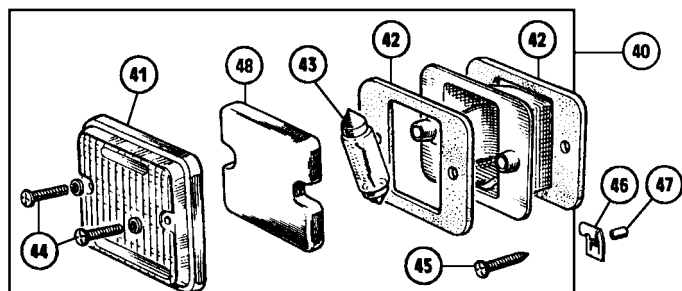
1	BHA4175	STOP, TAIL & INDICATOR LAMP	2	
2	LU54572303	BACK PLATE	2	with bulb holders & wires
3	17H5216	SLEEVE, rubber	4	
4	37H5459	CONTACT & SPRING (stop/tail)	2	
5	37H5452	CONTACT & SPRING (indicator)	2	
6	GLB380	BULB, 21/5 Watt (stop/tail)	2	
7	GLB382	BULB, 21 Watt (indicator)	2	
8	57H5358	GASKET, lamp to body	2	
9	57H5355	RIM, lens to lamp retaining	2	
10	RMP308	SCREW (rim securing)	2	
11	57H5357	LENS, stop/tail and reflex (red)	2	
12	57H5354	LENS, indicator (orange)	2	
14	57H5356	GASKET, lens to back plate	2	
15	BHA4242	NUT (lamp to body)	6	original type
16	NH910011	NUT (lamp to body)	6	alternative to item 15
17	WE702101	WASHER, locking	6	

Rear Stop, Tail, Reflex and Indicator Lamp Assembly

Late 1275 & 1500 (G-AN5; H-AN10; A-AN10); (G-AN6)

20	BHA4973	STOP, TAIL & INDICATOR LAMP	2	
21	BHA4973Q	BACK PLATE	2	with bulb holders & wires
22	17H5216	SLEEVE, rubber	4	
23	37H5459	CONTACT AND SPRING (stop/tail)	2	
24	37H5452	CONTACT AND SPRING (indicator)	2	

Ill. No	Part Number	Description	Qty. Req.	Details
25	GLB380	BULB, 21/5 Watt (stop/tail)	2	
26	GLB382	BULB, 21 Watt (indicator)	2	
27	37H4679	GASKET, lamp to body	2	
28	518868	SCREW, lens to back plate	4	
29	37H4737	LENS (stop/tail, reflex & indicator)	2	
30	37H4737A	GASKET, lens to back plate	2	
31	BHA4242	NUT (lamp to body)	6	original type
32	NH910011	NUT (lamp to body)	6	alternative to item 31
33	WE702101	WASHER, locking	6	



Reversing Lamps

1275 Models (G-AN4-58112 on; G-AN5; H-AN9-70268 on; H-AN10; A-AN10) 1500 Models (G-AN6)

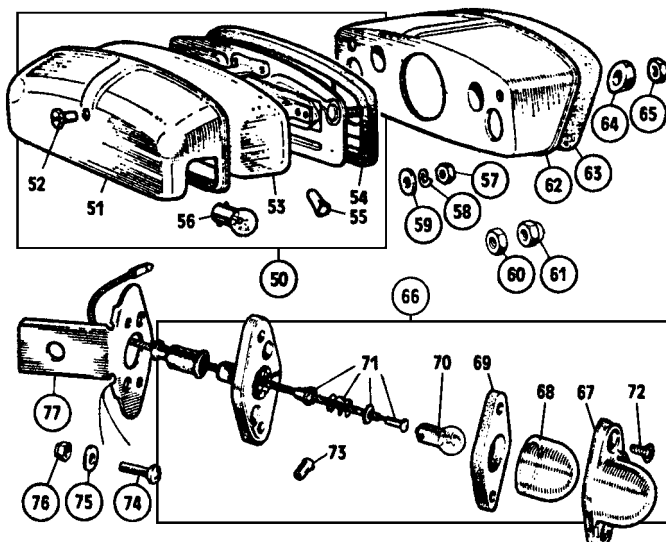
40	AAU5510	REVERSING LAMP	2	
41	37H7512	LENS, clear	2	
42	37H1759	GASKET, lens & lamp mounting	4	
43	GLB273	BULB, festoon type, 21 Watt	2	
44	27H8811*	SCREW (lens attaching)	4	G-AN4; G-AN5; to G-AN6-190000 approx. H-AN9; H-AN10; A-AN10

*Note: The lamps were originally attached to the body by the screws which hold the lens in place, driving into caged nuts on the inside of the rear panel. If these caged nuts are missing or damaged, the later 1500 Midget fasteners can be used to attach the lamps.

45	AB606082	SCREW, lens and lamp mounting	4	
46	PFS316	SPIRE NUT, retaining	4	G-AN6-190000 on approx.
47	AHH7449	PROTECTOR, screw tip	4	

The French market required the reversing lamps to show amber light, instead of white. This was achieved by inserting an amber filter between the bulb and the lens:

48	HMP240009	FILTER, orange	2	French markets only
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Number Plate Lamps - Early 1275 (G-AN4; H-AN9)

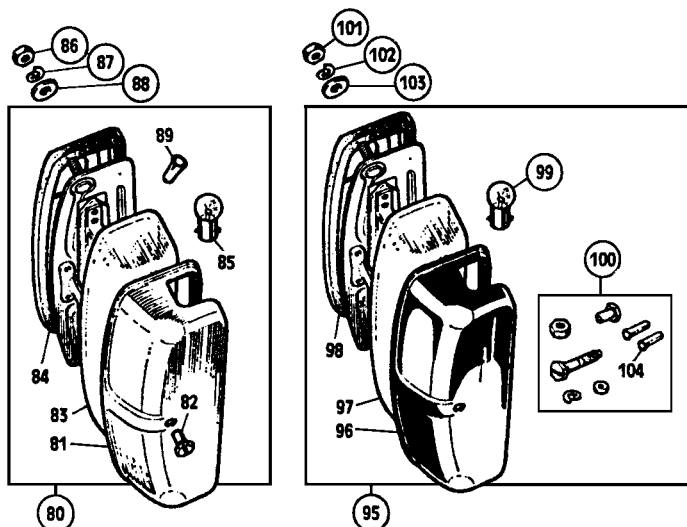
50	127916	NUMBER PLATE LAMP, chrome	1/2	
51	502264	COVER, chrome	1/2	
52	17H5385	SCREW (cover/lens to back plate)	1/2	quantity increased for German market
53	601721A	LENS, clear glass	1/2	
54	57H5368	GASKET, lamp to plinth	1/2	
55	27H6713	CONNECTOR (bullet terminal)	2/4	
56	GLB989*	BULB	a/r	

*Note: A single bulb was used originally in this lamp. However, all lamps offered more recently are of a slightly modified design & contain two bulbs.

