

THE CLASSIC 'Y'

The Newsletter of the M.G. 'Y' Type Register.
Volume 16. No.116. April 1993.

EDITORIAL

As mentioned last time, subscription rates for "The Classic Y" increased with effect from 6th April. The full run-down of rates are as follows:

| | |
|--|-------------|
| U.K.: | £10.00 p.a. |
| Other E.E.C. Countries: | £11.00 p.a. |
| Non-E.E.C. European Countries: | £11.50 p.a. |
| Zone B (U.S.A., Canada, Singapore, S.Africa etc.): | £14.00 p.a. |
| Zone C (Australia & New Zealand): | £14.50 p.a. |

Newsletter Editor/Registrar: J.G.Lawson, [REDACTED]
U.K. Spares Secretary (new spares): A.Brier, [REDACTED], York, [REDACTED]
U.K. Spares Co-ordinator (second-hand spares): [REDACTED]
The Australian Y-Type Register: A.L.Slattery, [REDACTED], Queensland, [REDACTED], Australia.
South African 'Y' Type Register: D.R.Lawrence, [REDACTED], [REDACTED], Republic of South Africa.
M.G. Y Register Banker: F.Neumann, [REDACTED], Denmark.

'The Classic Y' is published by Skycol Publications.

The contents of the articles and the technical advice appearing in this magazine represent the views of the respective contributors and not necessarily those of the editor or of the publishers. The MGYR cannot be held responsible for any loss or damage resulting from the implementation of any advice appearing in this magazine.

Register Movements

0311. A "NEW DISCOVERY". Y/T/BX(U) 3213. Engine no. TL/12971. Body no. 45084-401. This 1949 YT has a black exterior and red upholstery and is owned by Mr. James. S. Hunter of [REDACTED], Georgia. It is reported as being in good unrestored condition, but the owner plans to undertake a total restoration in due course.
0401. A "special" is being built on chassis YB0359 by Mr. W. Hawker of [REDACTED], Hampshire.
0658. Y3119. This car was discovered around 1990 beside a palm oil estate in Malaysia and was bought by Matti Mantykivi of Finland who was working in that part of the world. In August 1991, Matti shipped the car back home and is now about to embark on a total restoration. Its bodywork is excellent but the interior has been destroyed apart from the fascia rail, window frames and maybe the base section of the dashboard.
-

CARS FOR SALE:

0160. "M.G. YA 1951. Cream. Seen at all the major Scottish rallies over the last few years (and now on T.V.) Alas now too small for growing family. Offers around £4,500. Contact Sandy Taylor. Tel: [REDACTED]."

"1949 YT. Asking \$17,500.00. You will not find a more solid YT than this southern belle from Louisiana. Runs great but needs left rear fender and tail light lens. Car comes with history and original shop manuals and spare parts. Contact: Tony Vinet (Maine, U.S.A.). Tel: [REDACTED]."

SPARES FOR SALE & WANTED:

1952 YB being dismantled for spares (less engine and gearbox). Contact: John Anderson on [REDACTED] (after 6pm.).

"Two Firestone X Ply tubeless 590 x 15 tyres, as new. One John Bull X Ply tubeless 590 x 15 tyre, as new. One litre of Almond Green GN37 cellulose enamel paint. Contact: Peter Green, [REDACTED] [REDACTED] Oxfordshire, [REDACTED]. Tel: [REDACTED]."

WANTED: Ignition warning light bulb holder unit (must have unboken wire coil). Contact Peter Green (as above).

Just before last Christmas, long-time member Alan McCormick from Bingley, Yorkshire, told me of how pleasantly surprised he had been by the markedly improved performance of his YB following some simple carburettor maintenance. With this in mind, I thought I would give you on the next few pages part of an American carburettor maintenance manual I picked up some years ago. The introduction starts below..... As Alan says, if just a little work on original parts can bring about such an improvement, it makes you wonder how a brand new "Y" Type felt to drive!

When you hear of carburetter problems such as rich mixture, flat spots, misfiring or lack of power, which carburetter is going out of tune? To do this job, one must understand the proper working order of a carburetter. The complaints of unsatisfactory carburation are not common and can prove to be due to faults other than the carburetter such as inadequate fuel delivery, dirty fuel, air leaks or a worn ignition system and all of the latter are found to be more common than a FAULTY CARBURETTER. Be sure to check the compression or for a faulty ignition before attempting to tune, adjust or overhaul the carburetter.

