

# THE DIPSTICK



MAY 1988

President.....Tony Perino  
Vice-President...Dave Bowling  
Editor.....Gloria Benson

Secretary.....Tom Lund  
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MARQUE TIME:

Greetings once again!

Just a short note this month as we were away when the last meeting was held. From what I heard at the Tech Session on the 10th, Dave did a fine job in my absence and kept everything under control! As I understand it, the discussion of by-law changes was lively and the Moore's were gracious hosts. Thanks folks!

Mel put on a great Tech Session although it seemed that most of us were more interested in kicking tyres than turning wrenches. If I remember correctly, we had a TC, 3 TF's, 2 MGA's and at least 2 MGB's. Great weather, great food, great fun. Thanks Judy and Mel!

I plan to be at the British Isles Festival on both Saturday and Sunday. Hope to have seen you there!!!

Until next time then . . .

Safety Fast!

*TONY*



The Club Spring Rally will be held on Sunday, May 22, 1988. The starting point will be the K-Mart parking lot at the corner of Rosemont Road and Holland Road (see map). I recommend that you not run the rally if you can't find the parking lot. The first car to run the quantlet will set off at 11 o'clock sharp, I hope. Entry fee per car will be \$10.00. This will provide you with a small meal at the finish but will not cover your insurance premiums.

Awards will be presented during/after the meal or when Mel and I figure out who the top three players were. Drivers, remember two things -- bring a navigator and top-off your petrol tanks. (One club member knows all about this embarrassing oversight.) Mel and I shall strive to lay out an interesting course with a few extra features that should not exceed 50 miles or two hours in searching time. All members please pray for sunshine.

Pete Michen

UP-COMING ACTIVITIES:

- MAY 4 (Wed) Monthly Meeting - Tony & Barbara Ferino's at 7:30 p.m. (see map on back for directions)
- 22 (Sun) Spring Rally: 11:00 a.m. Mark your calendar for this fun event. Pete Micken will be your Rallymaster; details elsewhere in this newsletter
- JUNE 7 (Tue) Monthly Meeting - Andy Wallach's at 7:30 p.m.
- 12 (Sun) Tech. Session - Ashes - 10 a.m.
- 26 (Sun) British Car Day, Bowie, Maryland - over 500 British cars of all marques and ages on the field; great Flea Market! Make a day of it.



MEMBERSHIP NEWS:

We had a new member join us this month, so please add his name and address to your roster and make him welcome when he comes to the next club event:

BRIAN MacBAIN 583-3444(h)  
1600 E. Ocean View 627-8000(w)  
Norfolk, Va. 23503

MGs owned: 1963 MG midget  
1967 MGB-GT

We have a change of address for out-of-town members, FRED & JAN HORNER. Also, LEE KLEIN is moving out-of-state to embark on another career phase, and he is going to live with Fred and Jan in Boston, so please make a note of these two address-changes:

FRED & JAN HORNER and LEE KLEIN

74 Nutting Road  
Westford  
Mass. 01886

Ph: 617-632-7342

We will miss you, Lee, but feel sure we will hear of your MG activities in the "frozen North"! Good luck to you in this venture.

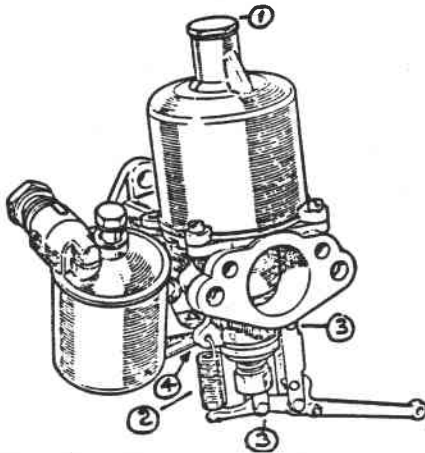
We had a Tech Session at Mel Baker's during during April. There was a very good turnout, but not a lot of technical activity. Tony Perino, assisted by Paul Thiergardt, replaced the spare wheel knock-off on his TC. That may sound like a very simple task but, due to the quality of the new parts, was not without its frustrations. Mel successfully put a tune-up kit in his MGB distributor and that, as far as I can recall, was about it. John German and Don Jones were there with their MGAs, Jim Jackson with his Midget, Robert Davis with his TD and Sue Bond with her MGB; but I don't recall any activity on any of those cars. Larry McCoy from Illinois was there for most of the day, and Dave Bowling and Gerry Moore were there for a while. Larry, who has an MGA, is on a 3-month course at Ft. Eustis, so we will probably see more of him.