Ill. No	Part Number	Description	Qty. Req.	Details
57	AJD8012Z	NUT (lamp to plinth)	2	
58	WL700101	WASHER, locking	2	not German market.
59	GHF306	WASHER, plain	2	
60	AJD8052C	NUT (lamp to number plate support)	4	German market only
61	6K9777	NUT, domed	4	
62	AHA5809	PLINTH, number plate lamp	1	
63	AHA5806	GASKET (plinth to body)	1	not German market
64	AHA5805	PACKING PIECE, angled	2	
65	GHF271	NUT, nyloc	2	

Number Plate Lamps - Late 1275 (G-AN5; H-AN10; A-AN10)

66	2A9119	NUMBER PLATE LAMP	2	
67	37H5426	COVER, chrome	2	
68	606078A	LENS, clear glass	2	
69	17H5302	GASKET, lens seating	2	
70	GLB989	BULB	2	
71	244700A	CONTACT & SPRING	2	
72	17H8046	SCREW (cover attaching)	4	
73	27H6713	CONNECTOR, bullet terminal	2	
74	RMZ314	SCREW (lamp base to bracket)	4	
75	GHF306	WASHER, plain	4	
76	GHF220	NUT, self locking	4	
77	AHA9459BKT	BRACKET, LH	1	lamp to bumper
	AHA9458BKT	BRACKET, RH	1	



Number Plate Lamps - Early 1500 (to G-AN6-169643)

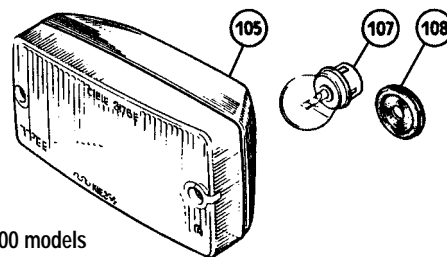
80	127916	NUMBER PLATE LAMP, chrome	2	
81	502264	COVER, chrome	2	
82	17H5385	SCREW (cover/lens to back plate)	2	
83	601721A	LENS, clear glass	2	
84	57H5368	GASKET (lamp to number plate)	2	
85	GLB989*	BULB	a/r	
*Note: A single bulb was used originally in this lamp. However, all lamps offered more recently are of a slightly modified design & contain two bulbs.				
86	AJD8012Z	NUT (lamp to number plate)	4	
87	WL700101	WASHER, locking	4	
88	GHF306	WASHER, plain	4	
89	27H6713	CONNECTOR	4	electrical bullet terminal

Number Plate Lamps - Late 1500 (G-AN6-169644 on)

95	83H335	NUMBER PLATE LAMP, black	2	
96	7H5120	COVER, black	2	
97	601721A	LENS, clear glass	2	
98	57H5368	GASKET (lamp to number plate)	2	
99	GLB989	BULB	4	
100	7H5123	SUNDRIES KIT	2	
101	AJD8012Z	NUT, lamp to number plate	4	
102	WL700101	WASHER, locking	4	
103	GHF306	WASHER, plain	4	
104	27H6713	CONNECTOR (bullet terminal)	4	

Original black number plate lamps were as described above. Spurious replacement lamps of similar appearance have also worked their way onto cars over the years. (Continued in next column)

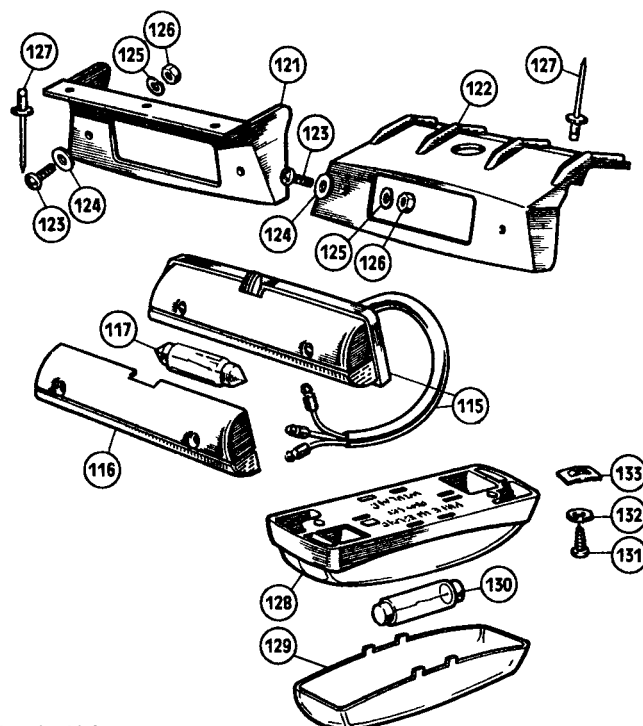
Ill. No	Part Number	Description	Qty. Req.	Details
(Continued from previous column)				
Be warned - replacement lamps may not be repaired by the above components. The simple identification test is the cover material: metal almost certainly means original, plastic means replacement.				



Rear Fog Guard - 1500 models

(optional fitting after approx. 1978)

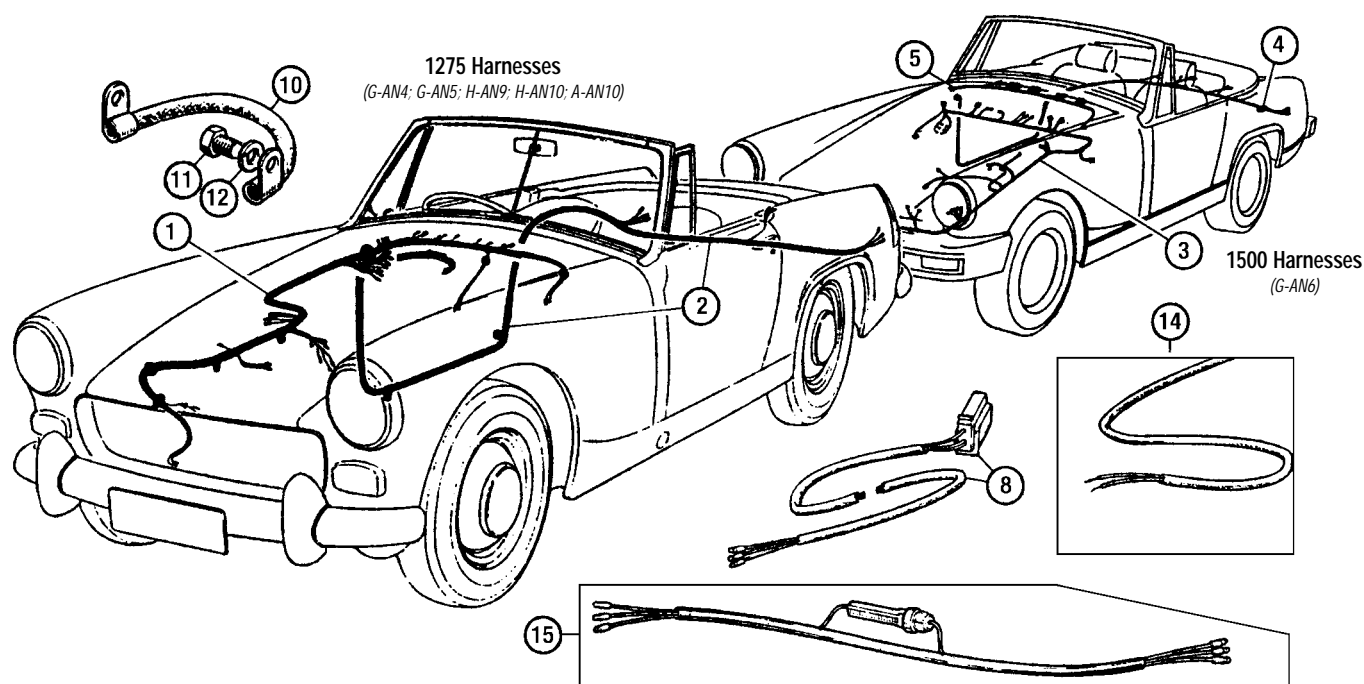
105	ADU3645	REAR FOG LAMP (Cibie)	1	alternatives
	ADU3392	REAR FOG LAMP (Wipac)	1	
107	GLB382	BULB, 21Watt	1	
108	5L62	GROMMET (cables through boot floor)	2	