BEFORE you attempt tuning, adjusting or overhauling the carburetter:

1) Check:

- A) Is the ignition system in order
- B) Is the ignition timing correct
- C) Tappet clearances properly adjusted
- D) Check all carburetter and inlet manifold flanges for air leaks

2) Common troubles in ignition system:

- A) Faulty plugs, wrong heat range plugs
- B) Contact breaker gap too large or small
- C) Moisture around plugs (or) distributor cap
- D) Worn (or) old condensor, points, rotor, cap (or) coil
- E) Incorrect ignition timing

3) Common troubles in valves:

- A) Tappet clearances too close (or) large
- B) Sticky valves
- C) Burnt valves

4) Common troubles in air leak:

- A) Broken or worn gaskets; head to manifold gasket, (or) manifold to carb gaskets
- B) Loose bolts or nuts; manifold (or) carbs
- C) Spindle housing area*

5) If none of the first 4 common problems appear to be the cause, then the last solution is to check the carburetter

*This is the most commonly ignored item. If the spindle shaft does have worn (or) excessive play, this will give you trouble. The trouble can be either a worn shaft, bushings - or both.

COMMON FAULT:

CAUSE:

1)

- A) Bad tickover
- B) Stalling when hot
- C) Bad starting when hot
- D) Poor power
- E) Flooding
- F) High Fuel consumption

1)

1. Rich mixture
2. Sticking piston
3. Jet out of centre
4. Bent needle
5. Dirty piston/suction chamber
6. Leaking float needle valve
7. Punctured float
8. Incorrect fuel level or mixture nut
9. Choke linkage not closing properly
10. Air cleaner clogged
11. Air leaks
 - a) Throttle spindle
 - b) Manifold gasket
12. Carburettor balance is off in terms of mixture or air flow
13. Jet worn
14. Worn piston spring (1½" carbs.)

2)

- A) Stalling when cold
- B) Bad starting when cold
- C) Poor power

2)

1. Weak mixture
2. Incorrect mixture
3. Choke linkage incorrect setting
4. Air leaks
5. Sticking piston
6. Carburettor balance is off in terms of mixture or air flow

3)

Hesitation when throttle opened quickly

3)

