

SECTION R

THE BODY

Description.

Section No. R.1	The sidescreens.
Section No. R.2	The hood : maintenance and cleaning.
Section No. R.3	Cleaning upholstery.
Section No. R.4	Lubrication.
Section No. R.5	Removing and replacing front wings.
Section No. R.6	Removing and replacing rear wings.
Section No. R.7	Removing and replacing running-boards.
Section No. R.8	Removing and replacing body.
Section No. R.9	Removing and replacing facia board and instrument panel.
Section No. R.10	Body finish.
Section No. R.11	Removing "TF" front wings.
Section No. R.12	Removing "TF" rear wings.
Section No. R.13	Removing "TF" running-boards.
Section No. R.14	Removing and replacing "TF" body.
Section No. R.15	Removing "TF" facia board and instrument panel.

DESCRIPTION

The open body is of normal coachbuilt construction with metal panels on a wood framework and is equipped with detachable sidescreens and a folding hood for complete weather protection when required.

The body is attached to the chassis frame by a series of bolts, and it is removed without difficulty by following out the directions given.

screens must be packed together in the manner indicated on pages 10 and 11 of this Manual for early models or page 17 for later models before attempting to insert them in their storage compartment. Otherwise it will be found impossible to insert them successfully in the space provided. For this reason the instructions on this point have been given in the early pages of this Manual.

Section R.1

THE SIDESCREENS

The sidescreens are fitted to the doors by socket fittings and slotted brackets which engage locking screws. Their fitting and removal from the doors is straightforward and presents no difficulty.

When not in use they are stored in the special compartment in the back of the body, behind the seat. As this compartment has been kept to minimum dimensions it is most important that the sidescreens are inserted correctly to obviate damage. *The side-*

Section R.2

THE HOOD : MAINTENANCE AND CLEANING

Much unnecessary damage is done to the hood by incorrect and careless folding when stowing.

The hood should never be folded when wet. Always wait for the hood to be thoroughly dry before folding it.

The correct method of folding the hood is given in the early portion of this Manual (page 11) in view of its importance.

The hood may be cleaned when required with water and a brush—such as a clothes-brush.

No soaps of any sort should be used.

The hood must subsequently be well washed with clean water and left erected until quite dry.

Section R.3

CLEANING UPHOLSTERY

The upholstery of the M.G. Midget "TD" may be cleaned by wiping it with a damp cloth and polishing it with a clean soft cloth when it is dry.

In cases of badly soiled upholstery it may be cleaned by the additional use of a little pure soap, but caustic soaps must on no account be used.

Section R.4

LUBRICATION

An oilcan filled with oil to Ref. F (page P.2) should be used sparingly on the door hinges, door stop hinge, bonnet hinge, bonnet locks and door locks every 1,000 miles (1600 km.).

Coat the door lock slam plates lightly with grease to Ref. D (page P.2) at the same time.

Section R.5

THE FRONT WINGS

(REMOVAL AND REPLACEMENT)

Disconnect the battery. Remove the headlamp and sidelamp fronts and disconnect and withdraw the cables through the wing clips and valance.

Remove the nuts, bolts and spring washers attaching the headlamp tie-rod bracket to the radiator case, and the nuts, locknuts and flat washers securing the headlamp tie-rod bracket to the wing.

Remove the two bolts and spring washers securing the sidelamp and sidelamp cable clip to the wing.

Withdraw the two Phillips screws and flat washers securing each side of the front valance to the wings and the bolt securing the leading edge of the valance below each bumper attachment bolt.

Remove the two nuts, bolts, and spring and flat washers forward of the suspension unit and the four bolts with spring and flat washers to the rear of it, which secure the wing to the chassis frame.

Extract the two Phillips screws securing the wing to the body and the three nuts, bolts, and spring and flat

washers securing the wing to the running-board and lift the wing clear of the car.

Replacement is carried out in the reverse order to that detailed for removal.

Section R.6

THE REAR WINGS

(REMOVAL AND REPLACEMENT)

Remove the nuts, screws and flat washers on early models and Phillips screws and flat and spring washers on later models, securing the tail- and stop-lamp to the wing, and disconnect the cables, noting the respective location of each to ensure correct operation of the stop-lamp on reassembly.