Interior Lights

1275 models (G-AN5-89515 on; H-AN10-86303 on; A-AN10); 1500 models (G-AN6)

115	BHA5138	LAMP, courtesy, chrome	1	from G-AN5-89515
116	27H3590	LENS, courtesy lamp (chrome cover)	1	to G-AN6-200000;
117	GLB239	BULB, festoon type	1	from H-AN10-86303; A-AN10
	ADU1003	LAMP, courtesy, black	1	from G-AN6-200001
	27H3590B	LENS, courtesy lamp (black cover)	1	
	GLB239	BULB, festoon type	1	
121	AHA9769	PLINTH (interior lamp mounting)	1	to G-AN6-212000.
122	AHA9767	PLINTH (interior lamp mounting)	1	from G-AN6-212001
123	PMZ208	SCREW, lamp to plinth	2	
124	PWZ202	WASHER, plain	2	
125	LWZ202	WASHER, locking	2	
126	ANZ102	NUT	2	
127	RA608176	RIVET*, plinth to fascia or console	3	
*Note: the earlier lamp plinth (AHA9769), should be riveted to the underside of the fascia. The later plinth, AHA9767, should be riveted to the top of the radio console.				
128	BHA5040	LAMP (luggage compartment)	1	
129	37H5923	LENS	1	
130	GLB239	BULB, festoon type	1	
131	GHF422	SCREW (self tapping)	2	
132	PWZ202	WASHER, plain	2	
133	GHF700	SPIRE NUT (for screw)	2	



1275 Harnesses
(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

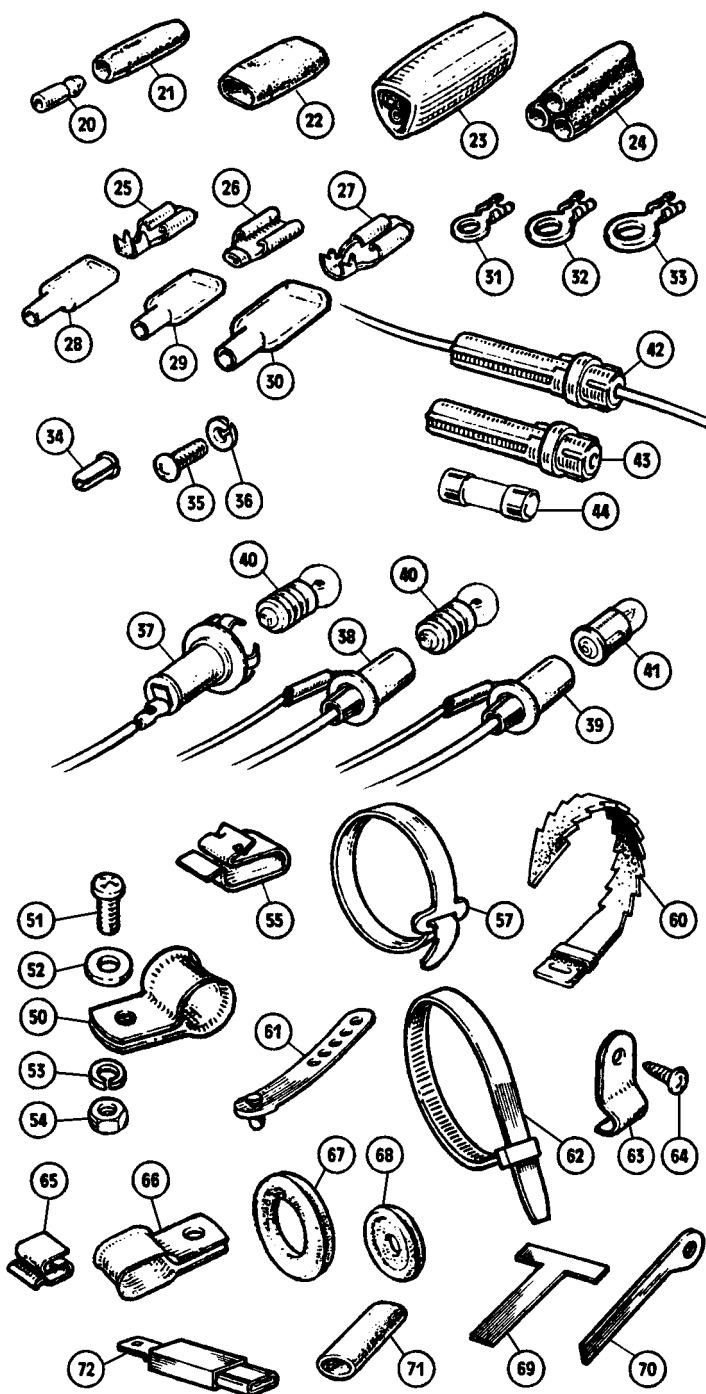
1500 Harnesses
(G-AN6)

Ill. No	Part Number	Description	Qty. Req.	Details
1275 Harnesses (G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)				
1	AHA8156	MAIN HARNESS, cloth bound (dynamo, positive earth, no reversing lights)	1	to G-AN4-58111; to H-AN9-70267
	AHA8422	MAIN HARNESS, cloth bound (dynamo, positive earth, with reversing lights)	1	G-AN4-58112 to 60459; H-AN9-70268 to 72040
	AHA8694	MAIN HARNESS, cloth bound (dynamo, negative earth, with rev. lights & oil filter light)	1	G-AN4-60460 to 66225; H-AN9-72041 to 77590
	HMP215023	MAIN HARNESS, cloth bound (dynamo, negative earth, headlamp flash, no oil filter light)	1	from G-AN4-66226; from H-AN9-77591
	AHA9612	MAIN HARNESS, PVC taped (dynamo, toggle switches and headlamp dip & horn on stalk, no interior lamps)	1	to G-AN5-89514; to H-AN10-86302
	AHA9763	MAIN HARNESS, PVC taped (dynamo, toggle switches, interior lamps and headlamp dip on stalk, horn in centre of steering wheel)	1	G-AN5-89515 to 105500; H-AN10-86303 on; A-AN10
	AHA9923	MAIN HARNESS, PVC taped (dynamo, rocker switches, accessory fuse)	1	G-AN5-105501 to 128262
	CHA46	MAIN HARNESS, PVC taped (alternator, rocker switches, no hazard warning lights)	1	G-AN5-128263 to 138800
	CHA214	MAIN HARNESS, PVC taped (alternator, rocker switches, with hazard warning lights)	1	G-AN5-138801 on
2	AHA7637	BODY HARNESS, cloth bound (no reversing lights, central number plate lamp)	1	to G-AN4-58111; to H-AN9-70267
	AHA8421	BODY HARNESS, cloth bound (with reversing lights, central number plate lamp)	1	G-AN4-58112 on; H-AN9-70268 on
	AHA9614	BODY HARNESS, PVC taped (no interior lamps, two number plate lamps)	1	to G-AN5-89514; to H-AN10-86302
	AHA9765	BODY HARNESS, PVC taped (with interior lamps, two number plate lamps)	1	G-AN5-89515 on; H-AN10-86303 on; A-AN10

Ill. No	Part Number	Description	Qty. Req.	Details
1500 Harnesses (G-AN6)				
3	CHA455	MAIN HARNESS, PVC taped (no oil warning light, single speed wipers)	1	to G-AN6-200000
	CHA767	MAIN HARNESS, PVC taped (with oil warning light, single speed wipers)	1	G-AN6-200001 to 212000
	CHA799	MAIN HARNESS, PVC taped (with two speed wipers)	1	from G-AN6-212001
4	CHA432	BODY HARNESS, PVC taped (no electric fuel pump)	1	
5	CHA429	FASCIA HARNESS, PVC taped (no oil warning light, single speed wipers)	1	to G-AN6-200000
	CHA746	FASCIA HARNESS, PVC taped (with oil warning light, single speed wipers)	1	G-AN6-200001 to 212000
	CHA802	FASCIA HARNESS, PVC taped (with two speed wipers)	1	from G-AN6-212001

