

CONFIDENTIAL

MG/251

SERVICE MEMORANDUM

MGF/17

28 April 1959

FITTING CAMSHAFT BEARING CAPS

'MGA' TWIN-CAM

To ensure that there is no distortion of the camshafts when tightening the camshaft bearing cap nuts, the following procedure should be adopted:

1. Set crankshaft so that pistons are approximately in the half-way position in cylinder bores.
2. Refit camshaft so that timing slots in front bearing cap and camshaft are in line.
3. Commence tightening at front cap, ensuring that the camshaft thrust flange enters smoothly into slot in cylinder-head.
4. Continue tightening, using a regular sequence and gradually tightening all bearing cap nuts to a torque-spanner-reading of 33 lbs.ft. (4.56 Kgm.).
5. Insert timing keys, Part No. 18G551, and turn engine until numbers 1 and 4 pistons are at TOP dead centre, when the camshaft sprockets may be re-connected and the valve timing re-checked.

NOTE: When removing the camshaft bearing caps it is equally important to pay attention to the foregoing so that a clean withdrawal of the camshaft thrust flange may be ensured.