The Tech Session did not yield much in the way of technical topics so, as promised last month, I will discuss the rebuilding of SU carburetors. I will cover this topic in three articles. Since the T-series and MGA carbs are similar, I will discuss those together in the first two articles. The third article will be on the MGB SU carb but will refer back to the common elements in the first two articles. The Midget, depending on the model year, has SU carbs that are similar in design to those fitted to either the T-series/MGA or the MGB. If you have an MG with a non-SU carb, you're on your own!

This, the first article on the T-series/MGA carb, is on the installation of a gasket set to cure one of the more common ailments of the SU carb - the leakage of gasoline from the area of the jet and float bowl attachment. Next month's article will continue with a more extensive rebuild that includes the replacement of the needle, jet, float valve and throttle shaft. With some difficulty on the TF and MGA and less difficulty on the TD, the gaskets can be replaced without removing the carbs from the engine. But, overall, it is probably best to remove the carbs, clean the up a bit, and determine the need for a complete rebuild.

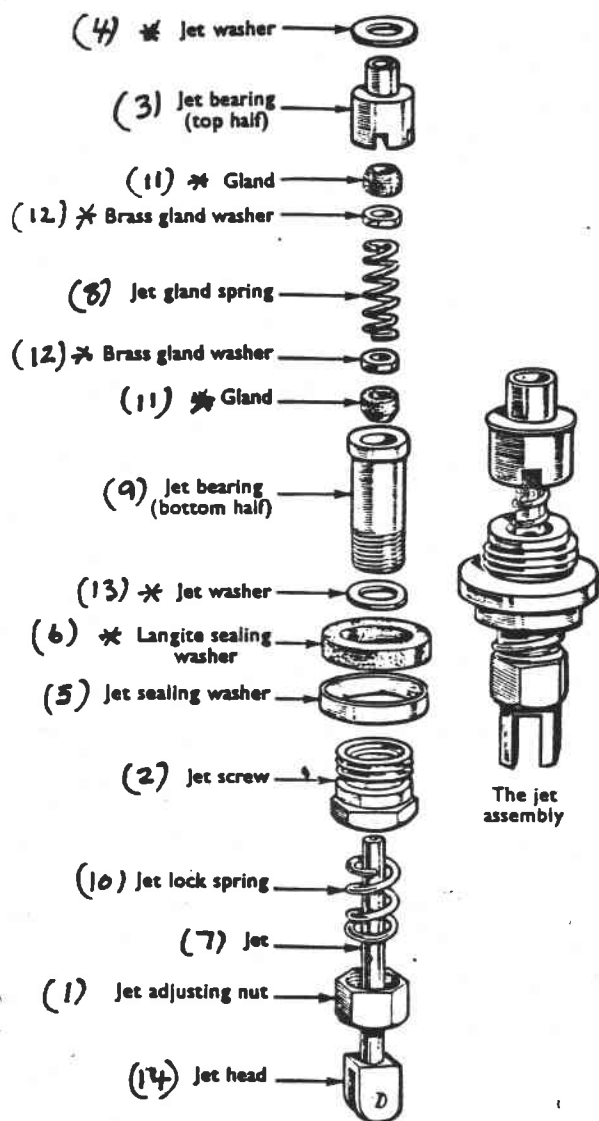
The carbs are removed from the engine with the following steps:

1. remove the air filters or, for TC/TD, the air filter and manifold,
2. slacken the clamping screws on the throttle shaft couplings and remove the center connecting shaft,
3. disconnect the throttle cable (MGA) or linkage (T-series), the choke cable, and the link between the choke levers on the two carbs,
4. disconnect the fuel feed line to the rear carb and remove the carb to carb fuel line,
5. on the MGA, disconnect the distributor vacuum line at the rear carb,
6. if you have the long float bowl overflow pipes, it may be easier to remove them next, before removing the carbs,
7. remove the carbs individually from the intake manifold and clean them up ready for disassembly.



Disassemble and rebuild the carbs one at a time so that you always have an assembled carb for reference. Perform the disassembly by referring to the diagram at left. The diagram is of an MGA carb, but it is very similar to the layout of the T-series carb. Remove the piston damper (1) and drain any oil from the damper chamber. (To renew the gaskets, it is not necessary to remove the piston or cover) Remove the choke lever assembly by removing the return spring (2) and the two clevis pins (3). Remove the float bowl by removing the bolt (4). This may be a nut on some MGA carbs. You are now ready to remove the jet assembly.