Supplementary Cables (All Models)

8	AHA7771	CABLE (RHD) (dip switch to Main harness)	1	G-AN4; H-AN9
	AHA7772	CABLE (LHD) (dip switch to Main harness)	1	
10	2K6167	CABLE, earth (power unit to body)	1	G-AN4; G-AN5;
11	SH606051	SCREW (power unit earth cable to floor)	1	H-AN9; H-AN10; A-AN10
12	GHF333	WASHER, locking	1	
	AHH5452	CABLE, earth (power unit to body)	1	G-AN6
14	AHA7895	CABLE (number plate lamps to body harness)	a/r	G-AN4 and H-AN9 Germany only
15	AHA9199	CABLE (cigar lighter to main harness)	a/r	optional extra fitment only



Ill. No	Part Number	Description	Qty. Req.	Details
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Fittings & Connectors

20	003632	BULLET CONNECTOR, male	a/r	soldered
	GHF2200	BULLET CONNECTOR, male	a/r	(alternatives)
21	2H3406	CONNECTOR, female, single (2 way)	a/r	
22	RTC603A	CONNECTOR, female, double (4 way)	a/r	common contacts
23	BHA4460	CONNECTOR, female, triple (6 way)	a/r	
24	2H4992	CONNECTOR, female, triple (6 way)	a/r	Insulated contacts
25	13H2050	CONNECTOR, Lucar (3/16" wide)	a/r	6 amp
26	RTC220A	CONNECTOR, Lucar (1/4" wide)	a/r	17.5 amp
27	47H5419	CONNECTOR, Lucar (3/8" wide)	a/r	35 amp
28	BMK449	INSULATOR	a/r	(for 3/16" Lucar connector)
29	511269	INSULATOR	a/r	(for 1/4" Lucar connector)
30	515399	INSULATOR	a/r	(for 3/8" Lucar connector)
31	17H5287	EYELET, 3/16 hole	a/r	
32	2H4528	EYELET, 1/4 hole	a/r	
33	13H625	EYELET, 5/16 hole	a/r	
34	27H6713	BULLET CONNECTOR, male	a/r	(push-on)

Ill. No	Part Number	Description	Qty. Req.	Details
35	SE604061	SCREW, harness (arth to bulkhead)	1	
36	GHF331	WASHER, locking	1	
37	AEU1313A	BULB HOLDER, claw fitting (MES type)	a/r	screw in bulb
38	507799	BULB HOLDER, sleeve fitting (MES type)	a/r	
39	UKC4187	BULB HOLDER, sleeve fitting (BA7 type)	a/r	bayonet bulb
40	GLB987	BULB, 2.2W, (screw fitting) (MES type)	a/r	
41	GLB281	BULB, 2.0W, (bayonet fitting) (BA7 type)	a/r	
42	UKC4446	IN-LINE FUSE HOLDER	a/r	Includes wires, terminals & spring
43	27H3588	FUSE HOLDER ONLY	a/r	
44	GFS3005	FUSES, (5 Amp)	a/r	pack of five
	GFS3010	FUSES, (10 Amp)	a/r	
	GFS3015	FUSES, (15 Amp)	a/r	
	GFS3020	FUSES, (20 Amp)	a/r	
	GFS3025	FUSES, (25 Amp)	a/r	
	GFS3035	FUSES, (35 Amp)	a/r	
	GFS3050	FUSES, (50 Amp)	a/r	
50	PCR709	'P' CLIP (fuse holder attaching)	a/r	
	PCR607	'P' CLIP	3	
		(main harness to wheel arch, headlamps and side lamps harnesses)		
	PCR1009	'P' CLIP (harness to footwell)	1	
	PCR507	'P' CLIP	2	
		(body harness to tail lamp fixing stud)		
	PCR807	'P' CLIP (battery cable to footwell)	1	
	PCR411	'P' CLIP	a/r	
		(fuel pump/sender unit cables to fuel tank and floor)		
	PCR311	'P' CLIP	1	from G-AN6-200001
		(temperature sender wire to thermostat housing)		
51	PMZ308	SCREW ('P' clip attachment)	a/r	
52	GHF306	WASHER, plain	a/r	
53	WL700101	WASHER, locking	a/r	
54	GHF206	NUT, clip attaching	a/r	
55	BHA4232	CLIP, locking platform	1	harness to bonnet
	BHA4233	CLIP, harness to bonnet	2	
57	AHH7108	CLIP, cables to steering column	1/2	quantity increased when steering lock fitted
60	13H6107	CABLE TIE, 'fir tree' type	a/r	
61	BHA4225	CABLE TIE (number plate lamp harness)	2	G-AN4 and H-AN9 Germany only
62	GHF1265	CABLE TIE, ratchet type (3.5" long)	a/r	can be used to replace items 57, 60, 61
	GHF1266	CABLE TIE, ratchet type (5.25" long)	a/r	
	GHF1267	CABLE TIE, ratchet type (8.75" long)	a/r	
	GHF1268	CABLE TIE, ratchet type (12.25" long)	a/r	
63	CHR405	CLIP, body harness to sill	2	
64	AB606031	SCREW, self tapping	2	clip to sill
65	BMK385	CLIP (fuel pump & sender cables to tank)	4	
66	AHH6690	'P' CLIP (battery cable/capillary to footwell)	1	to G-AN6-200000
67	RFR305	GROMMET	3	
		(harness through bulkhead, footwell & wiper motor cable through bulkhead)		
	RFR303	GROMMET	3	
		(harness to number plate lamps and tank sender unit)		
	2H2065	GROMMET, main harness	a/r	
68	RFR110	GROMMET, front lamp wires	3	
	RFR104	GROMMET	2	G-AN4 and H-AN9 Germany only
		(harness to number plate lamps)		
	5L489	GROMMET, main harness	a/r	
69	603559	HARNESS TAG, welded to bodywork	a/r	
70	ULC1178	HARNESS TAG, bolted to gearbox	1	G-AN6
71	503213	INSULATING SLEEVE (on loom tag)	a/r	
72	AAU5034A	DIODE, brake warning circuit	1/2	from G-AN6-212001

Fitting a Wiring Harness

Obtain your new harness before removing the old one. This is not really stating the obvious;

A number of owners in the past have enthusiastically disembowelled the electrical systems of their cars, only to discover that there was no 'off the shelf' replacement part currently available.

Secondly, get a copy of the wiring diagram specific to the year & build condition of your car. These are usually reproduced in the factory service manual or handbook.

