

TECHNICAL SERVICE BULLETIN

75-A-6

NO.



Austin MG

August, 1975

SUBJECT:

MIDGET 1500 CC OVERHEATING

MODELS:

MIDGET 1500 CC

Where instance of severe overheating occurs on 1975 MG Midgets, the following modifications should be carried out.

1. Remove and discard the front number plate bracket and plinth assembly. Relocate and mount the front number plate to the center of the bumper, using self-tapping screws.
2. Reposition both horn assemblies by simply bending the mounting bracket upwards and through 90°.
3. Install thermo-vac switch, Part No. C-37430 with 'T' sleeve adaptor, Part No. 158308 in the top radiator hose as shown.

NOTE:- (Remove approximately 1 1/4" from the existing hose to accomodate the 'T' sleeve.)

4. Remove the decell valve from the carburettor and replace with externally vented valve, Part No. AAU-2346.
5. Remove and discard the existing expansion tank and replace with metal type, Part No. URP-1148, using the existing bolts and spacers and new brackets supplied, Part No. CHA-582.

NOTE:- The pressure cap supplied with the metal tank has a double seal, and therefore is not interchangeable with the original cap which should be discarded.

6. Install bracket, Part No. CHA-585 and no-loss bottle, Part No. BHA-5239, utilizing the right-hand upper shock absorber support plate bolts.
7. Remove and discard the thermostat housing and install modified housing, Part No. CHA-595.

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8. Connect the vacuum and water hoses as shown in overall illustration.

NOTE:- Vacuum hose will have to be cut to length.

9. Pressure test system for any leaks.
10. Replace temperature gauge assembly, Part No. AAU-2641. Please note all displaced parts should be returned to your Distributor intact.

NOTE:- There are many reasons why an engine will overheat, consequently it is essential to establish that no other problem exists, such as cylinder head gaskets, loose cylinder head bolts, incorrect ignition timing or maladjusted fan belt, etc., prior to carrying out the foregoing modifications.

The modification listed above is considered to be of a warranty nature and may therefore be claimed in the normal manner on the WAR-15 claim form. Claims are to be submitted for a quantity of one (1) USA-300 MODIFICATION KIT which contains all required parts for this job, and one (1) AF-45 Anti-freeze, plus 2 hours labor. The description of fault Box 22 need only refer to this bulletin as the reason.

As the return of the displaced parts is mandatory, no claim will be accepted for processing unless returned with the parts involved.

J.P.

