



Interchangeable Parts List
Supplement to the Pre '55 Newsletter – January 1975
Re-formatted 3/09

I received the list from a friend (deceased) decades ago. He was a career Foreign Service Officer & spent little time in USA till after he retired. His last posting was in Rhodesia in the mid 70's. Don't remember exact dates, but was during or just after the revolution that ousted the white Ian Smith regime. Sanctions against Imports were introduced by Harold Wilson embargoing imports entry into the Country by many countries to put pressure on Smith to force government to abdicate & turn over Govt. to natives. Therefore was no source for parts for aging, in country cars necessitating a need for list of interchangeable parts to keep old "teabaggers" running. Sort of akin to situation in Cuba today where many cars still running date back to '50's . It seems logical that the List was generated then by a local Brit. car club who published it as supplement to their newsletter advising what unavailable parts were interchangeable. This is my best hypothesis of then source of the List. Perhaps a query to any ex Zimbabwean, nee Rhodesian member might turn up confirmation & name of Club that produced the list & perhaps the author. Better yet, perhaps Club is still in existence.

Bill Hyatt

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This Interchangeable parts list is a supplement to the January 1975 Pre '55 Newsletter and we suggest that you file it carefully for future reference.

The task of obtaining suitable spare parts to maintain and drive a 'T' series MG is becoming more difficult as the age of individual models increase. Factory sources of genuine spare parts can no longer be relied upon and the following quote, taken from the MG TC instruction manual, can no longer be considered valid.

“There is a danger in fitting other than genuine MG parts as we (the Factory) strongly advise all MG owners to insist upon genuine MG parts for all repairs and replacements, MG parts have been specially designed and are manufactured to withstand the stresses imposed. We conclude this warning with the reminder that the fitting of parts which are not genuine MG parts renders the guarantee issued in respect of the car null and void!”

In actual fact, many of the components for the 'T' series MG's were barrowed from other Nuffield vehicles (the parent company) contemporary to the period when each of the 'T' series models were produced.

Component suppliers such as Lucas, Borg and Beck and Lockheed, to name but a few, also supplied many other British companies outside the Nuffield Group, meaning that item from these suppliers utilized in the 'T' series of cars may also be found in almost any make of British car of similar age.

To assist those owner who have access to stocks of either new or used spare parts to suit British made vehicles produced between 1935 and 1955 the following list has been compiled to assist in identification and conversion of the 'T' series cars.

The Author has compiled this list with a clear conscience, as the factory guarantee valid for ten years has long since expired on even the latest of the 'T' series models.

The list is only a fraction of the parts suitable to 'T' series adaptation, as a more complete list would fill a book. The modifications shown as necessary to alter the various components are not complete, but are only intended as a guide to assist the owners with the basic steps.

WARNING Owners fit these parts at their own risk, and no responsibility will be taken if any of these components fail

COMPONENT	VEHICLES SHARING SIMILAR COMPONENTS	MODIFICATION
<u>ENGINE</u>		
TA	Morris 10 series 111 Wolseley 10 series 11 (motors may be used complete with cylinder head, water pump and electrical equipment)	Addition of MG carburetion, exhaust system and sump.
	Morris 12 series 111 Wolseley 12 series 11 (see note above)	Externally similar to TA. Has capacity of 1548 cc. Fitted with dry clutch. Modification as shown for Morris 10 above are required.
TB, TC, TD, TF, Y, YT	Morris 10/4 series M XP JM Wolseley 10/4 XP JW (see note for TA)	Require boring from 1140 cc to 1250 cc. MG parts needed for conversion Pistons Gudgeon pins Connecting rods Engine bearer plate Sumps for Morris 10 may be used on TB, TC and may be converted to suit TD, TF Y, by making up and fitting a suitable clutch pivot shaft and cable retainer.
	Wolseley 4/44 XPAW (see note for TA)	Almost identical to TD mk II engine. Reposition dip stick on L>H side of engine. Fit bearer plate, manifolding and sump.
<u>FUEL SYSTEM</u>		
<u>Fuel Pump</u> TA, TB, TC, TD	38-48 Morris 10/3 series M 38- 4 Wolseley 10/4 48- 53 Morris Oxford -? 50-54 Morris Minor 52-54 Wolseley 4/44	
<u>Fuel Pump</u> <u>TF</u>	58-62 Austen Lancer 58-62 Morris Major	