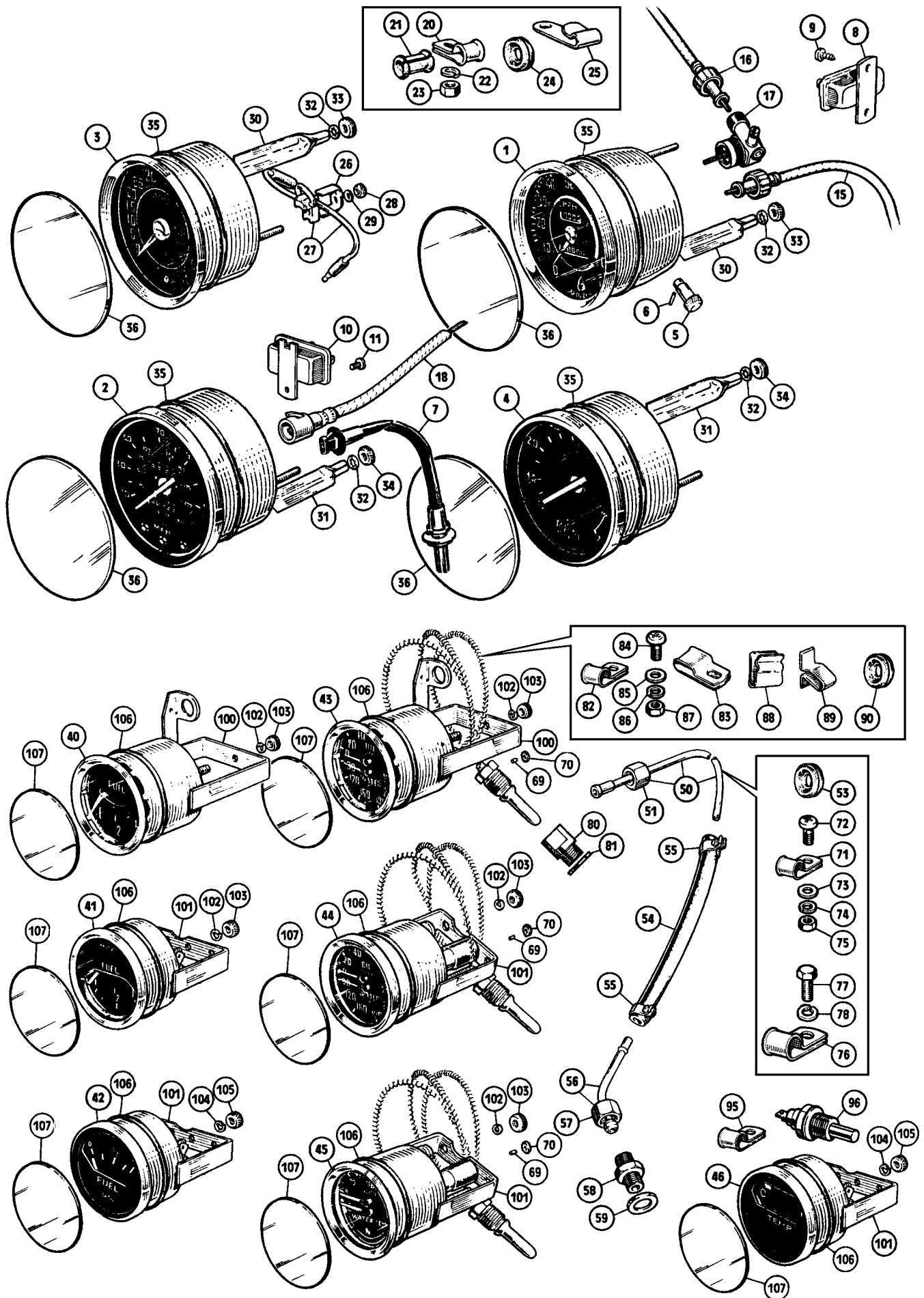
Remove the battery from the car before starting harness replacement.

This ensures that you will not be tempted to have a trial run before the job is completed.

If the fasteners securing the old harness to the body are not to be replaced, they should be carefully removed and their positions noted. Make a sketch of the less memorable routing details of the harness; under-bonnet, boot and floor photographs would also be most helpful.

When disconnecting the old harness from switches & instruments, it would be advisable to cut the old wiring from each item so that an 'inch or so' is still attached to it. By so doing, the quandary of matching a clump of wires to the terminals on a switch may be easily resolved: simply remove the old stump of wire from the terminal and replace with the corresponding coloured wire from the new harness

Too easy!



Ill. No	Part Number	Description	Qty. Req.	Details
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Instruments & Cables

See also Accessories.

Please Read Before Ordering Instruments

Note that the easiest instrument identifier is the 'Smiths number' on the face of the gauge (shown in brackets on this page). The part numbers listed here are for new instruments.

Reconditioned exchange instruments are also available and may be ordered by adding an 'E' suffix to the part number of the corresponding new instrument (exchange instrument part numbers are not shown here because of space constraints - they are, however, all in the price list).

When purchasing a reconditioned exchange unit, please note that your old unit must be returned to us (fully assembled and in a condition judged by the vendor to be repairable) at the time of purchase; otherwise a surcharge will be levied, to be refunded at the time when the old unit is returned.

Speedometers and Tachometers

1	BHA4436	SPEEDO', 'MPH' (SN6142/00)	1	
	BHA4437	SPEEDO', 'KPH' (SN6142/01)	1	
	BHA4652	SPEEDO', 'MPH', Germany (SN6142/04)	1	to G-AN4-66225;
	BHA4634	SPEEDO', 'KPH', Germany (SN6142/02)	1	to H-AN9-77590
	BHA4653	SPEEDO', 'MPH', Germany (SN6142/05)	1	
	BHA4635	SPEEDO', 'KPH', Germany (SN6142/03)	1	
	BHA4844	SPEEDO', 'MPH' (SN6142/06)	1	G-AN4-66226 on;
	BHA4845	SPEEDO', 'KPH' (SN6142/07)	1	to G-AN5-141411;
	BHA4846	SPEEDO', 'KPH' Germany (SN6142/08)	1	H-AN9-77591 on;
				H-AN10; A-AN10
	BHA5277	SPEEDO', 'MPH' (SN6142/06BS)	1	G-AN5-141412 on
	BHA5341	SPEEDO', 'MPH' (SN6142/09S)	1	To G-AN6-200000
2	PKC643	SPEEDO', 'MPH' (SN6211/14SA)	1	G-AN6-200001 on
3	BHA4639	TACHO', (RVI.2401/01)	1	To G-AN4-60459;
				to H-AN9-72040
	37H4321	TACHO', (RVI.2418/01)	1	alternatives:
	BHA4710	TACHO', (RVI.2430/01)	1	G-AN4-60460 on;
				to G-AN5-128262;
				H-AN9-72041 on;
				H-AN10; A-AN10
	BHA5222	TACHO', (RVC.2415/01AR)	1	alternatives:
	BHA5220	TACHO', (RVC.2415/00AF)	1	G-AN5-128263 on;
				to G-AN6-200000
4	TKC1706	TACHO', (RVC.2414/01F)	1	G-AN6-200001 on
5	37H613	KNOB, trip meter reset, speedometer	1	G-AN4; G-AN5;
6	17H3745	PIN, knob to speedometer	1	to G-AN6-200000;
				H-AN9; H-AN10; A-AN10
7	159737A	CABLE, trip meter reset (speedometer)	1	G-AN6-200001 on
8	BHA4602	VOLTAGE STABILISER	1	G-AN4-60460 on; G-AN5;
9	AB608031	SCREW (voltage stabiliser to bulkhead)	1	to G-AN6-200000;
				H-AN9-72041 on; H-AN10;
				A-AN10
10	148876A	VOLTAGE STABILISER	1	G-AN6-200001 on
11	AB604032	SCREW (voltage stabiliser to speedometer)	1	
15	GSD114	CABLE, speedo' drive, 66" (RHD)	1	G-AN4; G-AN5;
	GSD104	CABLE, speedo' drive, 54" (LHD)	1	H-AN9; H-AN10; A-AN10
16	GSD288	CABLE, speedo' drive, 78" (RHD)	1	
	AAU3499*	CABLE, speedo' drive, 75" (LHD)	1	to G-AN6-200000
17	BHA4794	ANGLE DRIVE, speedo' to cable	1	
18	GSD337	CABLE, speedo' drive, 51" (RHD)	1	
	GSD338*	CABLE, speedo' drive, 63" (LHD)	1	G-AN6-200001 on
*Note: LHD 1500 Midgents were North American specification only; the cables included here service those cars now in Europe. The (redundant) service interval counter is bypassed.				
20	PCR709	CLIP, cable to bulkhead	1	
21	ACH8529	FERRULE, rubber	1	
22	GHF331	WASHER, locking	1	
23	GHF200	NUT, clip to bulkhead	1	
24	RFR305	GROMMET (cable through bulkhead)	1	
25	1B9132	CLIP (cable to clutch housing)	1	G-AN4; H-AN9
26	27H8215	CORE, metal (tachometer)	1	
27	13H784	LOOP, nylon	1	G-AN4; to G-AN5-128262;
28	27H8213	NUT, thumb	1	H-AN9; H-AN10; A-AN10
29	27H8214	WASHER, locking	1	
30	17H3744	STRAP (speedo/tacho retaining)	4	to G-AN6-200000
31	17H1339	STRAP (speedo/tacho retaining)	4	G-AN6-200001 on
32	WF704061	WASHER, locking	4	
33	17H1304	NUT, thumb (instrument retaining)	4	to G-AN6-200000
34	17H1304	NUT, thumb (instrument retaining)	4	G-AN6-200001 on
35	17H2105	O' RING (speedo/tachometer to fascia)	2	
36	AJH5177	GLASS (4 inch diameter)	2	

