TUNING INFORMATION MEMO.

M.G.A. 1588 c.c.

Reshaping combustion space to increase power.

To increase B.H.P. at the higher R.P.M., the combustion space may be ground out as Sketch S.K. 7265, this will give increased breathing around the valves.

To restore or increase the compression ratio, up to .020" may be ground off the cylinder head face.

The exhaust port boss may be ground away as S.K. 7266, the inlet guide may be shortened 1/4".

Make sure the inlet throat has the radius on the valve seat to dimensions on S.K. 7264.

A larger inlet valve, and if required a larger exhaust valve, as B.1/B.2, may be fitted, which will need the ports and seats altering as 'C'.

Shorten Exhaust guide and boss as Sheet 16 of the Tuning Book AKD 819.B.

With some detriment to valve mechanism life, the valve crash may be raised by fitting, in conjunction with the standard inner valve springs, new outer valve springs L.G. 2887, this is a standard B.M.C. valve spring as used on the A.55.

Without a fan fitted (for racing), you should get around 90 B.H.P.

If a fan is needed, cut off 3 blades and statically rebalance.

For racing purposes a twin branch exhaust manifold will give some increased power.

Separate Exhaust pipes should come from 1 and 4 to a point joining into single pipe, and 2 and 3 should do likewise. Two pipes should then come from these joints and (using a 'Y' box) join into the single 1.3/4" main exhaust pipe. (See Sheet 11), of T.F. Tuning Book, L/17).

Flywheel.

The flywheel may be lightened by machining to Drawing 19.D. 1735, and re-balanced after machining.
IT IS IMPORTANT THAT THIS DIMENSION BE KEPT AS SMALL AS POSSIBLE.
TO BE FREE FROM CORROSION CORRODOBLE FERROUS SURFACES TO BE TREATED WITH AN AGREED PROTECTIVE

LIMITS UNLESS OTHERWISE STATED
MACHINING SYMBOLS
GENERAL MACHINING
CENTRE IN DECIAMIS
CASTINGS & STEEL STAMPINGS
BRASS STAMPINGS
STEEL STAMPINGS
SOFT ALLOY DIE CASTINGS
SEE STANDARDS SHEET A133 FOR LIMITS SHOWN THUS §

MODIFICATIONS
SIG. & DATE
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PART NUMBER
SK 726 5