Using the diagram on the next page, remove and disassemble the jet assembly. This excellent diagram is from the Y-type manual. It is too bad that MG did not continue to use it in the T-series and MGA manuals! The diagram shows the assembled jet assembly and a breakdown of all of the component parts. Don't let the number of parts put you off, it really isn't complicated. The jet assembly is as it should look when removed from the carb body, and as it should look prior to installation. In this description of the rebuild process, I will identify the parts by name and number, although some of the names are a bit weird! The items marked with an asterisk are contained in the gasket kit and will be renewed.



Before removing the jet assembly, undo the jet adjusting nut (1) one complete turn. This will ensure that the nut is loose enough to remove after the assembly is removed from the carb body. Remove the jet assembly from the carb body by unscrewing the screw (2) and pulling the jet assembly straight down as not to bend or damage the needle. The top jet bearing (3) may remain in the body so be sure to remove it with the jet washer (4) as well. From the jet assembly, remove the metal jet sealing washer (5) and the cork (Langite?) sealing washer (6), remove the jet (7), the top jet bearing (3) and the jet gland spring (8). You should now be left with the bottom jet bearing (9), the jet screw (2), the jet lock spring (10) and the jet adjusting nut (1) as a complete sub-assembly. Disassemble this sub-assembly by unscrewing and removing the jet adjusting nut (1).

Now clean up all the parts and be sure to remove all of the old gland washers (11 and 12) from inside the top (3) and bottom (9) jet bearings. The gland washers in each jet bearing consist of one cork washer (11) and one brass washer (12). The brass washer is dished, and the concave side goes next to the cork washer.

When all of the parts are cleaned up, lay them out with the new gasket set ready for assembly.

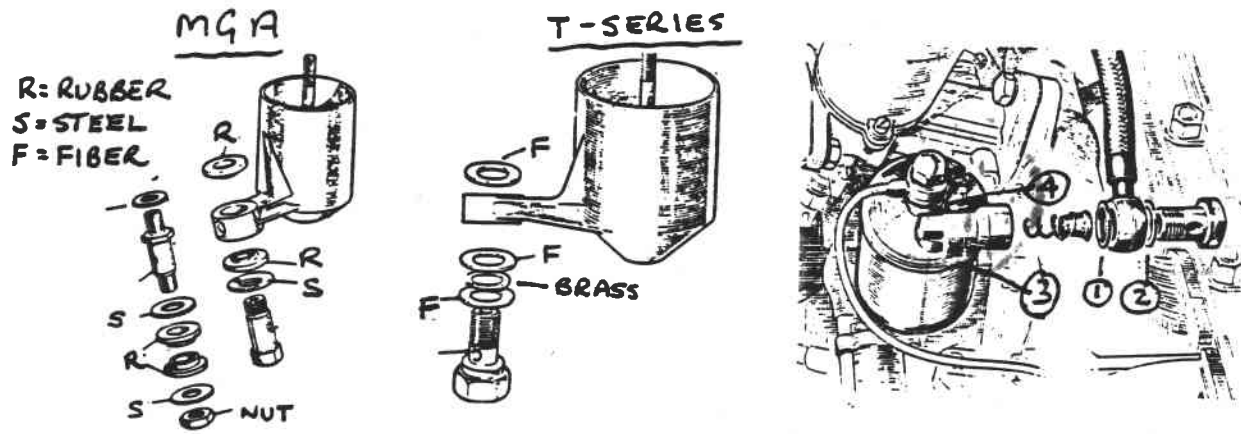
Before starting the assembly, select the two new cork gland washers (11) and the new cork sealing washer (6) and put them to soak in clean engine oil for a few minutes. This will make them more pliable and easier to work with during the assembly. Next, polish up the outside of the jet tube (7) with fine steel wool and, if necessary, with fine (600 grit) sand paper. This will make the choke action on the re-installed carb much smoother. Now you can begin the re-assembly process. Select the bottom jet bearing and slide the jet washer (13) over it. The jet washer is a copper color and is very slim (i.e., the inside diameter is not much less than the outside diameter).