Oil level too low or incorrect grade of oil

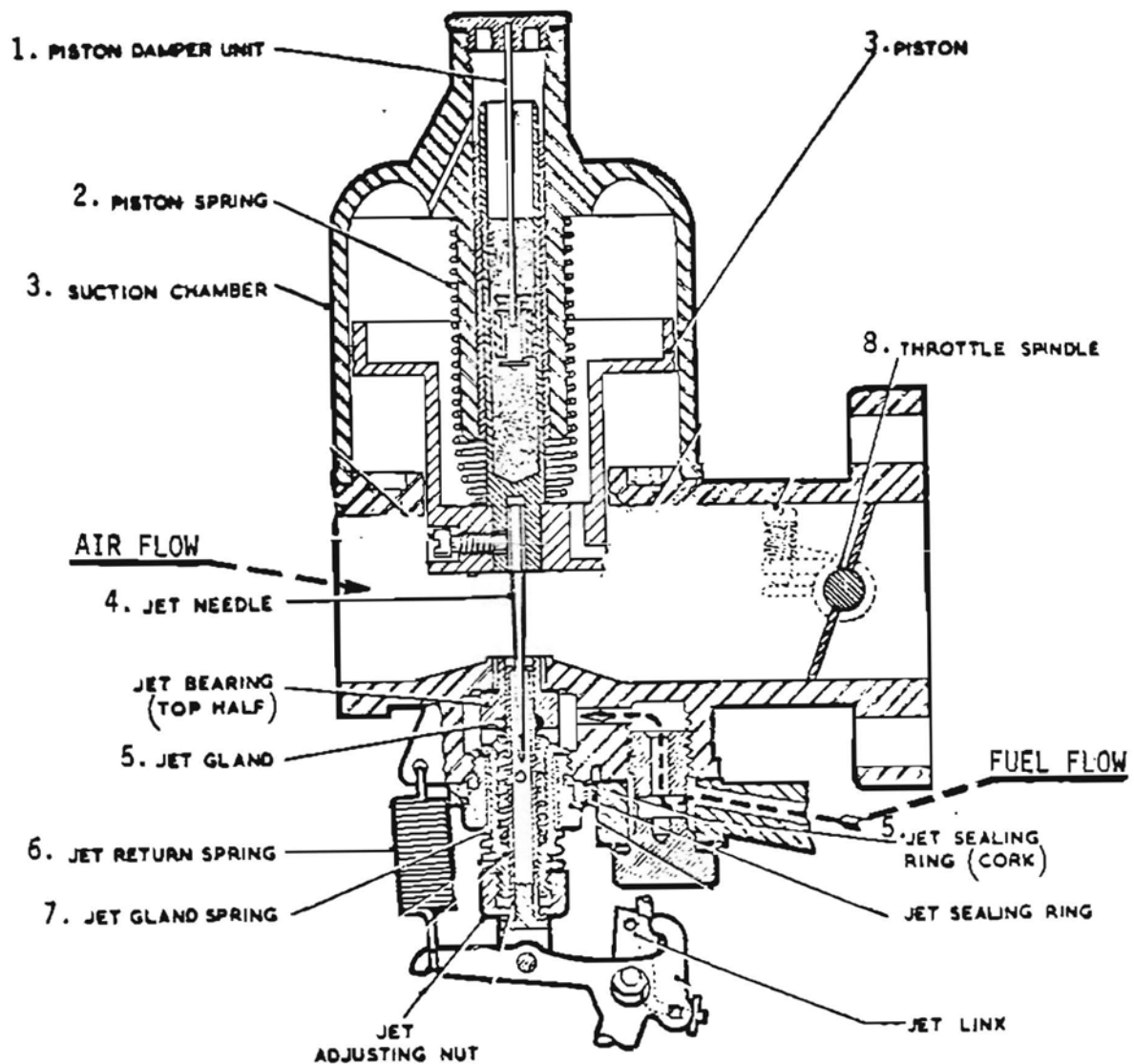
NOTE: 10-10, 20-20 or automatic trans. oil should be used.
NEVER USE MORE THAN #20 OIL.

4)

