

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 I.G. 2887, this is a standard B.M.C. valve spring as used on the A.55.

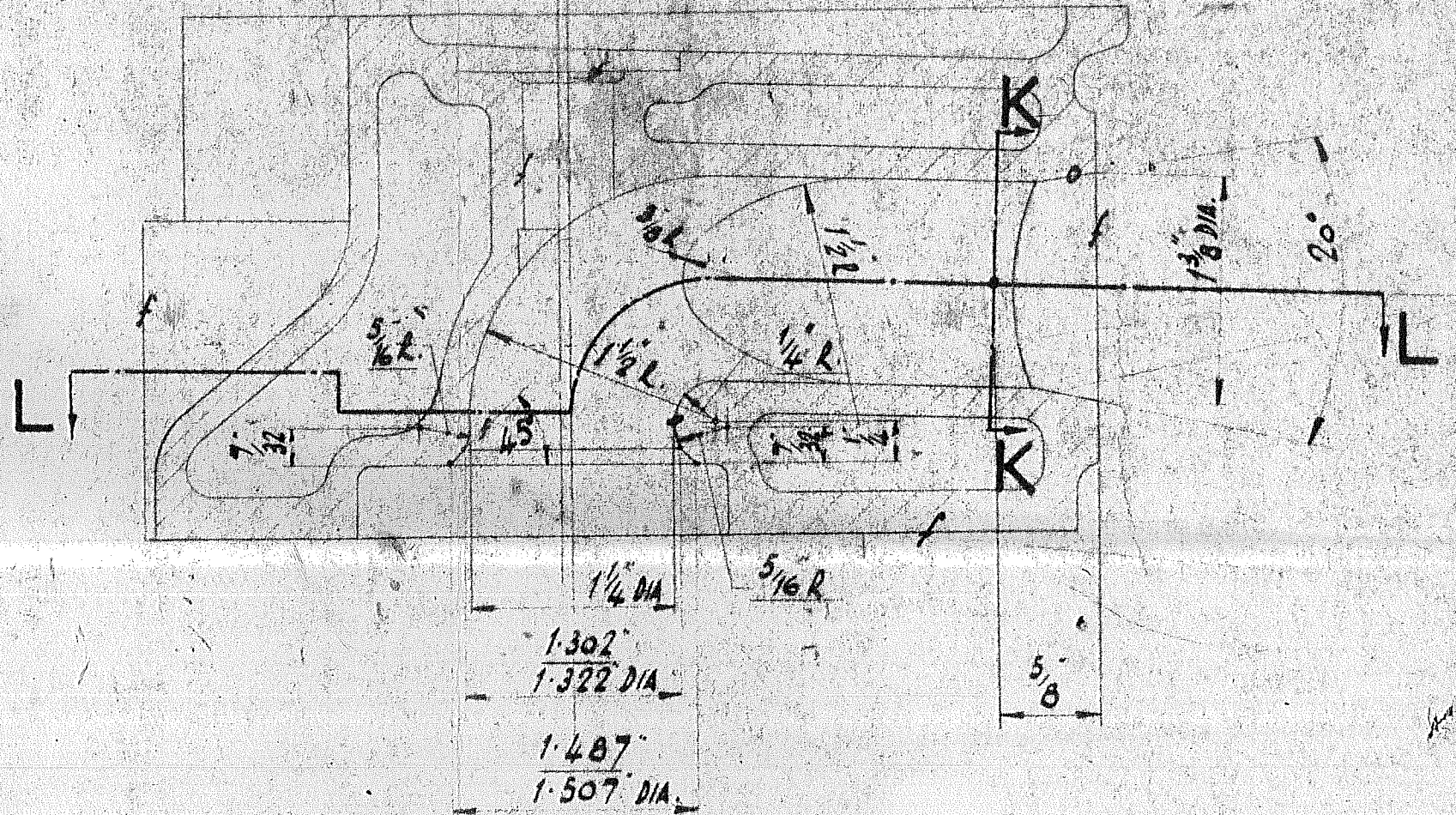
Without a fan fitted (for racing), you should get around 90 B.H.P. If a fan is needed, cut off 3 blades and statically rebalance.

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 13, of T.F. Tuning Book, L/17).