<u>1 1/4"</u> <u>SU Carburetor</u> TB, TC, TD	52-54 Wolseley 4/44	If exact originality is not required, 1 1/4" SU's may be used from any Morris or Wolseley car fitted this size carburetors from 38-60.
<u>Air cleaner</u> TD	48-58 Morris Oxford -? 52-54 Wolseley 4/44 48-50 Ford Perfect Ford Anglia	Air cleaner portion separated from air silencer and neck of suitable diameter brazed on to outlet hole.
<u>Air cleaner</u> TC	Fitted to most home market Nuffield cars 38-48	
<u>Clutch</u> TB, TC, TD, TF (please see the end of this document for additional clutch details)	Too numerous to list	Many contemporary British cars were fitted with standard Borg and Beck clutches and the majority suitable for MG use, require minor changes to pressure plate spring tension.
<u>Clutch Lever</u> <u>Clutch chain</u> TB, TC	Morris 10 series M	Nil
<u>Bell Housing</u> TD (7 1/4" clutch)	Morris 10 series M	Fit cross shaft with MG operating lever.
<u>Rear Axle Unit</u> (complete) TA, TB, TC	38-48 Morris 10 series M 38-48 Wolseley 10/4	Shorten axle case to mg width by cutting and welding and make up and fit MG type diff mountings. Fit MG axles, hubs and brake drums. Slightly lower gearing (5.4:1) A more efficient diff than MG type. Should last indefinitely. Looks original.
<u>Diff Center</u> TD, TF	52-54 Wolseley 4/44 48-53 Morris Oxford -? 48-52 Morris 1 1/2 litre van	5.125:1 4.555:1 (first 36,000) 4.875:1 (next 60,000) 5.4:1

<u>Spring Plate U Bolts</u> etc. TD, TF	48-53 Morris Oxford -?	
<u>Rear Axle complete</u> TD, TF	52-54 Wolseley 4/44	Looks identical to MG, wider track (51") move spring mountings in 1/2" either side. Fit MG brake drums (Wolseley 4 stud wheel pattern) Ratio 5.125:1
<u>Rear Axle complete</u> cont. TD, TF	48-53 Morris Oxford	4" wider track. Too wide to use as is. Shorten axle housing and axles 2" either side and install (see brakes also) Ratio 4.555:1
	48-53 Morris 1 1/2 litre van	Track modification as for Oxford. Ratio 5.4:1
<u>Axles</u> TD, TF	52-54 Wolseley 4/44 48-53 Morris Oxford 48-53 Morris 1 1/2 litre van	Cut to MG length and re-spline.
<u>Front Suspension</u> <u>Spring Pins</u> TA, TB, TC	35-48 Morris 8/40	Grind flats on round heads to accept spanner.
<u>STEERING</u>		
<u>Steering wheel</u> TB, TC	38-48 Wolseley 10/4	A good replica of the original MG. Slightly smaller diameter, make up and fit MG center plate.
	Riley 1 1/2 litre 2 1/2 litre	Rather large for MG but will do when all else fails. Make up and fit MG centre plate.
<u>Steering Box</u> TA, TB, TC	38-48 Morris 10 series M 38-48 Morris 8/40	About the same physical size as TC box, but needs fairly major modification to column and Attachment brackets.

<u>Steering Box cont.</u> TA, TB, TC	38-48 Wolesley 10/4	Modify lower end attachment bracket to suit MG. Column same length as MG and fitted with sliding splines to accept MG steering wheel. More turns lock to lock. May also be used in TA when fitted with TB, TC steering wheel.
<u>Drag Link End</u> TA, TB, TC	38-48 Morris 10/4 series M 38-48 Wolesley 10/4 38-48 Morris 8/40	<u>Drag Link End</u> TA, TB, TC
<u>Steering Wheel</u> TD, TF	46-48 Morris 10/4 series M 48-53 Morris Oxford -? 50-53 Morris Minor	Fit MG centre boss.
<u>Tie Rod Ends</u> TD, TF	48-53 Morris Oxford -?	<u>Tie Rod Ends</u> TD, TF
<u>GEAR BOX</u>		
TA	Morris 10 series 111 Wolseley 10 series 11 Morris 12 series 111 Wolseley 12 series 11	Fit MG remote control gear change and adapt clutch mechanism to suit MG.
TB, TC	Morris 10 series M	Lighter in construction than MG gearbox but maybe installed complete in conjunction with (i) Shortened remote control gear change lid. (ii) Modified rear mountings. (iii) Lengthened tail shaft.
TB, TC	Riley 1 ½ litre	Main shaft assembly only interchangeable. First motion shaft and cluster gear not suitable. Nuts, bolts, selectors, gear case etc.; interchangeable.
TD, TF, Y, YT	Morris 10/4 series M Wolesley 10/4 39-49	Rebuild main shaft with Morris 10 and install complete with Morris 10 first motion shaft and cluster gear in MG gear casing. Morris gear casing also usable. Fit MG selectors and remote control gear change.