Leaking

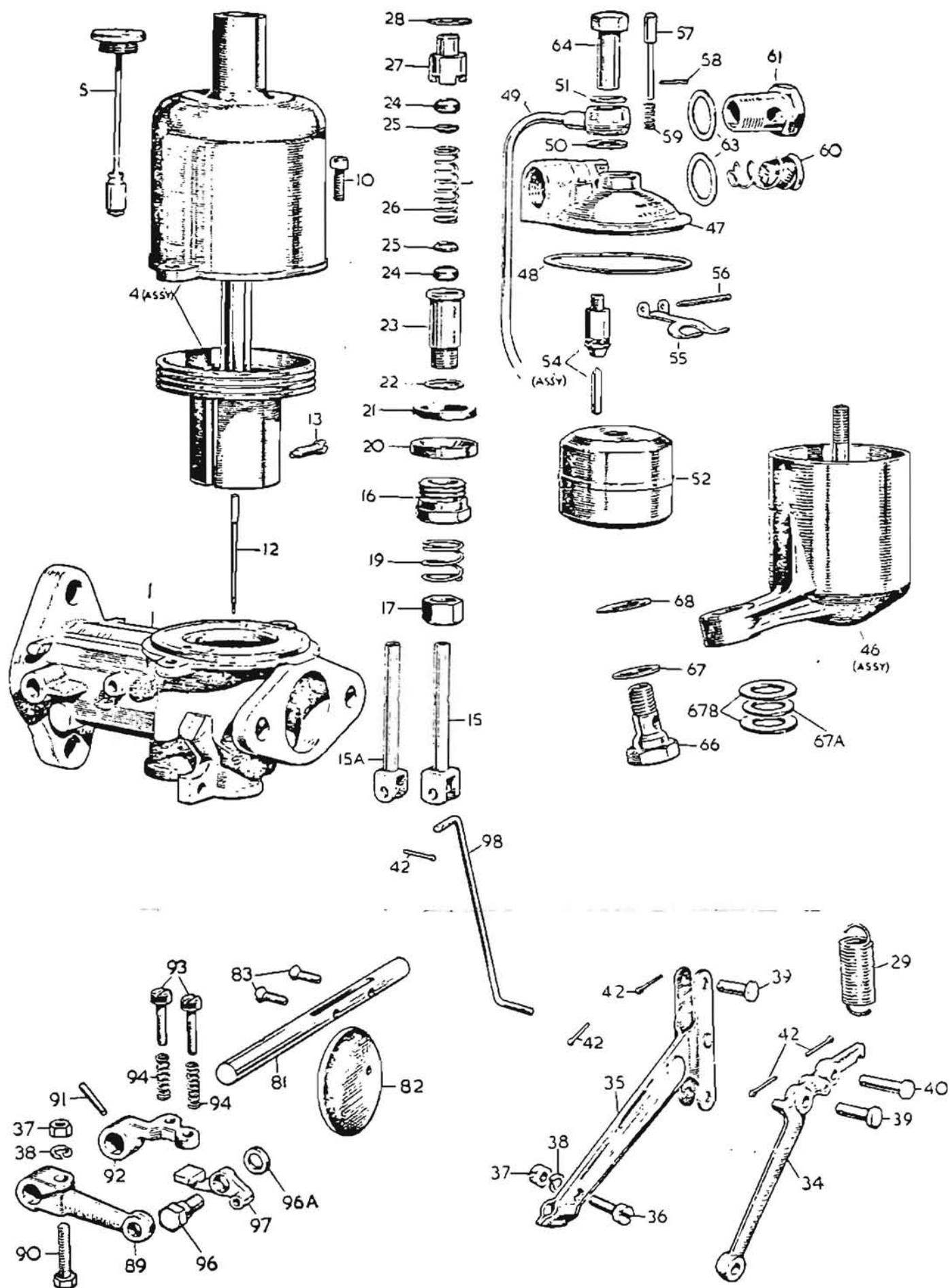
4)

1. Broken or worn gasket
2. Stripped threads on float chamber bolts



COMMON FAULTS

- | | | |
|---|--|--|
| 1. | 4. | 8. Worn spindle housing area (bushing) or shafts caused air leak |
| A) Oil level too low, B) Heavy grade | A) Wrong size B) Bent needle C) Off-center | |
| 2. | 5. Worn or cracked sealer | |
| A) Weak spring B) Wrong size | | |
| 3. | 6. Choke not fully closed due to weak spring | |
| A) Dirty piston B) Sticking piston | 7. Jet sealer not sealed due to weak spring | |



SINGLE CARBURETTER (Type H2)

