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*The Philadelphia MG Club*



The Philadelphia MG Club (PMGC) would like to invite The Lanco MG Club to a John Twist Tech Session.

THE COMPLETE MGB TUNE-UP: SU CARBURETORS

Dates: Saturday April 6th, Sunday April 7th  
Times : 9:00 AM to 5:00 PM. (Lunch included)  
Location: Skippack PA.  
Cost: \$100 per person for either day

Each day John will perform a complete tune-up on an MGB volunteered by a member of the PMGC. John will explain as he goes and you can ask questions along the way.

To confirm your space for a specific date please contact Roger.

Contact:  
Roger Williams, 215 527 2853; rogerotto@alumni.psu.edu

# THE COMPLETE MGB TUNE - UP SU CARBURETTORS

NAME \_\_\_\_\_ YEAR \_\_\_\_\_ MODEL \_\_\_\_\_

MILEAGE \_\_\_\_\_ DATE \_\_\_\_\_ INITIAL \_\_\_\_\_

## PRELIMINARIES

- \_\_\_\_\_ Test Drive - How quickly does the engine reach operating temperature? There must be half tank of petrol.
- \_\_\_\_\_ PCV System - check for leaks between head & manifold, manifold & carbs, manifold fittings, throttle shafts, clean Smiths PCV valve and replace diaphragm.
- \_\_\_\_\_ ELC System - inspect all hoses, replace as necessary, stall engine with anti run-on valve (where fitted)
- \_\_\_\_\_ Change oil and filter, if necessary.

## ENGINE

- \_\_\_\_\_ Check compression: 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_ 4 \_\_\_\_\_
- \_\_\_\_\_ Clean (or replace) CHAMPION N-9Y and gap plugs to 0.035" or: \_\_\_\_\_
- \_\_\_\_\_ Change Thermostat and gasket, if necessary. Thermostat Temp 180° / 195° Coolant Temp: \_\_\_\_\_
- \_\_\_\_\_ Remove Valve Cover (Change gasket if necessary) and torque head to 50 ft-lbs (oiled and hot)
- \_\_\_\_\_ Adjust valves to 0.015" (→ 18GK engines) or to 0.013" (18V engines →)
- \_\_\_\_\_ Start engine and examine camshaft movement / noisy valves:
- \_\_\_\_\_ Recheck Compression: 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_ 4 \_\_\_\_\_
- \_\_\_\_\_ Replace Valve Cover
- \_\_\_\_\_ Tighten fan belt.

## IGNITION SYSTEM

- \_\_\_\_\_ Remove and clean cap and wires, test wire resistances: C \_\_\_\_\_ 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_ 4 \_\_\_\_\_
- \_\_\_\_\_ Remove distributor, disassemble, inspecting and cleaning each part, fit new points, condenser, LT lead.
- \_\_\_\_\_ Inspect advance limiting finger: Total advance is: \_\_\_\_\_°
- \_\_\_\_\_ Remove Coil to wash, inspect, and test
- \_\_\_\_\_ Refit distributor coated with grease, refit cap and wires

## CARBURETTORS

- \_\_\_\_\_ Remove suction chambers, float bowl lids, clean within and without. Clean bodies and linkages.
- \_\_\_\_\_ Match pistons to suction chambers; ensure either damper or suction chamber is vented.
- \_\_\_\_\_ Check fuel delivery - change filter if necessary.

## TUNE

- \_\_\_\_\_ Check dwell to expect 60°
- \_\_\_\_\_ Adjust timing to 20° at idle (10° cam), connect vacuum to ported fitting on rear carburetter.
- \_\_\_\_\_ Adjust timing to 15° at 1500 rpm (20° cam) vac disconnected, then connect to intake manifold
- \_\_\_\_\_ Allow to rise to operating temperature. Disconnect interconnecting linkages. Set air flow and mixture.
- \_\_\_\_\_ Engine off, adjust throttle interconnecting linkages.
- \_\_\_\_\_ Restart and set fast idle to 1600 maximum with air flow equal.
- \_\_\_\_\_ Totally disassemble air cleaners, wipe clean, and replace filters if necessary.
- \_\_\_\_\_ Test Drive