Drop the jet bearing (9), with the washer, into the jet screw (2). Put the jet lock spring (10) over the part of the bottom jet bearing that protrudes below the jet screw, and install the jet adjusting nut (1). Screw the jet adjusting nut as far on as you can with your fingers (don't use a wrench). Push the newly polished jet (7) up into the bottom bearing assembly and thread a new, oiled gland washer (11) down over the jet tube, followed a new metal gland washer (12) concave side down. Keeping the jet head (14) pushed tight against the jet adjusting nut (1), place the jet gland spring over the end of the jet tube and use it to push the two gland washers down into the bottom jet bearing (9). Leave the jet gland spring (8) over the jet tube and thread the other metal gland washer, concave side up, over the jet tube above the spring, followed by the other oiled cork gland washer. Still keeping the jet head (14) pushed tight against the jet adjusting nut (1), place the top jet bearing (3) over the jet tube and push down to compress the jet gland spring and seat the two gland washers. Carefully release the compression on the spring and the top jet bearing should stay in place on the top of the jet. Place the new jet washer (4) on top of the jet bearing. Complete the assembly by placing metal jet sealing washer (5) over the jet screw (2), concave side up, followed by the oiled, cork sealing washer (6). The jet assembly is now complete.

Hold the carb body upright with the needle protruding from the bottom. Gently move the jet assembly into position, ensuring that the needle enters the jet. Be careful not to bend the needle. Push the jet assembly up to the body until you can tighten the jet screw (2) into the body with your fingers. When

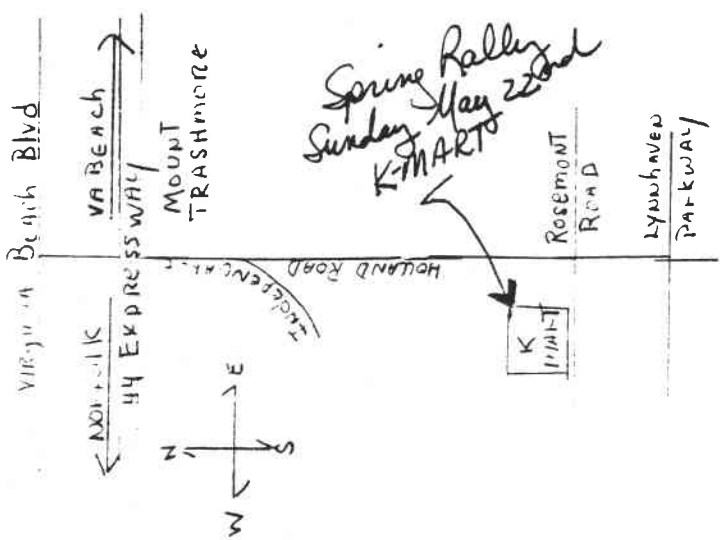
the jet screw is finger tight most of the cork sealing washer (5) will be showing above the screw. The jet screw must now be tightened with a wrench, while at the same time ensuring that the jet is centered. The jet is centered when, with the jet screw fully tightened with a wrench, the piston will move up and down freely and drop to the bottom with a healthy "click". There is a jet centering tool available in some SU tuning kits, but I find that the job can be done just as well without it by using the following procedure. Using a wrench, tighten the jet screw one flat. Then, push the jet head (14) up tight against the jet adjusting nut and the check that piston falls freely and with a click. If the piston binds and will not drop to the bottom, gently wiggle or tap the side of the jet adjusting nut until it does. Repeat this process, turning the jet screw one flat at a time until it is tight. Be sure that the jet head is tight against the jet adjusting nut and that the piston falls to the bottom freely between each turn. When the jet screw is fully tightened, the cork sealing washer should be barely visible. Check once again that the jet head is tight against the jet adjusting nut and that the piston is free and falls to the bottom with a click. If the piston does not fall freely, back the jet screw off until it does and the repeat the tightening process.


When you are satisfied that the jet assembly is installed correctly, reinstall the float bowl with new gaskets from the kit. The MGA carb uses two molded rubber washers, while the T-series uses three fiber washers and one brass washer. The two different MGA assemblies are shown below, be sure to use the steel washers to protect the rubber sealing washers. For the T-series, the brass washer is sandwiched between the two fiber washers as shown below.



Finally, replace the choke linkage and return spring, and the carb is ready for refitting to the engine. When reconnecting the fuel lines, use the new washers (1 and 2 above) supplied with the gasket kit, and clean the filter. Also, the kit should contain a new float bowl lid gasket (3) and a new fiber gasket (4) for the overflow pipe.

Well, this article turned out to be a bit longer than I expected. I hope it is of some use to someone. Next time, unless something else comes up, I will continue with the more extensive rebuild.





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<sup>MA</sup>  
MAY MEETING - Wed. 4th  
7:30 p.m.

TONY & BARBARA PERINO  
3320 UPPER PALACE GREEN  
486-1373