| Illus. No. | Part No. | Qty. off | DESCRIPTION | Illus. No. | Part No. | Qty. off | DESCRIPTION |
|------------|------------|----------|--|------------|-----------|----------|---|
| | Spec. 456 | 1 | Carburettor complete. | | | | |
| | | | BODY SUB-ASSEMBLY | | | | FLOAT-CHAMBER SUB-ASSEMBLY |
| 1 | 3478/1 | 1 | Body—bare. | 46 | 3495 | 1 | Float-chamber—bare—with stud and plug. |
| | | | SUCTION CHAMBER AND PISTON SUB-ASSEMBLY | 47 | 1104 | 1 | Float-chamber lid. |
| 4 | 3370—P.142 | 1 | Suction chamber and piston assembly. | 48 | 1147 | 1 | Oakenstrong washer—lid. |
| 5 | 3355 | 1 | Oil cap assembly—Mk. II. | 49 | 4073 | 1 | Drain tube and banjo union assembly. |
| 10 | 4381 | 1 | Suction chamber securing screw—short. | 50 | 1925 | 1 | Serrated fibre washer. |
| | 173 | 1 | " " " " —long. | 51 | 1537 | 1 | Plain washer—aluminium. |
| 12 | 145 | 1 | Jet needle—standard. | 52 | 1123 | 1 | Float. |
| 13 | F1. | 1 | Jet needle locking screw. | 54 | 1859/1121 | 1 | AS Float needle and seat assembly. |
| | | | JET SUB-ASSEMBLY | 55 | 1980 | 1 | Float hinged lever. |
| 15 | *1394/112 | 1 | Jet with head—solid jet head. | 56 | 1153 | 1 | Float hinged lever pin. |
| 15A | 4931/112 | 1 | Jet with head—pressed head. | 57 | 1149 | 1 | Float tickler pin. |
| 16 | 3232 | 1 | Jet screw. | 58 | 1175 | 1 | Split pin for tickler. |
| 17 | 121 | 1 | Jet adjusting nut. | 59 | 1151 | 1 | Float tickler pin spring. |
| 19 | 114 | 1 | Jet adjusting lock spring. | 60 | 139 | 1 | Filter. |
| 20 | 117 | 1 | Jet sealing ring—brass. | 61 | 698 | 1 | Banjo bolt. |
| 21 | 118 | 1 | Jet sealing ring—cork. | 63 | 141 | 2 | Banjo bolt fibre washer. |
| 22 | 3233 | 1 | Jet copper washer—bottom half. | 64 | 1867 | 1 | Cap nut—air vent. |
| 23 | 3231 | 1 | Jet bearing—bottom half. | *65 | 1541 3 | 1 | Holding-up bolt—float-chamber. |
| 24 | 120 | 2 | Jet gland washer—cork. | 67 | 4642/1 | 1 | Holding-up bolt washer—copper. |
| 25 | 119 | 2 | Jet gland washer—brass. | 67A | 5026 | 1 | Brass skid washer. |
| 26 | 1158 | 1 | Jet gland spring. | 67B | 5027 | 2 | Fibre washer. |
| 27 | 3230 | 1 | Jet bearing—top half. | 68 | 130 | 1 | Holding-up bolt washer—fibre. |
| 28 | 122 | 1 | Jet copper washer—top half. | | | | THROTTLE SPINDLE, COUPLINGS AND LEVER SUB-ASSEMBLY |
| 29 | 3117 | 1 | Return spring—jet lever. | 81 | 1190 | 1 | Throttle spindle. |
| | | | JET LEVER AND LINK SUB-ASSEMBLY | 82 | 169 | 1 | Throttle disc. |
| 34 | 3504/1 | 1 | Jet lever. | 83 | 1358 | 2 | Throttle disc screw. |
| 35 | 3444 | 1 | Jet link with rivet. | 89 | 1500/3 | 1 | Throttle lever. |
| 36 | 1453 | 1 | 2 B.A. cheese-head screw—jet link. | 90 | 694 | 1 | Throttle lever bolt (2 B.A.). |
| 37 | 155 | 1 | 2 B.A. nut—jet link. | 37 | 156 | 1 | Nut (2 B.A.). |
| 38 | 246 | 1 | 2 B.A. spring washer—jet link. | 38 | 246 | 1 | Spring washer (2 B.A.). |
| 39 | 341 | 2 | Pivot pin—short—jet link. | 91 | 106 | 1 | Taper pin. |
| 40 | *108 | 1 | Pivot pin—long—jet head. | 92 | 3437 | 1 | Throttle stop. |
| 42 | 109 | 5 | Split pin (†). | 93 | 521 | 2 | Stop adjusting screw—long. |
| | | | | 94 | 451 | 2 | Adjusting screw spring. |
| | | | | 96 | 3471 | 1 | Pivot bolt—intermediate jet and throttle. |
| | | | | 96A | 4848 | 1 | Washer—pivot bolt. |
| | | | | 97 | 3502 | 1 | Rocking lever. |
| | | | | 98 | 3525 | 1 | Tension link. |

† Replaced by 4931/112.

* Used with solid jet head 1394/112. Replaced by Part No. 381 (pivot pin—short) when pressed jet head 4931/112 is fitted.

Finish: P=Polished suction chamber.

* The original type of holding-up bolt (Part No. 1541) has a large head .92" across flats, and can only be used in conjunction with the cork sealing washer (Part No. 1542) which fits into a recess in the head. Holding-up bolt (Part No. 1541 3) with head .71" across flats is used in conjunction with a single washer (Part No. 4642 or 4642 1), or preferably with the later assembly of three special washers (Part No. 5026 [1 off] and Part No. 5027 [2 off]). If the holding-up bolts are changed it is essential to fit the correct corresponding washers.