Remove the nut, bolt and two washers securing the wing to the chassis frame and the five bolts with flat washers securing the wing to the body.

Remove the nut, bolt, flat washers and rubber packing securing the wing to the running-board and lift off the wing.

Replacement is carried out in the reverse order to that detailed for removal.

Section R.7

THE RUNNING-BOARDS

(REMOVAL AND REPLACEMENT)

Remove the three nuts, bolts, and spring and flat washers securing the running-board to the front wing.

Remove the nut, bolt, flat washers and rubber packing securing the running-board to the rear wing.

Remove the three bolts and flat washers securing the running-board to the body and lift the running-board clear of the car.

Replacement is carried out in the reverse order to that detailed for removal.

Section R.8

THE BODY

(REMOVAL AND REPLACEMENT)

Extract the two round-headed screws securing the rear bonnet support to the dash and lift the bonnet clear of the car.

Disconnect the positive and negative leads from the battery.

Release the battery clamps and lift the battery from the battery box.

Remove the front wings as detailed in Section R.5.

Remove the running-boards as detailed in Section R.7.

The rear wings may be left in position but it is advisable to remove them as detailed in Section R.6 to prevent damage.

Remove the bolts and spring and plain washers securing the rear bumper to the chassis frame and withdraw the bumper bar assembly and distance tubes.

Remove the spare wheel and extract the bolts and two Phillips screws with spring and flat washers to release the rear valance.

Drain the fuel tank, disconnect the delivery pipe and fuel gauge tank attachment cable.

Slacken the nut and locknut on the lower end of each fuel tank strap and the bolts clamping the spare wheel carrier to the chassis frame rear cross-tube.

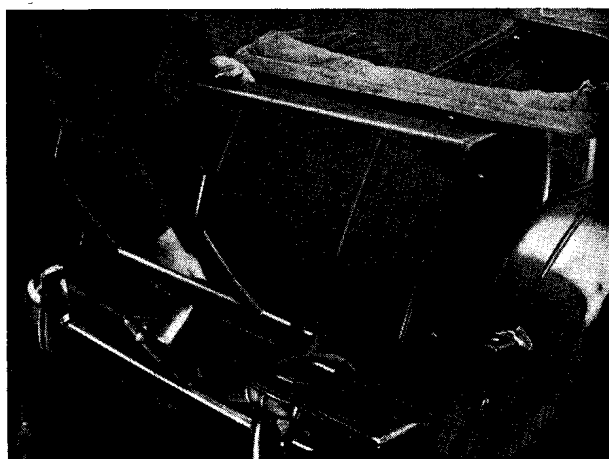


Fig. R.1.

Removing the fuel tank from the car after releasing the retaining straps which form the spare wheel carrier.

Remove the four dome nuts and flat washers securing the spare wheel carrier and fuel tank straps to the rear of the body.

Swing the spare wheel carrier to the rear and lift the fuel tank clear. To remove the wheel carrier completely, remove the number-plate lamp cover, disconnect the cables, withdraw the rubber sleeve and thread the cables through the carrier tube. By removing the clamp bolts the carrier is rendered free for lifting clear.

Withdraw the sidescreens from their stowage. Undo the wing nut locating each side of the seat backrest and lift it clear of the car. Slide the seat cushions from their runners.

Remove the carpets and underfelt.

Remove the steering wheel adjustment clamp bolt and slide back the clamp to expose the locking key. Lift the key out of the keyway by inserting a strip of thin metal down the keyway, underneath it, and withdraw the steering wheel and splined shaft from

the column. Release the steering column from the support bracket.

Extract the screws from the brackets and rubber stop securing the instrument panel undershield to the lower edge of the facia panel and remove the shield.

Disconnect the starter pull cable from the switch and the mixture control cable from the carburetter.

Disconnect the throttle pedal control and return spring from the carburetter and detach the revolution counter drive cable clip from the dash.

Disconnect the oil gauge pipe, engine revolution counter and speedometer drive cables from the instruments.

Withdraw the innermost screw from each glove box lid hinge and the eight screws with cup washers securing the facia panel, and draw the panel forward.

