

# TECHNICAL SERVICE BULLETIN

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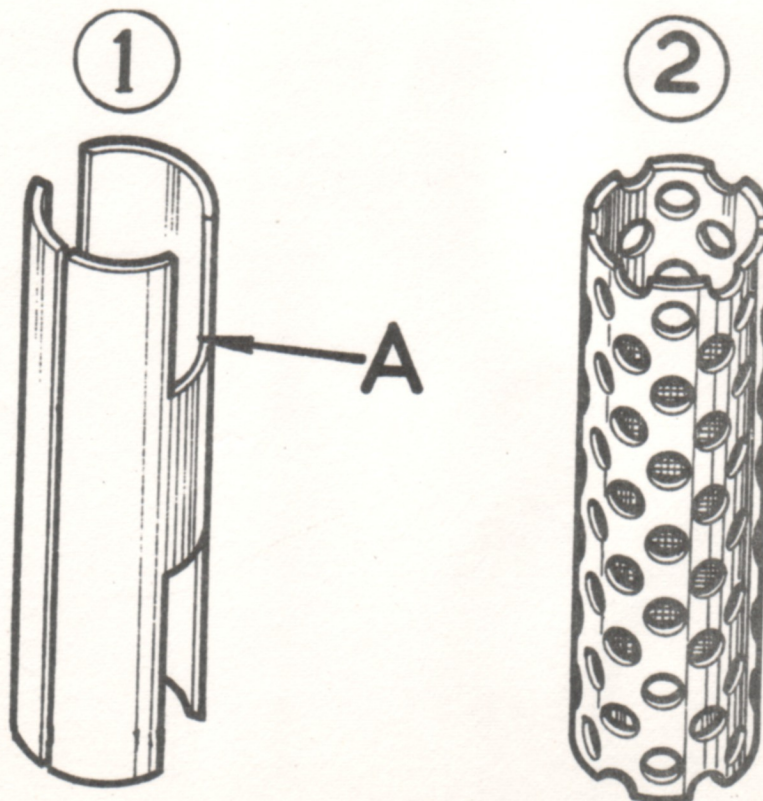
SUBJECT:

Freewheeling on Over-Run/  
Sticking in Overdrive

MODELS:

MGB) Overdrives  
MGC)

This may be due to the cut away 'A' (Fig. 1) of the original type relief valve spacer tube restricting the oil port in the valve bore, or to damaged seals on the operating valve housing or solenoid plunger.



In the event of complaint, the following action should be taken:

1. Replace any damaged seals on solenoid plunger or operating valve housing and ensure that solenoid action is not being impaired by the presence of swarf, etc.
2. Remove the relief valve assy and if of the earlier type, replace it with an assembly incorporating the modified spacer tube as shown in Fig. 2.
3. Before re-fitting the relief valve plug, carry out a pressure test as detailed in the Workshop Manual to ensure that the correct pressures are being obtained.

Modified relief valve spacer tubes (Fig. 2) were introduced at the undermentioned Serial numbers, these items being included with relief valve assemblies obtainable under their original Part Numbers.

Overdrive Serial Nos: 61972/20866 MGB  
61755/06674 MGC

NOTE: Other symptoms given by these faults may be:

1. Vehicle free wheels on overrun in direct drive with perhaps severe slip or loss of drive in reverse gear.
2. Transmissions snatch being evident on the overrun, this being caused by intermittent engine braking whilst vehicle is freewheeling.
3. Permanent Overdrive engagement irrespective of selector switch position, associated perhaps with a "lock up" condition being experienced when reverse is selected.