

TECHNICAL SERVICE BULLETIN

76-B-4

NO.



Austin MG

October, 1976

SUBJECT:

SERVICING OF ELECTRONIC MODULES
FOR IN-BUILT ELECTRONIC DISTRIBUTORS

MODELS:

MIDGET 1500
MGB

Initially, and while the first vehicles fitted with this equipment were covered by warranty, only the complete distributors were supplied. This enabled us to return all displaced distributors complete to the factory for reliability evaluation. Now this initial period has passed, we are servicing the electronic module complete with pick-up and vacuum unit as a separate item.

In the original parts breakdown for vehicles using this equipment, a part number was shown for the pick-up and electronic amplifier module. Since these two components have a broader application than when they are combined with the vac unit, it is not possible to make a direct supersession part number to part number without reference to the application.

The following is, therefore, the necessary cross-reference, and any orders for the amplifier and pick-up module alone will be returned with the notation to refer to this bulletin for the correct part number.

It is suggested that you make the necessary correction directly on any parts list in your possession.

<u>Vehicle</u>	<u>Dist.</u>	<u>Amplifier Vac Assy.</u>	<u>Remarks</u>
MG Midget '75	41593	54427183	
MGB '75	41600	83475	See Note
MG Midget '76 (Fed)	41646	54429455	
MG Midget (Cal.'76)	41656	54429454	
MGB 1976	41643	83475	See Note

NOTE:- Complete unit Model 45DE4, Part #41600 now superseded by Model 45DE4, Part #41643. As the vac unit on 41600 was never connected for this application, it will not be required for service, and the amplifier shown has a blanking plug in the vac unit hole as used on 41643.

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PROCEDURE FOR REPLACING AMPLIFIER/VACUUM UNIT ASSEMBLY

Dismantling

The distributor must be removed from the engine when replacing the vacuum unit or the amplifier complete with vacuum unit.

1. Set engine to its normal static timing marks. Release the distributor cover and note the direction to which the rotor arm points.
2. Disconnect electrical connections and remove the distributor.
3. Release the pick-up module by removing the two securing screws.
4. Slacken and remove the three screws securing the amplifier to the distributor body.
5. With a downward movement, detach the vacuum unit and amplifier assembly from the peg on the underside of the pick-up mounting plate. Withdraw the cable grommet from the rim of the distributor and separate the amplifier assembly from the distributor.

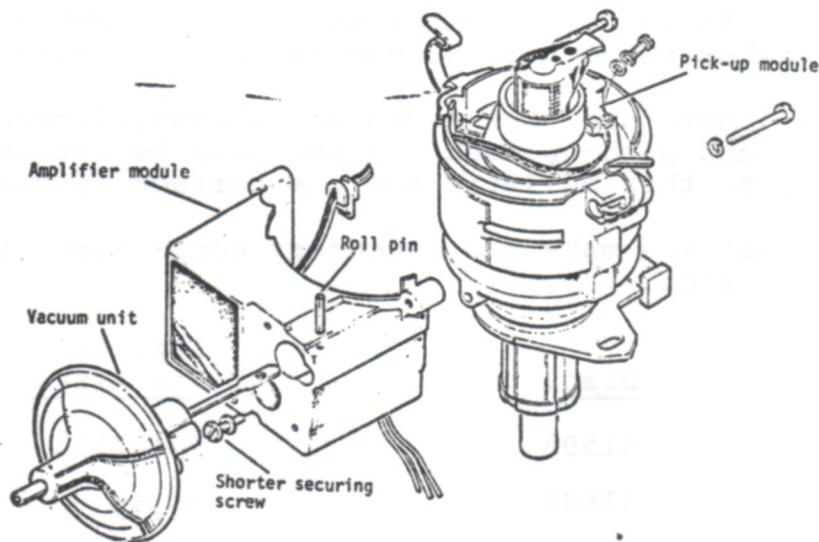


FIG 1. Arrangement of amplifier and vacuum unit of a typical 45/47DE distributor.

Re-Assembly

Re-Assembly is a reversal of the dismantling procedure.

1. Insert the vacuum unit into the amplifier housing (if necessary) and secure in position with the roll pin provided.

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2. Offer the amplifier assembly to the distributor ensuring:-
 - a) Vacuum unit arm engages with the peg attached to the underside of the pick-up mounting plate.
 - b) Cable grommet is correctly positioned in the distributor body and cables are not trapped between the housing and the distributor.
 - c) Cover clips are still in position.

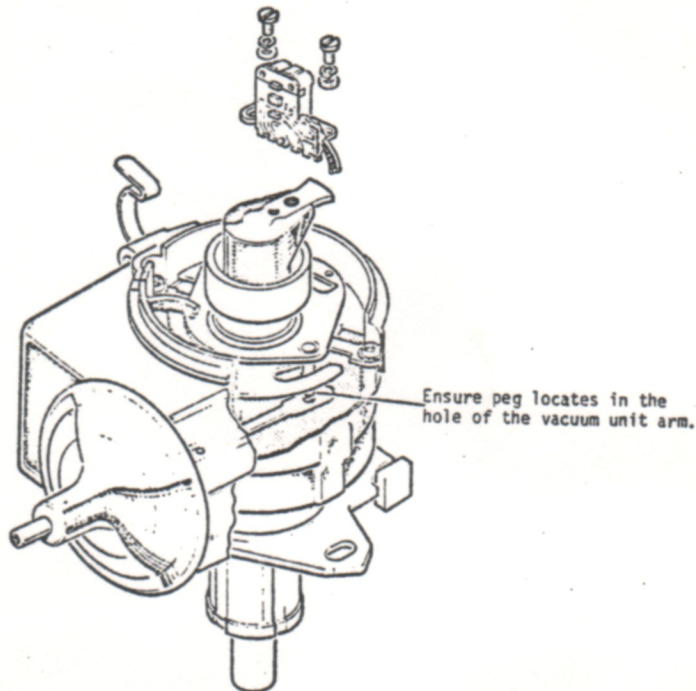


FIG 2. Alignment of the vacuum unit arm and peg on the underside of the pick-up mounting plate.

3. Secure amplifier assembly to the distributor using the original screws and washers.

NOTE:- Shorter screw must be used in the base of the distributor.

4. Fit the pick-up module to its mounting plate using the original screws and washers. Set the air gap between the timing rotor and the top and center links of the pick-up 'E' core within the limits 0.014" - 0.016" (0.35 mm - 0.40 mm). Tighten the two securing screws.

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5. Refit the distributor to the engine in exactly the same location from which it was removed.
6. Refit the distributor cover and remake all electrical connections.
7. Start and run engine.

It is preferable that the ignition timing be checked with a stroboscopic lamp and adjusted, if necessary.

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NOTE: - Shorter screw must be used in the base of the distributor.

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