Disconnect the main wiring loom from the rear of the instrument panel and remove the facia board complete with instruments and starter and mixture control cables.

Remove the gearbox cover, foot pedal draught excluder retaining plate and floorboards.

Extract the panel pins and screws and remove the trim panel from beneath the scuttle.

Slacken the draught excluder clip at the foot of the steering column and extract the three bolts securing the retainer plate to the toe-plate.

Remove the bolts, nuts, and spring and flat washers securing the toe-plate to the body, noting the position of the long bolt below the ignition coil.

Disconnect the horn leads and all cables from the starter motor switch and petrol pump. Detach the control box and coil from the dash. Draw all instrument panel wiring through the dash and coil it over the engine, together with the control box and ignition coil.

Disconnect the flexible oil pipe from the engine and the engine revolution counter drive from the dynamo.

Withdraw the speedometer drive cable from the dash and coil it over the engine.

Disconnect the flexible pipe and feed pipe from the petrol pump. Slacken off and remove the hand brake cable adjusting nuts and springs. Release the outer cables from the abutment bracket and thread them through the propeller shaft tunnel flange.

Extract the five bolts securing the propeller shaft tunnel to the body and chassis frame.

Extract the two nuts and bolts from the attachment plates securing each side of the body to the stiffener tube below the dash.

The body is secured to the chassis frame by eight bolts. The two rear are located in the rear corners of the sidescreen stowage compartment and the two front are inserted through the dash panel flanges into

the "A" brackets on the chassis frame. The remaining four are inserted through the body floor.

Place a suitable sling around the body and hoist it clear of the chassis.

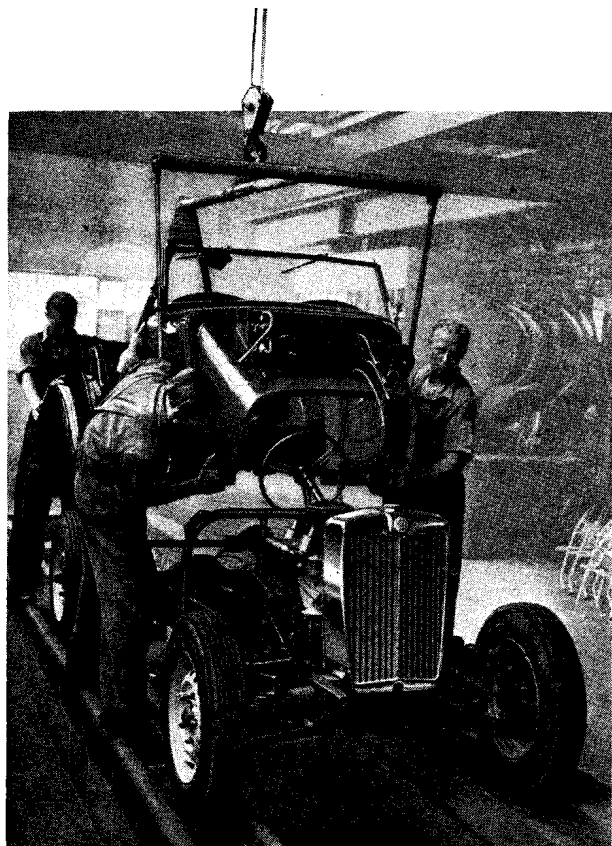


Fig. R.2.

Removal and replacement of the body requires a hoist and a suitable sling. A rope sling is quite satisfactory.

Section R.9

FACIA BOARD AND INSTRUMENT PANEL (REMOVAL AND REPLACEMENT)

Disconnect the battery.

Extract the screws from the brackets and the rubber stop securing the instrument panel undershield to the lower edge of the facia panel.

Insert a hand through the aperture provided in the undershield and disconnect the drive to the revolution counter and speedometer.

Withdraw the innermost screw from each glove box lid hinge and the eight Phillips screws with cup washers securing the facia panel.

Draw the panel forward and disconnect the oil gauge pipe and instrument panel wiring.

Replacement is carried out in the reverse order to that detailed for removal.

Section R.10

BODY FINISH

The body finish of the M.G. Midget is in cellulose enamel and its repair presents no difficulty provided the usual methods are employed.

