

MISCELLANEOUS INFORMATION

CARPETING - Original carpets were an all wool cut pile with jute backing supplied in black (roadster) and gray (coupe') only...Overall thickness - 1/4". Only the sections that attached to the chassis sides, rear wood panel - behind the seats and battery cover/wheel arch areas - if you owned a coupe' or had these optional pieces in your roadster - were glued in place. All other sections either lay in place - tunnel sections or were secured by "lift the dot" fasteners...the sections under the seats were held in place by the seat rails. Boot carpeting was never offered by the factory. Insulation padding was used under the main front carpet and forward tunnel carpet sections only. The tunnel insulation was glued in position. Before you complain about excessive engine heat entering your cockpit make sure there is insulation under the appropriate carpet sections. The arm rest - between the seats - was originally sewn to the carpet which covers the rear section of the drive tunnel. (The cover was first sewn in position on the carpet - a slit was then cut in the carpet and the foam cushion was pushed into the cover through the slit.

DOOR PANEL STIFFENER - (CSR No. M14) These "U" shaped stiffeners were used to strengthen the inside/bottom edge of the roadster door panel. They should be painted the same colour as the interior. Attach them to the door before you install the panel...the panel slides up into the stiffener. You should be able to find the original screw holes in the door - one on either side of the pocket edge opening - see page S.2 of the factory workshop manual for a photo of the stiffener in position.

EXHAUST MUFFLER - Muffler tail pipe faces up and in - toward center line of car when it is correctly installed. Pipe ends up next to the inside of left rear over-rider.

FENDER MIRRORS - Fender mounted mirrors were offered as an option by the factory and were mounted directly over the center of the front wheel arch. Replacement/duplicates of the original Lucas units are readily available and can be made to look more original by taking the center "Lucas" marked joining plate off an original damaged mirror and fitting it to the duplicate unit. The original joining plates are made from brass and can be economically replated unlike the stem which is die-cast metal and extremely difficult and expensive to replate. Sometimes it is possible to have new glass placed in an old base - check with your local glass shop.

RADIATOR - Note the following - Never assume your radiator is full because you see water in the bottom of the neck area...the design of the filler neck will allow fluid to gather at this low point and not drain into the system. The MGA uses a long reach pressure cap...short reach caps will fit but will not seal against the neck. A partially clogged radiator may function but will certainly not keep the engine running as cool as it should. Tanks on suspect radiators should be removed so the inside of the core can be inspected. Recoring a thirty year old radiator is the best way to go.

SPARE TIRE COVER - The covers were produced from a combination of carpet which protruded into the cockpit - all roadsters and 1500 coupe's and a vinyl covered padding material which covered the tire in the boot area. 1600 coupe' covers were made entirely from the vinyl covered padding material. The colour of the vinyl was gray with a small white dot pattern. The roadster and 1500 coupe' covers were held to the boot wall with a fibreboard stiffener which was fastened to the metal with 3/16" "pop" rivets. The fibreboard and head of the rivet can be seen from inside the boot. The reach of the rivet should be at least 1/4"...sometimes it is a good idea to use flat washers with the rivets - this will require a longer reach rivet.