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As one of the leading MG XPAG / XPEG engine restorers, we can assist you with expert knowledge, and parts required to build the perfect XPAG engine. For full information, please click on an icon below relating to the engine you wish to have restored.

XPAG Developments - Peter Edney MG

The XPAG engine as found in quite a number of M.G. cars from 1938 to 1955 shares much with the family of Morris engines it grew from. For those unaware of the engines parentage, the designation XPAG can be read as Morris 'X' Series engine, (known as the short-stroke Morris Ten engine) the P standing for push-rod unit,

Morris Engines the X Series - MGTD

That, in turn, led to the engine you see here, the XPAG. It was derived from the OHV engine used in the new-for-1938 Morris Ten sedan, displacing 1,250cc, albeit with a shorter 90mm stroke. This was the heart of the new MG TB, of which only 379 were assembled before the hostilities commenced.

MG's XPAG | Hemmings Daily

The 1954-1955 MG XPEG engine was an enlarged version of the dear old XPAG engine. For MG's managers, this was the one last despairing effort. With a new cylinder block plus an extra 5.5 mm/0.22 inches in the bores, it displaced 1466 cc/89.5 cid.

1954-1955 MG XPEG Engine | HowStuffWorks

XPAG Engine Rebuild – Questions and Answers. ... This is because our MG XPAG engine has a firing order of 1-3-4-2. (If you own a Ford it is different!) The engine is a four-stroke so one cylinder is firing every stroke; it takes two revolutions to complete the cycle.

XPAG Engine Rebuild - Questions and Answers | Y-Type Register

At car #6651 it was changed back to the XPAG engine. At car #6751 the engine was changed to XPEG. 100 cars later at #6851 it was changed back to XPAG. At car # 6951 the engine was switched back to XPEG for the last time. As you can see, for 1954, it depends on the car number as to which engine was stock in the car.

XPAG / XPEG / What Do We Have? | MG TD TF 1500 | MG-Cars.net

The octane demand of the modified engine is at least no worse than a standard XPAG motor and no additional stress loads are imposed (see Fig.1 for a general arrangement of the 25D4 distributor). Difficulties. Small modifications must be made to the 25D4 distributor to make it fit the XPAG motor dimensions and configuration. These include:

XPAG engine, use of a Lucas 25D4 distributor with vacuum ...

Library Article: A comprehensive fastener reference for T-Series XPAG and XPEG engines, including bolts, studs, plugs, nuts, wrenches, size, length and original and modern part numbers. at The MG Expe...

XPAG and XPEG Engines Fastener Reference - mgexp.com

Engine Rebuilds from Standard to Full Race The Cars and Engines we build regularly appear at the forefront of Historic Racing throughout Europe, recently clocking 111.3mph at the Goodwood Revival in 2009 in a 1952 Lester MG Special.; Our latest development is the reliable 1500+cc engine using your original 1250cc Cylinder Block - Please contact us for further details.

Home | XPAG Engineering-XPAG Engineering

Cylinder head stage II, unleaded, large valve, Metro stem seals, bronze guides, ported by (George Edney/XPAG Eng.) Engine can be supplied with either TC or TD/F/Y type front engine mounting plate. Contact Ron at 01422 823649 (or for e-mail address, please contact the Editor via the TTT 2 contact form).

XPAG Engine For Sale | Totally T-Type 2

About Us MGT REPAIR manufactures, distributes and sells engine parts for the T-Series mg xpag and xpeg engines made from 1939 through 1955. Owned by Tom Lange, a dedicated mg owner since 1968, it is our goal to provide hard-to-find parts of the highest quality for mg owners.

MGT Repair

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xpag engine | eBay

The XPAG engine is well known for its tunability. The TC engine was a slightly improved version of the XPAG first introduced to MG in the TB. Notable improvement was through the addition of a hydraulically (oil pressure) adjusted timing chain tensioner. All TCs utilized a (single battery) 12 volt electrical system.

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