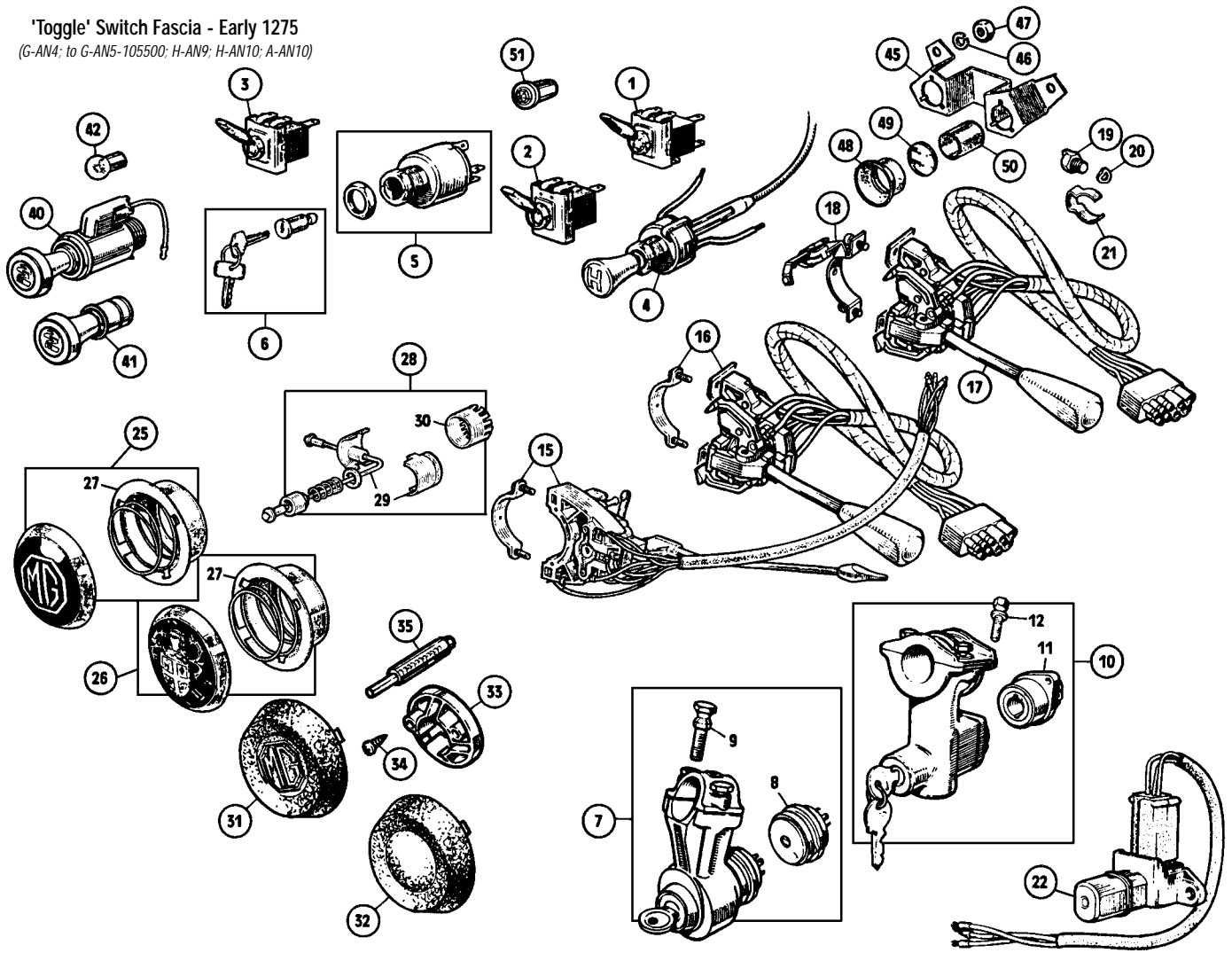
Ill. No	Part Number	Description	Qty. Req.	Details
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Auxiliary Gauges

