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TUNING INFORMATION MEMO.

M.G.A. Twin Cam.

Attention to Cylinder Head for performance improvement.

Bore out inlet throat at valve seat to 1.436".

Bore out exhaust throat at valve seat to 1.280".

When boring out the valve throats, machine them with a light cut, as a heavy cut may disturb the valve seat insert.

The boring must be concentric with the valve guide and the valve seat. If after boring out the valve throats, a fraze or edge is left in the port, this should be blended into the port by grinding and polishing.

Grind away completely the inlet valve guides and bosses where they protrude into the ports so that the guides are at an angle and are smooth to the port wall.

Fit Bronze exhaust valve guides EX 187/308 and ream in position to give .0025" min. running clearance.

Polish all valve ports and line up the inlet manifold at the rear face with the cylinder head inlet port holes.

Radius the edge of the sparking plug hole approx. 1/16" radius, around the upper part of the hole, but not around the lower edge as this will expose the plug thread.

Larger Carburetters.

Fit 2" Carbs. AUC 938. Bore out manifold to suit.

Remove vacuum advance pipe and plug carburetter with plug AUC 1289, leave vacuum advance union at distributor open, (if distributor, Lucas No. 40510 is fitted).

Fit carburetter extensions AHH 5962 (2 off required).

Rubber mounted with Klingerelastic gaskets AHH 5968 (2 off required), and D.C. spring washers, wired.

Note :-

The above is only confidential and provisional tuning, if you would wish to try one car out and check results.

You will need to make your own accelerator cable brackets and return spring brackets, which can be taken up to the valve cover bolts, one spring each end of carbs. The throttle works opposite to the standard car and the lever should be fitted inwards instead of outwards.

The carburetter dashpots have springs fitted. These can be removed as it should be satisfactory without, but if pick up is bad you may find an advantage with them.

The carburetters must be flexibly mounted (in a similar manner as tuning book on M.G.A.) to prevent incorrect mixture due to vibration.

Sparking plugs should be Champion N.58.R. or Lodge R.L. 47.

Lodge R.L. 49 could also be tried.