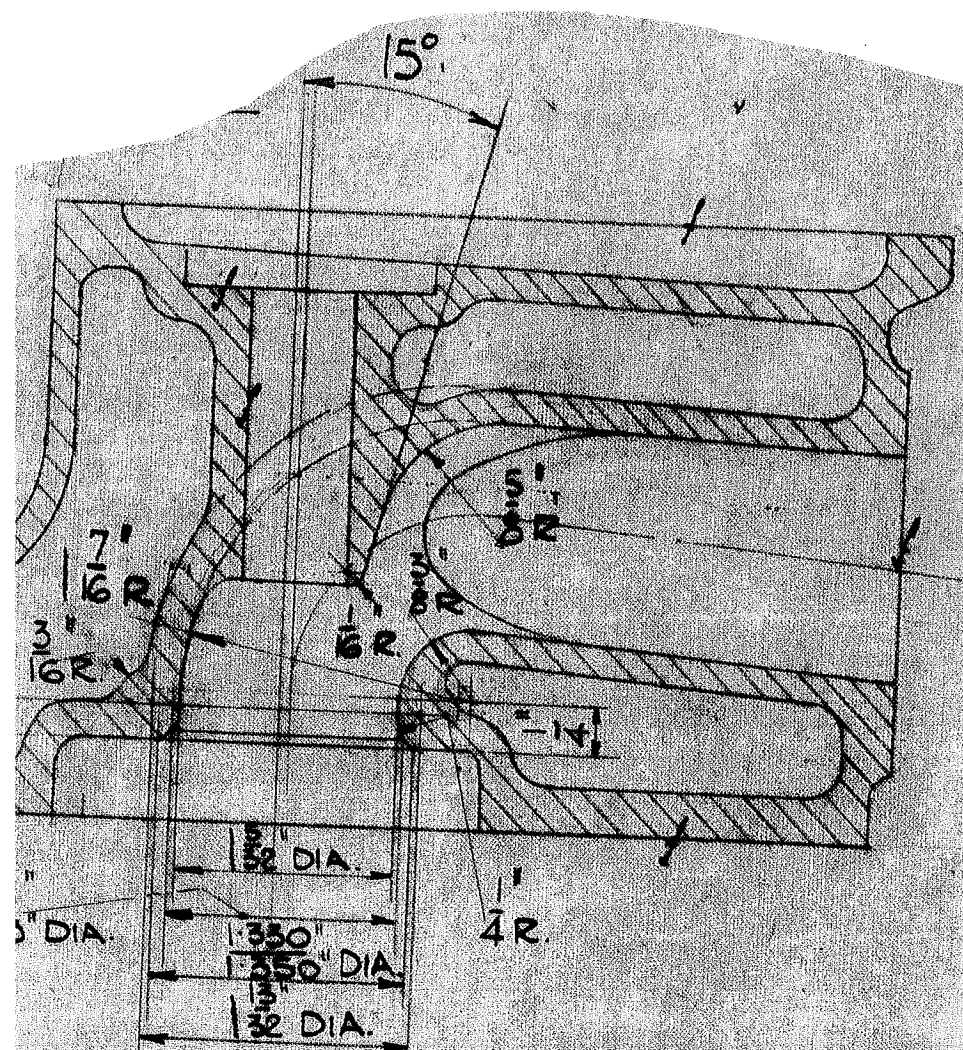
Flywheel.

The flywheel may be lightened by machining to Drawing 19.D. 1735, and re-balanced after machining.