40	BHA4381	FUEL, externally lit (FG2530/70)	1	to G-AN4-60459;
				to H-AN9-72040
41	BHA4736	FUEL, internally lit (BF2226/00)	1	G-AN4-60460 on; G-AN5;
				to G-AN6-200000;
				from H-AN9-72041; H-AN10;
				A-AN10
42	159604	FUEL, (BF2232/00)	1	from G-AN6-200001
43	BHA4586	WATER/OIL, ext. lit, 'F' (GD1501/14A)	1	to G-AN4-60459;
	BHA4587	WATER/OIL, ext. lit, 'C' (GD1501/15A)	1	to H-AN9-72040
44	BHA4737	WATER/OIL, int. lit, 'F' (GD1301/19)	1	G-AN4-60460 to 65928;
	BHA4764	WATER/OIL, int. lit, 'C' (GD1301/20)	1	H-AN9-72041 to 76708
45	BHA4900	WATER/OIL, int. 'C-N-H' (GD1301/21)	1	from G-AN4-65929; G-AN5;
				to G-AN6-200000;
				from H-AN9-76709; H-AN10;
				A-AN10
				from G-AN6-200001
46	159606	WATER TEMP' (BT2230/00)	1	
50	2A5635	PIPE, oil gauge to flexible hose	1	
51	11B2037	NUT, connecting pipe to gauge	1	
53	RFR102	GROMMET (pipe through bulkhead)	1	
54	CHA600	HOSE, flexible	1	G-AN4; G-AN5;
55	88G308	CLIP, hose clamping	2	H-AN9; H-AN10;
56	AHA6392	PIPE (engine adaptor to hose)	1	A-AN10
57	ACA5421	NUT (connecting pipe to adaptor)	1	
58	CAM6431	ADAPTOR, pipe to engine block	1	
59	6K464B	WASHER, adaptor sealing	1	
	BHH1281	PIPE, oil gauge to flexible hose	1	
	RFR102	GROMMET (pipe through bulkhead)	1	
	CHA600	HOSE, flexible	1	
	88G308	CLIP, hose clamping	2	to G-AN6-200000
	AHA6392	PIPE (engine adaptor to hose)	1	
	ACA5421	NUT, connecting pipe to adaptor	1	
	143943	ADAPTOR, pipe to engine block	1	
69	27H7877	RESTRICTOR, pipe to oil gauge (if fitted)	1	
70	2K4936	WASHER, leather (pipe to oil gauge)	1	
71	PCR207	P CLIP, pipe to footwell	a/r	G-AN4; G-AN5;
72	PMZ306	SCREW, clip to footwell	a/r	to G-AN6-200000;
73	GHF306	WASHER, plain	a/r	H-AN9; H-AN10;
74	WL700101	WASHER, locking	a/r	A-AN10
75	GHF206	NUT	a/r	
76	PCR809	'P' CLIP, flexible hose to body	1	
77	SH604041	SCREW, clip to body	1	
78	GHF331	WASHER, locking	1	
80	11K2846	ADAPTOR (temperature bulb to engine)	1	from G-AN4-66226; G-AN5;
81	12A1768	WASHER, adaptor to cylinder head	1	to G-AN6-200000;
	AED172	WASHER, copper, (alternative)	1	from H-AN9-77591; H-AN10;
				A-AN10
82	PCR307	CLIP (capillary to bodywork)	2/4	lower quantity to
				G-AN4-58853 and to
				H-AN9-71120
83	AHA8683	CLIP (capillary & air valve cable to body)	2	to G-AN4-58853;
				to H-AN9-71120
84	PMZ310	SCREW, clip to bodywork	4	
85	PWZ103	WASHER, plain	4	
86	WL700101	WASHER, locking	4	G-AN4; G-AN5;
87	GHF206	NUT	4	to G-AN6-200000;
88	11G2013	CLIP (capillary to retainer)	1	H-AN9; H-AN10; A-AN10
89	BMK385	CLIP (capillary to vacuum pipe)	1	
90	C5574A	GROMMET (capillary through bulkhead)	1	
95	PCR311	P CLIP (temp. sender wire to thermostat)	1	
96	GTR108	SENDER UNIT, temperature	1	from G-AN6-200001
100	AJH5185	STRAP, instrument	2	to G-AN4-60459;
		(for external illumination)		to H-AN9-72040
101	AJH5187	STRAP, instrument	2	from G-AN4-60460; G-AN5;
		(for internal illumination)		from G-AN6. H-AN9-72041
				H-AN10; A-AN10
102	WL700061	WASHER, locking	*a/r	G-AN4; G-AN5;
103	17H932	NUT, thumb (instrument retaining)	*a/r	to G-AN6-200000;
				H-AN9; H-AN10; A-AN10
*Note: Quantities are; two of each for an internally lit water/oil gauge, one of each for an externally lit water/oil gauge and one of each for either an internally or externally lit fuel gauge.				
104	WL700061	WASHER, locking	2	from G-AN6-200001
105	17H1304	NUT, thumb (instrument retaining)	2	
106	17H1642	O' RING, instrument to dash seating	2	
107	17H1068	GLASS, 2 inch diameter	2	

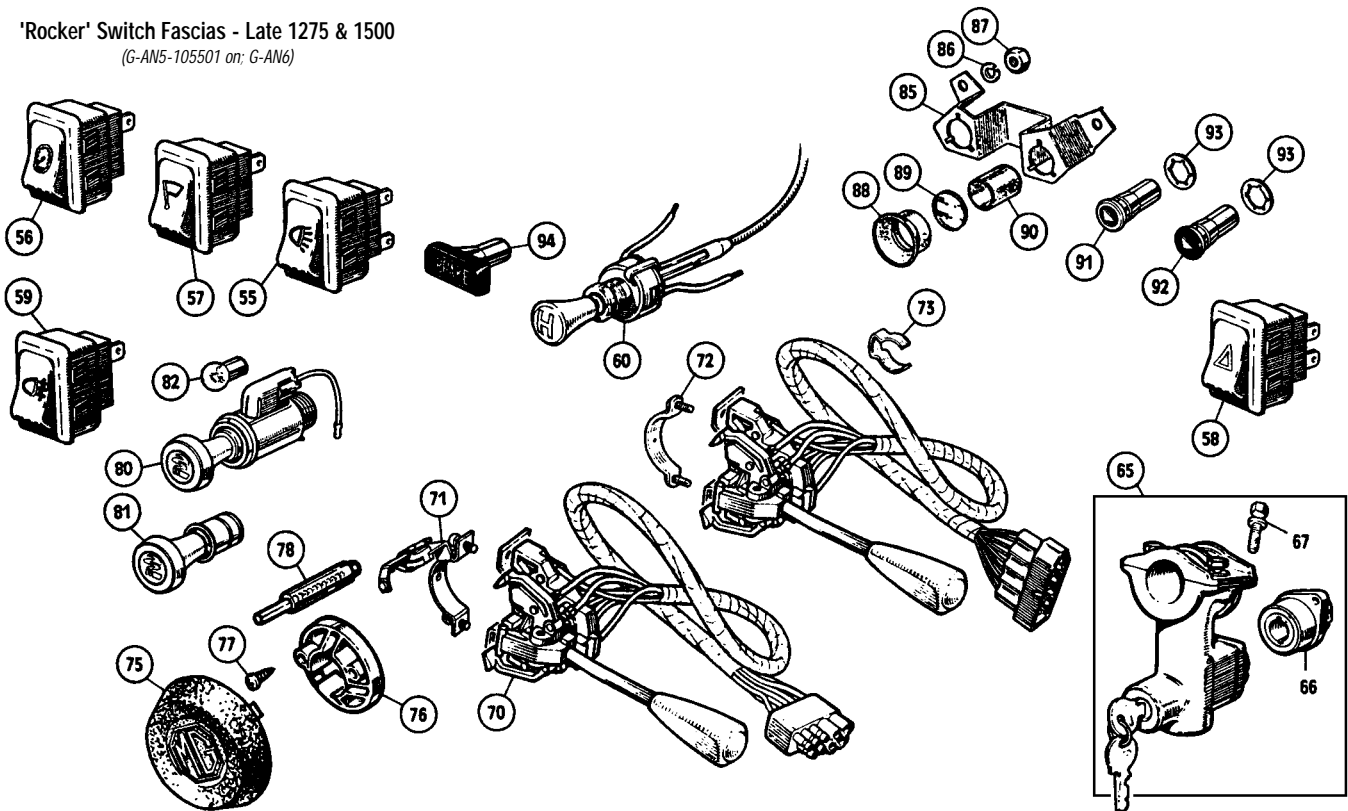
'Toggle' Switch Fascia - Early 1275

(G-AN4; to G-AN5-105500; H-AN9; H-AN10; A-AN10)



'Rocker' Switch Fascias - Late 1275 & 1500

(G-AN5-105501 on; G-AN6)



Ill. No	Part Number	Description	Qty. Req.	Details
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Fascia & Steering Column Switches

The most obvious change in switches occurred at the start of the 1972 model year (i.e. the introduction of the 'round wheel arch' 1275 model) when the traditional toggle switches gave way to the safer rocker type. Rocker switches were then used up to the end of Midget 1500 production.

'Toggle' Switch Fascias

(G-AN4; to G-AN5-105500; H-AN9; H-AN10; A-AN10)

1	BCA4294	SWITCH, side/headlamps	1	toggle type
2	149011A	SWITCH, panel lights	1	
3	149011A	SWITCH, windscreen wipers	1	

Additional toggle switches of either type can be used to operate electrical accessories that may be installed.

A toggle switch is held in place by a threaded chrome ring, which may be tightened using a tubular tool with two protruding drive lugs which locate in corresponding slots in the ring. A simple replica of this tool can be made from a 4" length of metal tube with an internal diameter greater than 9/16" and less than 5/8" (19/32" is ideal). The external diameter should be greater than 3/4".

