



The exploded view of a J series engine opposite are given only as a guide to the general placement of all parts on an MG o.h.c. engine. Individual MMM MG engines differ and reference should be made to the manual appropriate to the car in question to ascertain individual part identification.

Most Engine Parts are available for every o.h.c. MG Model either in new or secondhand form.

REMEMBER: All Parts illustrated are J Series components except Nos. 4A & 7.

STATE CLEARLY MODEL TYPE WHEN ORDERING

MMM Engine (Early Style) Upper

Models M,D,J.

Owners of F Magnas should also refer to this section.

Pic.	Part	Description and Remarks	Model	Qty.			Pic.	Part	Description and Remarks	Model	Qty.			
				M/	D/	J	F				M/	D/	J	F
1	500	New cylinder head. Fully machined less studs. J types only	J			1		25	502*	Vertical drive oil drain gallery.	M,D,J,F	1		1
	500A*	Secondhand cylinder head — bare.	M/D	1				26	503	Vertical drive gallery shims (0.005"/0.010").	M,D,J,F			As reqd.
1	500B*	Secondhand cylinder head — bare. (now very rare indeed).	J			1		27	504	Vertical drive oil seal conversion housing.	M,D,J,F	1		1
	500C*	Secondhand cylinder head — bare. (note F2 cylinder head differs from F1. Has additional water holes at side.).	F			1		28	505	Special neoprene lip seal for vertical drive housing.	M,D,J,F	1		1
2	479	Cylinder head stud.	M,D,J,F	10		14		29	506	Steel forged, vertical drive fork — deep or shallow (Parallel bore).	M,D,J,F	1		1
3	479A	Cylinder head stud nut.	M,D,J,F	10		14		30	507	Woodruff Key for vertical drive fork.	M,D,J,F	1		1
4	480	Rocker, adjustable. Fully machined from original factory drawings, made from EN398B hot stampings. Case hardened and ground.	M,D,J,F	8		12		31	508	Vertical drive flexible coupling.	M,D,J,F	1		1
4A	480A*	Non adjustable rocker as fitted to M/D/F models originally. We recommend Part Nos. 480 & 481 are fitted when undertaking an overhaul.		8		12		32	437	Special bolt and nut for flexible coupling.	M,D,J,F	4		4
5	481	Rocker bush, eccentric, circlip type. (Can also be used on models M,D,F where Part No. 480 is used.).	J	8				33	509	Inlet and exhaust valve — top quality alloy steel.	M,D,F	8		12
6	482	Rocker bush circlip. (Can also be used on models M,D,F where Part No. 480 is used.).	J	8				33A	510	Inlet valve, top quality alloy steel.	J	4		
7	483*	Rocker bush, eccentric, with lock nut.	M,D,F	8		12		34	511	Exhaust valve, top quality alloy steel.	J	4		
8	484	Rocker shafts.	M,D,J,F	Pair		Pair		35	512	Valve hat for use with reprofiled camshaft.	M,D,J,F	8		12
9	485*	Rocker shaft locking bolt, with and without spigot.	M,D,J,F	4		6		Correct timing must be achieved by varying the valve stem length and not by altering rocker arm profiles. Special information sheet available Free of Charge.						
10	486	Rocker shaft spacer set.	M,D,J,F	Set		Set		36	513	Valve guide 2½" — steel.	M,D,J,F	8		12
11	487	Rocker shaft belleville thrust washers.	M,D,J,F	8		12		36A	513A	Valve guide 2½" — bronze.	M,D,J,F	8		12
12	488	Rocker shaft central support.	J	2				37	514	Valve springs (set of 8 singles). (F type use 1½ sets.).	M,F	Set 8		Set 12
13	489	Rocker shaft rear support casting.	J	1				38	515	Valve springs (set of 8 doubles). (F type use 1½ sets.).	M,D,J,F	Set 8		Set 12
14	490A	Camshaft, top quality, hardened and ground.	M/D	1				39	516	Valve cotters (Per pair).	M,D,J,F	8		12
14	490B	Camshaft, top quality, hardened and ground.	C type(race)	1				40	517	Valve cap (retainer for cotters).	M,D,J,F	8		12
14	490C	Camshaft, top quality, hardened and ground.	J	1				41	518	Cylinder head oil metering pin.	M,D,J,F	1		1
	490D	Camshaft, top quality, hardened and ground. (improved timing for F types).	F			1		42	519	Cylinder head core plugs (1⅛").	M,D,J,F	3		4
15	491	Camshaft bearing set. Standard bore.	M,D,J	Set				43	520	Alloy rocker cover.	M,D,J	1		1
15	491A	Camshaft bearing set. Standard bore.	F			Set		43A	521*	Alloy rocker cover.	F	1		1
16	492	Camshaft thrust washer set (with Bellevilles).	M,D,J,F	Set		Set		44	522	Rocker cover to cyl. head securing brackets.	M,D,J,F	2		2
17	493	Rev. counter drive cable union (Left-hand thread).	M,D,J,F	1		1		45	523	Rocker cover securing knob. Knurled.	M,D,J,F	2		3
18	494*	Front camshaft stand.	M,D,J,F	1		1		46	524	Brass union for rev. counter cable connection.	M,D,J,F	1		1
18A	494A*	Front camshaft stand cap.	M,D,J,F	1		1		47	525*	Oil feed pipe (Block front housing to metering pin.).	M,D,J,F	1		1
19	495*	Intermediate camshaft stand. (We hope to make these again shortly.).	M,D,J,F	1		3		48	526*	Oil drain pipe (Cylinder head to base of block.).	M,D,J,F	1		1
19A	495A*	Intermediate camshaft stand cap. (We hope to make these again shortly.).	M,D,J,F	1		3		49	527*	Oil drain pipe (Vertical drive gallery to front housing.).	M,D,J,F	1		1
20	496*	Camshaft driven gear. (Available also new, but with straight cut gears.).	M,D,J,F	1		1		50	528	Spark plug. (18mm Champion 7).	M,D,F	4		6
21	497*	Vertical drive pinion gear (parallel end). (Available also new, but with straight cut gears.).	M,D,J,F	1		1		50	529	Spark plug. (14mm Champion L10).	J	4		
22	498	Matched pairs of vertical drive gears. New. (Original spiral bevels). TO ORDER ONLY.	M,D,J,F	Pair		Pair		50A	530	Replacement plug for originals	J	4		
23	499*	Vertical drive pinion thrust washers.	M,D,J,F	2		2		* Available in secondhand condition only.						
24	501	Torrington vertical drive bearings (An excellent replacement for the original sleeve and Hyatt type roller bearings.).	M,D,J,F	Pair		Pair								



That the hole in the end of the oil metering pin is to allow easy withdrawal of pin from the head.