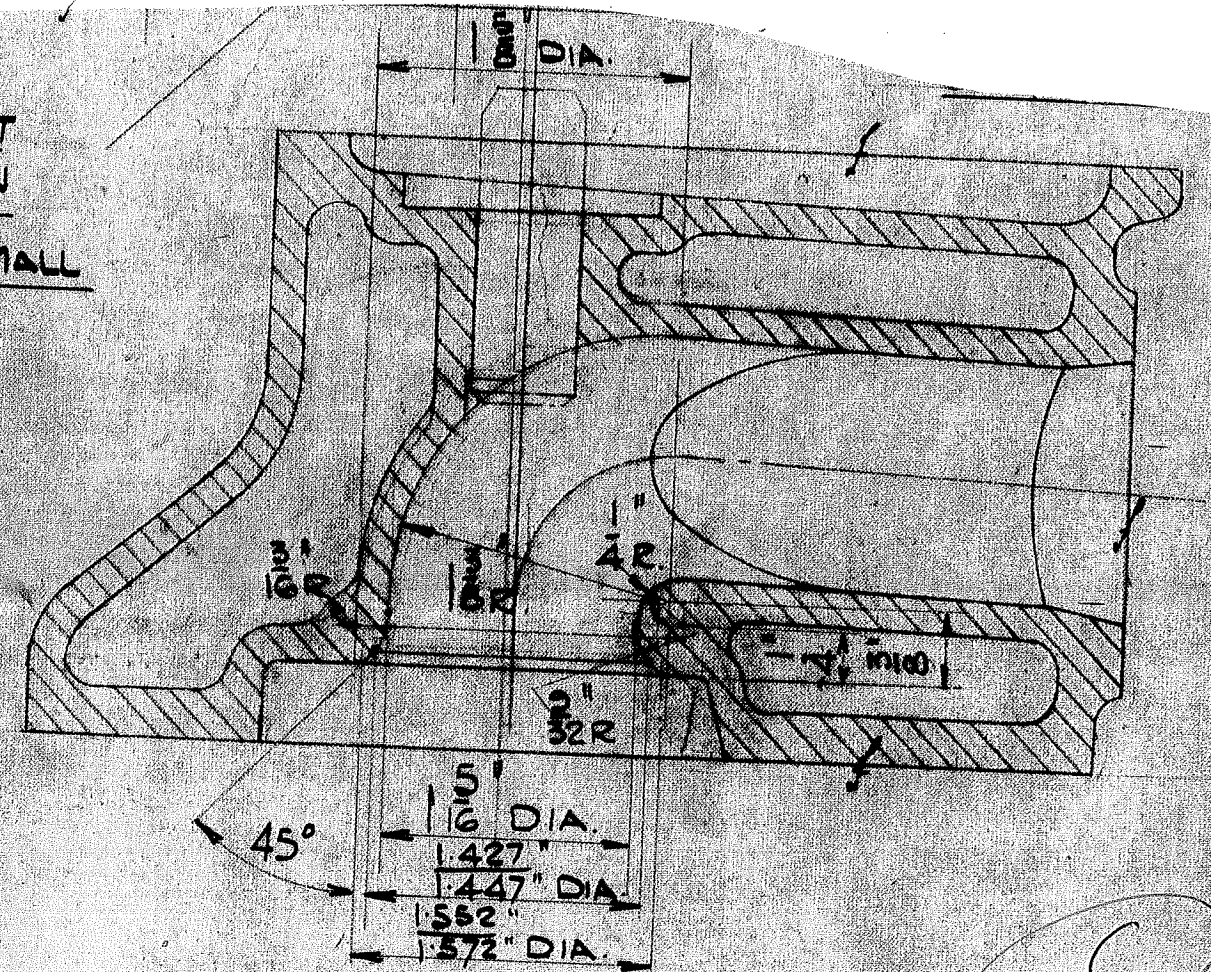
SECTION THROUGH INLET PORT

SK 7264



SECTION THRO' EXHAUST PORT

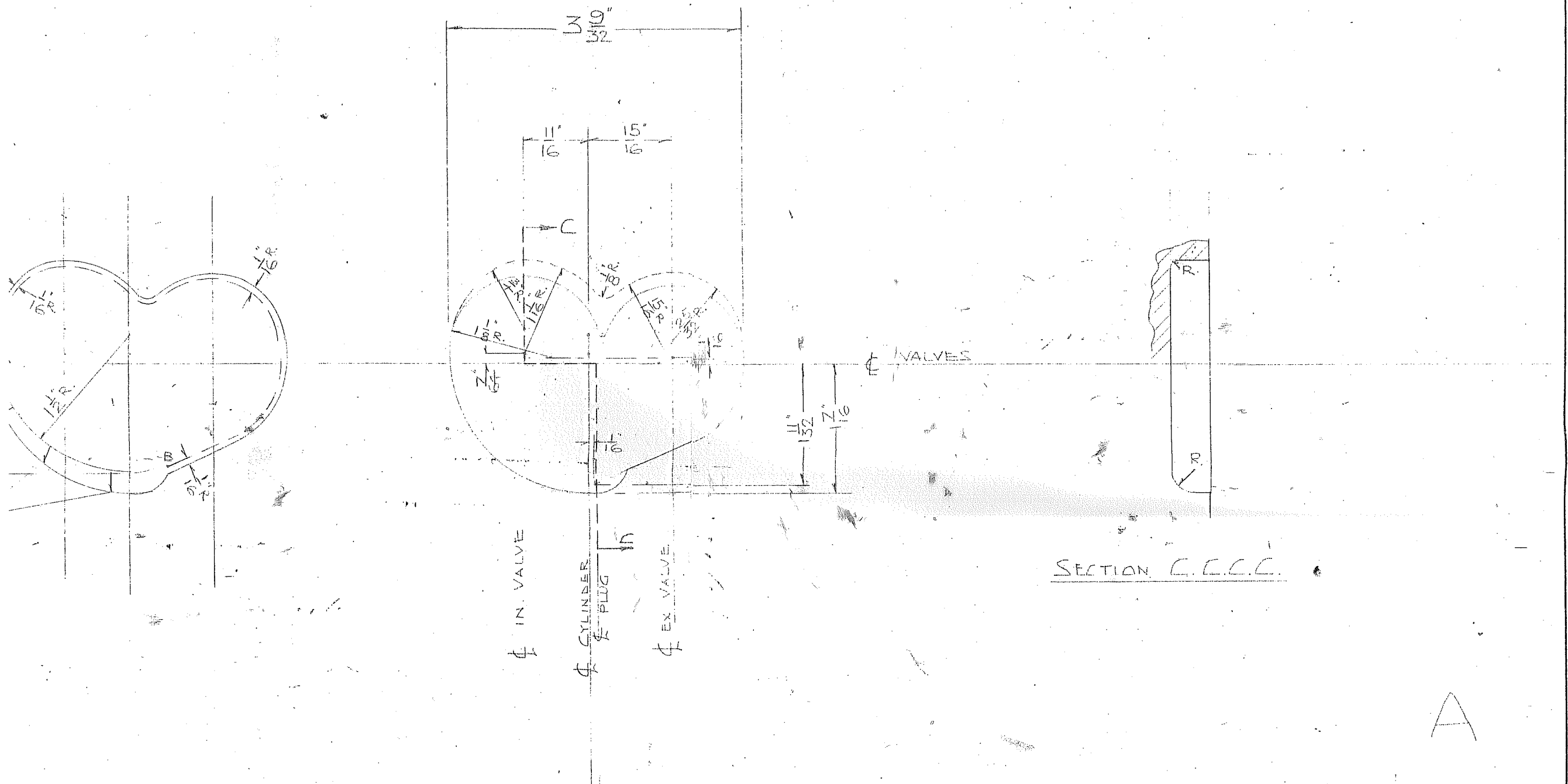
IT IS IMPORTANT
THAT THIS DIMN
BE KEPT AS SMALL
AS POSSIBLE.



SECTION THRO' INLET PORT.

(C)

DO NOT SCALE - FOR FURTHER INFORMATION REFER TO DRAWING OFFICE
 THIS DRAWING MAY ONLY BE ALTERED IF THE PART REMAINS INTERCHANGEABLE FOR REPLACEMENT PURPOSES, IF NOT, A NEW PART NUMBER MUST BE TAKEN.