With the tube held vertically in a vice, one end of the tube can be filed to produce two diametrically opposed lugs which are both long enough - and wide enough, to fit the slots in the face of the chrome ring.

For the sake of a few minute's work, you will have created the right tool for the job - infinitely preferable to employing screwdrivers and pliers, which would almost inevitably result in some form of damage to the chrome ring, the switch itself or the paint finish on the fascia!

4		SWITCH, heater	1	see pages 159 to 163.
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Ignition Switches & Steering Locks

Steering locks became a standard feature in December 1970 (at G-AN5-96272/H-AN10-86765). Prior to this date they were an option in selected markets only.

5	13H337	SWITCH, ign/starter (less barrel)	1	G-AN4; to G-AN5-89514; H-AN9; to H-AN10-86302
6	24G1345	LOCK BARREL (with two keys)	1	
	13H926	SWITCH, ign/starter/accessories (less barrel)	1	G-AN5-89515 to 96272; H-AN10- 86303 to 86765.
	24G1345	LOCK BARREL, with two keys	1	
7	37H5933	STEERING LOCK	1	G-AN4; to G-AN5-96272; H-AN9; to H-AN10-86765 (optional fitment)
8	27H6237	SWITCH, ignition & starter	1	
9	27H9394	SHEAR BOLT	1	G-AN5-96273 to 105500; from H-AN10-86766; A-AN10 (standard fitment)
10	BMK2259	STEERING LOCK	1	
11	37H5934	SWITCH, ignition & starter	1	
12	37H5935	SHEAR BOLT	1	
	BMK2259X	STEERING LOCK (replacement type)	1	alternative

Steering Column Switches

15	BHA4627	SWITCH (standard fit), indicator	1	to G-AN4-66225; to H-AN9-77590
	BHA4628*	SWITCH (optional fitment) (indicator & headlamp flash)	1	
	BHA4628	SWITCH (indicator & headlamp flash)	1	from G-AN4-66226; from H-AN9-77591

*Note: On early cars, the headlamp flash will only operate if wired in correctly. There must also be sufficient longitudinal movement allowed for the switch within the column cowl (see page 129).

16	BHA4948	SWITCH (indicator headlamp dip, headlamp flash & horn)	1	to G-AN5-89514; to H-AN10-86302
17	37H8050	SWITCH, (indicator, headlamp dip & headlamp flash)	1	
18	37H8051	CLAMP, switch, (with contact)	1	G-AN5-89515 to 105500; from H-AN10-86303; A-AN10
19	AHH7522	CANCEL STUD (for indicators)	1	
20	BHA4540	WASHER, locking, crinkle type	1	to G-AN4-61166; to H-AN9-72528.
21	AHA8752	CANCEL CLIP (for indicators)	1	
			1	from G-AN4-61166; from H-AN9-72529
	BHH1301	CANCEL CLIP (for indicators)	1	to G-AN5-105500; H-AN10; A-AN10

Dip Switch

22		DIP SWITCH, headlamps	1	see page 143
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Horn Pushes

25	BHA4442	HORN PUSH ('MG')	1	G-AN4; H-AN9
26	BHA4441	HORN PUSH ('Austin Healey')	1	
27	HMP240011	CUP, horn push retaining	1	
28	BHA4443	SLIP RING & ROTOR	1	
29	27H3387	ROTOR, with cable	1	G-AN5-89515 to 105500; from H-AN10-86303; A-AN10
30	27H5401	SLIP RING	1	
31	BHA5043	HORN PUSH, Black 'MG' logo	1	
32	BHA5053	HORN PUSH, no logo (for Sprite)	1	
33	BHA5042	SLIP RING	1	from H-AN10-86303; A-AN10
34	GHF422	SCREW (slip ring to steering wheel boss)	2	
35	BHA5041	CONTACT BRUSH ('horn pencil')	1	

Ill. No	Part Number	Description	Qty. Req.	Details
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Cigar Lighter

40	ZKC1152	CIGAR LIGHTER	1	optional
41	AJM1253	POP-OUT UNIT	1	fitment
42	GLB643	BULB, illuminating	1	

Warning Lights

45	AHA7742	BRACKET (indicator bulb holder)	1	
46	WL700101	WASHER, locking	2	
47	GHF206	NUT	2	
48	AHH6332	SHIELD	2	
49	AHH6334	WINDOW (indicator warning light)	2	
50	AHH6333	TUBE (indicator warning light)	2	
51	BCA4780A	BODY, oil filter warning light	1	to approx. 1968

'Rocker' Switch Fascias (G-AN5-105501 on; G-AN6)

55	BHA5111	SWITCH, side/headlamps	1	
56	BHA5112	SWITCH, panel lights	1	
57	BHA5109	SWITCH, single speed wipers	1	from G-AN5-105501; to G-AN6-212000.
	BHA5110	SWITCH, two speed wipers	1	from G-AN6-212001
58	BHA5267	SWITCH, hazard warning lights	1	from G-AN5-138801; G-AN6.
59	ACU1983	SWITCH, rear fog lamp	1	G-AN6 (as fitted)
60		SWITCH, heater	1	see pages 158 to 163

Steering Locks

65	BMK2259	STEERING LOCK	1	alternative to BHA5215
66	37H5934	SWITCH, ignition & starter	1	
67	51K4001	SHEAR BOLT	1	alternative to BMK2259
	BHA5215	STEERING LOCK	1	
	37H7708	SWITCH, ignition & starter	1	
	51K4001	SHEAR BOLT	1	alternative
	BMK2259X	STEERING LOCK (replacement type)	1	

Steering Column Switches

70	37H8050	SWITCH (indicator headlamp dip & headlamp flash)	1	from G-AN5-105501; to G-AN6-200000
71	37H8051	CLAMP, switch, (with contact)	1	from G-AN6-200001
72	ADU1021	SWITCH (indicator headlamp dip-flash & horn)	1	
73	BHH1301	CANCEL CLIP, for indicators	1	

Horn Pushes

75	BHA5135	HORN PUSH, red ('MG' logo)	1	from G-AN5-105501; to G-AN6-200000
	AAU1161	HORN PUSH, gold ('MG' logo)	1	used on selected 1975 G-AN6 cars
76	BHA5042	SLIP RING	1	from G-AN5-105501
77	GHF422	SCREW (slip ring to wheel boss)	2	to G-AN6-200000
78	BHA5041	CONTACT BRUSH ('horn pencil')	1	

Cigar Lighter

80	ZKC1152	CIGAR LIGHTER	1	from G-AN5-105501 to
81	AJM1253	POP-OUT UNIT	1	G-AN6-212000 (optional)
82	GLB643	BULB, illuminating	1	from G-AN6-212001 (standard)

Warning Lights

85	AHA7742	BRACKET (indicator bulb holder)	1	from G-AN5-105501
86	WL700101	WASHER, locking	2	
87	GHF206	NUT	2	
88	AHH6332	SHIELD	2	
89	AHH6334	WINDOW, indicator warning	2	
90	AHH6333	TUBE, indicator warning	2	
91	BHA5124	LENS & BODY, indicator (chrome rim)	1	to G-AN6-200000
92	AAU4824	LENS & BODY, indicator (black rim)	1	from G-AN6-200001
93	BHA5125	WASHER, retaining	2	G-AN6
94	UKC5812	LENS & BODY, brake warning	1	from G-AN6-212001

Information for Warning Lights & Instrument Bulbs

The power rating of the bulbs used to illuminate warning lights and instruments should not be increased from the original specification: the extra heat from an uprated bulb may distort plastic components nearby. Please see 'Harnesses & Fittings' on pages 152/153 for suitable bulbs.