<u>Tailshaft</u> TA, TB, TC, TD, TF, Y, YT	Too numerous to list	Tail shafts from virtually any suitable British light car may be shortened to the required length.
<u>DIFFERENTIAL</u>		
<u>Diff Centre</u> TA, TB, TC	36-38 Morris 10/4 Wolesley 10/4 36-38 Morris 12/4 Wolesley 12/4 Pre-war Wolesley commercial	Slightly lower gearing
<u>Axles</u> TA, TB, TC	35-48 Morris 8/40 38-48 Wolesley 10/4	Identical Shorten axle to MG length with corresponding re-machining of splines.
<u>Diff Spyder and Center Drive Gears</u> TA, TB, TC	38-48 Morris 10/4 series M 38-48 Wolesley 10/4	Identical
<u>Rear Hub Spline Inserts</u> TA, TB, TC	35-48 Morris 8/40 38-48 Wolesley 10/4	Bore out rear MG hubs and machine down Morris or Wolesley rear hub to press fit. Drill and key. An easy way to recondition worn splines in MG hubs.
<u>BRAKES</u>		
<u>Master Cylinder</u> TA, TB, TC	38-48 Morris 8/40	
<u>Rear Backing Plate Assembly</u> TA, TB, TC	38-48 Morris 10/4 series M 38-48 Wolesley 10/4	Slightly larger wheel Cylinders. Same size as TC front.
<u>Front Wheel Cylinders</u> TA, TB, TC	38-48 Morris 10/4 series M 38-49 Wolesley 10/4	
<u>Hand Brake Mechanism</u> - on back plates TA, TB, TC	38-48 Morris 10/4 series M 38-48 Wolesley 10/4	

<u>Brake Shoes</u> TA, TB, TC	38-48 Morris 10/4 series M 38-48 Wolesley 10/4	Wolesley rear brake shoes only suitable
<u>Brake Drums</u> TA, TB, TC	38-48 Wolesley 10/4	Re-drill stud holes already present to suit MG hub carrier studs.
	38-48 Morris 10/4 series M	Make up jig and drill six new stud holes to MG pattern (Morris drums have only 5 stud holes).
<u>Master Cylinder</u> TD, TF	48-53 Morris Oxford -?	
<u>Brakes complete</u> TD, TF	48-53 Morris Oxford -?	When fitting Morris Oxford brakes it is essential that the complete four wheels be converted as the brake drums are only 8” diameter (MG 9”). Wheel stud pattern on drums same as MG. Back plates will bolt directly to MG axles. Re-drill brake adjuster hole in MG wheels to suit Oxford drums.
<u>Back Plate</u> <u>Assemblies</u> TD, TF	52-54 Wolseley 4/44	Same as MG. Drums not usable as they have 4 stud wheel pattern. May be used in conjunction with 15” Wolseley wheels.
<u>Wheel Cylinder,</u> <u>Brake Shoes etc:</u>	52-54 Wolseley 4/44	
<u>SHOCK</u> <u>ABSORBERS</u>		
MG TC	46-48 Wolseley 18 hp	Fit MG arms.
TD,TF Front	48-52 Austin A40 Austin or Morris coil spring conventional drive cars.	Fit MG arms. Fit MGA arms (larger diameter pivot pin)
TD, TF Rear	Any British car fitted with lever arm shocks (Armstrong) too numerous to list	Fit MG arms or modify existing units.
<u>ELECTRICAL</u>		