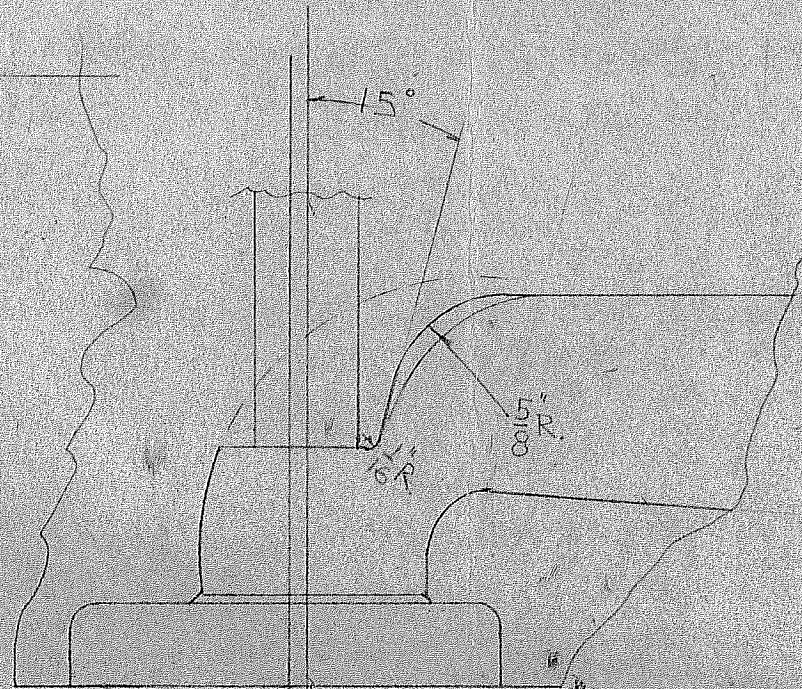


MOD. TO 1500 CC CYLINDER HEAD COMBUSTION SPACE TO IMPROVE BREATHING

10" MAY BE REMOVED FROM STANDARD HEAD FACE

LIMITS UNLESS OTHERWISE STATED		MACHINING SYMBOLS	No.	MODIFICATIONS	SIG. & DATE	NOTE No.	No.	MODIFICATIONS	SIG. & DATE	NOTE No.
GENERAL MACHINING ± .010"		O) ROUGH F) FINE SF) SUPER FINE G) GROUND FG) FINE GROUND P) POLISH #) REMOVE BURRS & SHARP EDGES	STDS.	PART	MATERIAL & SPEC. No.	FINISH	D.O. No.		DRG. SIZE	
CENTRES IN DECIMALS ± .0005"			DRN. (1/2)				PART NUMBER		Z	
CASTINGS & STEEL STAMPINGS ± 1/32"			CKD. (1/2)				SK 7265			
BRASS STAMPINGS ± .010"			TRD. (1/2)							
PRESSINGS ± .010"			CKD. (1/2)							
SOFT ALLOY DIE CASTINGS ± .005"		#) REMOVE BURRS & SHARP EDGES	APPD. (1/2)							
SEE STANDARDS SHEET A133 FOR LIMITS SHOWN THUS 2 1/2 ©										

DO NOT SCALE - FOR FURTHER INFORMATION REFER TO DRAWING OFFICE
 THIS DRAWING MAY ONLY BE ALTERED IF THE PART REMAINS INTERCHANGEABLE FOR REPLACEMENT PURPOSES, IF NOT, A NEW PART NUMBER MUST BE TAKEN.



EXHAUST PORT MODIFICATION

B

METAL PARTS SEMI-OR-FULLY FINISHED									
TO BE FREE FROM CORROSION CORRODIBLE FERROUS SURFACES TO BE TREATED WITH AN AGREED PROTECTIVE									
LIMITS UNLESS OTHERWISE STATED	MACHINING SYMBOLS	No.	MODIFICATIONS	SIG. & DATE	NOTE No.	No.	MODIFICATIONS	SIG. & DATE	NOTE No.
GENERAL MACHINING ± .010"	O ROUGH	STDS.	PART MOD TO STD 1600 CYL HEAD	MATERIAL & SPEC. No.		FINISH		D.O. No.	
CENTRES IN DECIMALS ± .0005"	F FINE	DRN.							
CASTINGS & STEEL STAMPINGS ± 1/32"	SF SUPER FINE	CKD.							
BRASS STAMPINGS ± .010"	G GROUND	TRD.							
PRESSINGS ± .010"	FG FINE GROUND	CKD.							
SOFT ALLOY DIE CASTINGS ± .005"	P POLISH	APPD.							
SEE STANDARDS SHEET A133 FOR LIMITS SHOWN THUS 2 1/2	B REMOVE BURRS & SHARP EDGES								
MG CAR COMPANY LTD. — RILEY MOTORS LTD. ABINGDON-ON-THAMES.							PRINT ISSUED		

DRG. SIZE
T