To facilitate the matching of colours for retouching and respraying minor body repairs, small tins of the correct shade of cellulose enamel are available from the Service Parts Department in $\frac{1}{2}$ -pint, pint and gallon sizes.

The Part No. for each colour is indicated below to facilitate ordering.

CELLULOSE ENAMELS					
Colour					Part No.
Black	...	...	...	...	S4/145
Autumn Red	...	...	...	...	S4/146
Ivory	...	...	...	...	S4/147
Almond Green	...	...	...	...	S4/148
Sun Bronze	...	...	...	...	S4/149
M.G. Red	...	...	...	...	S4/150
Clipper Blue	...	...	...	...	S4/151
Silver Streak Grey	...	...	...	...	S4/163
Woodland Green	...	...	...	...	S4/164

When ordering do not forget to state the quantity of enamel required in addition to quoting the Part No.

Section R.11

REMOVING FRONT WINGS (Series "TF")

Remove the bolt securing each front bumper bracket.

Disconnect the side- and head-lamp wires at the snap connectors on the engine side of the valances; pull the wires through the clips on the valances.

Unscrew the line of bolts under the wing securing it to the valance, and the bolts at the end flange securing the running-board.

Unscrew the nuts below the running-board and release the tread strips.

The wing can now be removed.

Section R.12

REMOVING REAR WINGS (Series "TF")

Disconnect the tail-lamp wires.

Unscrew the bolts securing the wing to the running-

board and the line of bolts and screws securing the wing to the body.

The wing can now be removed.

Section R.13

REMOVING RUNNING-BOARDS

(Series "TF")

Unscrew the nuts securing the tread strips to running-board and front wing.

Unscrew the bolts securing the running-board to the wings and to the body.

The running-board can now be removed.

Section R.14

REMOVING AND REPLACING THE BODY (Series "TF")

Remove the following components as detailed in their respective sections :—

Bonnet ; battery ; wings and valances ; rear bumper ; spare wheel and carrier ; fuel tank ; seats, steering wheel and column support bracket ; wind-screen wiper motor and drive cable.

Disconnect :—

The starter cable from the switch ; mixture control cable at the carburetter ; oil pressure gauge pipe, revolution counter and speedometer cables from the instruments ; throttle pedal return spring and control, and the revolution counter drive from the dash, and the main wiring loom from the instrument panel.

Unscrew the bolt at each end of the facia panel and remove it complete with instruments and starter mixture control cables.

Remove :

Carpets, gearbox cover ; pedal draught excluder retaining plate and floorboards ; scuttle trim panels ; toe-plates.

Disconnect the horn leads and all cables from the starter switch and fuel pump.

Remove the control box, flasher units and coil from the dash. Draw all instrument wiring through the

dash and coil it over the engine, together with the control box, ignition coil and flasher unit.

Disconnect the flexible oil pipe from the engine and the engine revolution counter drive from the dynamo.

Withdraw the speedometer drive cable from the dash and coil it over the engine.

Disconnect the flexible pipe and feed pipe from the fuel pump. Slacken off and remove the hand brake cable adjusting nuts and springs. Release the outer cables from the abutment bracket and thread them through the propeller shaft tunnel flange.

Extract the five bolts securing the propeller shaft tunnel to the body and chassis frame.

Extract the two nuts and bolts from the attachment plates securing each side of the body to the stiffener tube below the dash.

The body is secured to the chassis frame by eight bolts. The two rear are located in the rear corners of the sidescreen stowage compartment and the two front are inserted through the dash panel flanges into the "A" brackets on the chassis frame. The remaining four are inserted through the body floor.

Place a suitable sling around the body and hoist it clear of the chassis.

Replacement is a reversal of the above sequence of operations.

Section R.15

REMOVING AND REPLACING THE FACIA BOARD AND INSTRUMENT PANEL (Series "TF")

Disconnect the battery.

Remove the eight Phillips screws securing the panel undershield ; withdraw the shield.

Disconnect the speedometer and revolution counter drives and all controls and wiring.

Unscrew six nuts securing the instrument panel to the facia, and remove.

Unscrew the securing bolt at each end underneath the facia and remove.

Replacement is carried out in the reverse order to that detailed for removal.