



MMM Gearboxes

Pic.	Part	Description and Remarks	Model	Qty.
1	820*	Gearbox complete, less remote. 3 speed & reverse. (Gearbox casing & bellhousing are all one.)	M/D	1
2	820A*	Gearstick remote change — less knob. (An aluminium cast remote change is available.)	M/D	1
3	825*	Gearbox complete, less bellhousing & remote control. (State model required.)	J/L/K	1
4	821*	Bell-housing complete with pedal shaft, less pedal.	J1,2,3	1
5	822*	Remote gear change less gear knob. (State model required.)	J/L/K/P/N	1
6	830*	Gearbox complete less bellhousing & remote control.	PA/NA	1
6A	835*	Gearbox complete less bellhousing & remote control. (Closer ratio gears to PA/NA box.)	PB/NB	1
7	831*	Bell-housing complete with support tube & pedal shaft.	L/KB/P/N	1
8	840*	Gearbox — Type ENV. Complete with remote control. (Sluggish ratios.)	F Magna	1
8A	845*	Gearbox — Type ENV, but with cross-tube mounting & remote. (A rare close-ratio variant of F type box.)	C/J4	1
9	819*	Transmission mounted handbrake assembly. (1929 models only.)	M series	1
10	823*	Aluminium gearbox housing only, bare.	J/L/KB/P/N	1
11	824*	Steel rear gearbox housing plate.	J/L/KB/P/N	1
12	826*	1st motion shaft. (Very rare. State model required.)	All models	1
13	827*	1st motion shaft bearing retaining clip.	All models	1
14	828*	1st motion shaft dust cover (also supports clutch thrust). (State model required.)	All models	1
15	829*	Gearbox gear selector interlock plate.	J/L/KB/P/N	1
16	832*	Gearbox bell-housing pedal shaft. (State model required.)	All models	1
16A	833	Pedal shaft end bushings — bronze.	M/D/J	Pair
17	834*	Gearbox to propshaft joint flange. Circular 6 bolt. (F (ENV) type is different. Please ask.)	D/J/L/KB/P/N	1
N1	836*	Gearbox to propshaft joint flange. 3 pronged spider type.	M series	1
18	837*	Gearbox to propshaft joint flange. Square — 4 bolt. (Where square ended propshafts are in use.)	PB/NB	1
19	838	Gearbox clutch inspection cover. MG crested.	D/J/L/KB/P/N	1
19A	839	Gearbox clutch inspection cover. ENV crested.	F/C/J4	1
20	841*	Brake pedal support bracket — bolts to chassis side rail.	D/F/J	1
21	842*	Brake pedal support bracket — clamps to gear box crosstube. (Note NA/B is larger & angled.) (Not illustrated.)	L/K/P/N	1
21A	843*	Nearside gearbox crosstube support bracket. (Note NA/B is larger & angled.)	L/K/P/N	1
22	844*	Clutch pedal. (Shortly to be available new.)	D/F/J/L/KB/P/N	1

Pic.	Part	Description and Remarks	Model	Qty.
23	845	Draught excluder panel to take bottom fume seal. (Fits OVER gearbox not between gearbox & engine.)	D/F/J	1
	846	10/12/14 tooth speedo cable driven pinions — NEW. (State model clearly.)	All Models	1
	847*	4/5/8 tooth drive gears for above pinions. (State model clearly.)	All Models	1
	848	Bronze housing to connect speedo cable to pinion (Part No. 846) and to hold pinion in gearbox.	All Models	1

A complete range of bearings & seals are held in stock for all models.

For individual internal gearbox parts and general assembly, please refer to the individual manual for the MG model you are working on.

To date, no new parts are made for MMM gearboxes (except where indicated below), but the supply of almost all parts are readily available in secondhand condition, though it should be noted that gears and gear clusters in good or little worn condition are now very rare.

WHEN ORDERING GEARBOX PARTS IT IS ESSENTIAL TO STATE PART REQUIRED AND MODEL OWNED.

Q,R,K, OWNERS — WILSON PRE-SELECT AUTOMATIC GEARBOXES.

Original MG versions of this gearbox were characterised by the bell-housing joining the gearbox itself, to the engine to which it was connected. We are rarely in a position these days to offer original MG versions of this box, but it is important to note that bell-housings and final drive shafts are now available from us to allow 'Wilson' pre-select gearboxes from pre-war Rileys, Lagondas and AC motor cars to be adapted to fit MGs. In the main, the adaptations are straightforward and can be carried out by us on a customer's behalf. Please enquire for further details.

For the breakdown, operation and application of this type of gearbox we would refer you to the relevant chapter in W.E. Blowers' book — 'The Complete MG Workshop Manual'.

* Available in secondhand condition only.

The numbers stamped adjacent to the speedo drive pinion hole on the gearbox casing state the number of teeth on the main shaft pinion DRIVE gear, and the number of teeth on the pinion itself (as originally fitted.)