<u>Distributor</u> TB, TC, Early TD	38-48 Morris 10/4 series M	
Late TD TF	52-54 Wolseley 4/44	
<u>Generator</u> TC	! ½ litre Jaguar	38-48 Morris 10/4 and Wolseley 10/4 generator similar to TC, but have no rev counter drive.
TD,TF	Common to most British cars 54-64	Lucas C39PV2 Generators common to most British cars similar to MG, but have no rev counter drive.
<u>Starter Motor</u> TB, TC	38-48 Morris 10/4 series M 38-48 Wolseley 10/4	Fit MG type Starter switch.
TD, TF	52-54 Wolseley 4/44 52-54 Mk 1 Ford Zephyr	Lucas M35G Starters used almost universally on most British light cars to mid sixties.
<u>Starter Switch</u> TB,TC	48-52 Ford Commercial Van 46-48 Austin 10 hp 46-50 Standard 12 hp	
TD, TF	48-52 Morris Oxford 48-52 Morris Minor 46-48 Morris 8/40	
<u>Voltage Regulator</u> TC, TD, TF	Almost universally used on British cars of approximately same age as MG model required.	
<u>Horn</u> TB, TC	38-48 Morris 10/4 series M 46-50 Morris 30 truck 46-56 Ford Anglia	Chrome plate outer rim and replace bolts in rim with studs and acorn nuts
<u>Horn</u> TD, TF	48-60 Morris Oxford 52-54 Morris Minor 52-54 Wolseley 4/44 54-60 Hillman Minx	Used almost universally on British cars from early 50's to early 60's. Fit MG mounting brackets.
<u>Headlights</u> TA, TB, TC	46-48 Morris 10/4 50-54 Singer Sports 48-50 Bedford Truck 48-50 Commercial Truck Citroen Light 15 (English assembled)	Chrome plate painted shells where necessary. Fit MG mounting Brackets.

TD	Morris 1 ½ litre Van	Chrome plate cases. Fit MG brackets (may also be used on TA, TB, TC)
<u>Parking Lights</u> TA, TB, TC, TD, TF	Riley 1 ½ litre Riley 2 ½ litre Wolseley 18 hp Austin Trucks to 63	Chrome plate cases where required.
<u>Tail Light</u> TC	Riley 1 ½ litre Riley 2 ½ litre 46-48 Wolseley 18 hp 46-48 Standard 12 46-48 Morris 10/4	
<u>Wiper Motors</u> TC, TD	Early Land Rover	
<u>Fog Lamp</u> TC	Jowett Javelin	
<u>Battery Bracket</u> TD, TF	48-53 Morris Oxford 52-54 Wolseley 4/44	
<u>WHEELS</u>		
<u>TD, TF (disc)</u>	48-53 Morris Oxford	Reshape brake adjusting hole to suit MG brake drums.
<u>Hub Caps</u> TD, TF	48-53 Morris Oxford 56 Standard 10	Drill and fit MG medallions.
<u>MISCELLANEOUS</u>		
<u>Speedometer</u> TC, early TD	Riley 1 ½ litre	Use one of the plastic ‘stick on’ instrument faces. Riley face, cream with brown lettering.
<u>Petrol Filler Cap</u> TA, TB, TC, TD, TF	48-53 Wolseley 6/80	
<u>Radiator Cap</u> TA, TB, TC, TD	Morris 8/40	Round, not octagonal.
<u>Door Locks</u> TA, TB, TC, TD, TF	46-48 Austin 10 hp Tourer	
<u>Bumper Bar Over Riders</u> TD, TF	48-53 Morris Oxford 52-54 Wolseley 4/44	

<u>Rear Bumper Bar</u> TD, TF	46-48 Vauxhall 6 Cyl.	Fit MG mounting brackets.
<u>Thermostat</u> TA, TB, TC, TD	Riley 1 ½ litre Riley 2 ½ litre 46-48 Wolseley 18 hp	

Re formatted for the MG-TABC List by Bob Sleeper February 2009

Items in red, other than the segment headers are places where I could not read the item or was unsure of it's purpose.

This info is from a 1960 Beck catalog. Beck was a distributor of O.E. & aftermarket foreign car parts.

Car & Model	Clutch Size	Cover Assembly #	Disk Plate #	Release Bearing #
TC, TD to engine # 9048, 1949-51	7.25"	# 45686/23	# 45589/54*	# 46892
Austin A/40 Cambridge	"	# 45686/23	# 45589/54*	# 46892
Hillman Minx Mk1, V11 OHV, New Minx series 1, Husky 1954/on	"	"	*	"
Morris Oxford '49-'54	"	"	*	"
Nash Metropolitan Series 1 & II	"	"	*	"
Triumph Mayflower '50 - '53	"	"	*	NA

*Note: Disk Plate # 45589/54 superceded by new factory # 47624/34 No part change, just new part #
Part #'s are Borg & Beck #'s