

# QUESTIONS & ANSWERS

by John Twist

Q: It's been a long time since I've called you or have written a letter asking you a question about my MGB. This letter should more than make up for that. I've been in San Diego, CA for the last two years and my B has been on blocks here in Rochester. I returned in June ('85) and put the B back into use. It started right up and has been running pretty well all summer.

I received your invitation to your August rally in Michigan, but was unable to attend. Hope all had a good time - I'm sure that they did.

I have several questions regarding the MGB and in particular my B. Hope you can take the time to answer them all.

Do you buy used parts? I have 3 rear Armstrong shocks and 2 or 4 front shocks that I'd like to unload. I'm also interested in getting 2 of the front ones rebuilt if I know that they will be done correctly and that it will last. How long are the front Armstrongs (shocks) suppose to last? In years or miles? What is the cost of rebuilding the 2 front ones and what is the approximate turn around time? Do the Armstrong shocks deteriorate on the shelf - in other words do new shocks have a shelf life - or do rebuilt ones have a shelf life?

My MGB is desmogged. I followed one of your articles in the AMGBA quarterly and desmogged the B, then returned it. My B is dieseling after ignition turnoff about 50% of the time. It's a '73 B and is equipped with the anti-run on valve. My idle is a little fast and I think the mixture is a little rich. Would that cause it?

The tach seems to stick a lot when shutting the engine down. It ususally sticks up at 2, 3 or 4 thousand rpms. Sometimes it doesn't return upon startup. Do you have any ideas or suggestions?

On the rear axle - should there be any play felt when you pull on the tire/wheel (assuming the wheel lug nuts are tightened to specs)? Is it a function of how you tighten the axle nut? I did replace the rear oil seals and in the process retightened the axle nuts. Is there any play in the axle shaft connections to the differential? The other side does not have any play associated with it.

Another question concerns the use of unleaded gas. They (Rochester area gasoline dealers) say that in

two years you won't be able to buy leaded gas. What would you recommend? I realize that there will be additives available. I've been told you can use unleaded, but I also know that the lead provides a form of lubrication to the valves, etc. What are your thoughts regarding unleaded use in the B?

I guess I have a couple more questions that come to mind. One is regarding sway bars. Would you recommend one for the rear or not? Is it just a matter of personal preference? I see various parts retailers advertizing them - "increase the diameter of the front one and then add a rear one for really flat cornering - if you drive them hard", etc. Do you have any thoughts on the advantages? I realize there is one already on the front end. Also, regarding wheel and tire size - I've been considering 15" rims with low profile tires 195 x 60 series. Do you know anyone who has done this? The ride height on my B is higher than stock because I've added a leaf to each rear spring to compensate for leaning to the left from the rear view. The top of the tire is slightly lower than the bottom of the fender opening following the axle line up to the fender. This is why with a swaybar and wider tires I don't believe I'll have a clearance problem - even during hard cornering. (?) The overall diameter of the wheel and tire combination would be the same as stock.

I hope you can find the time to answer the above questions. I would really appreciate it.

- Patrick Dunlap  
Rochester, NY 14606

A: Patrick - You've asked a number of questions and I hope that I can give you some hints:

1) We supply Armstrong rebuilt shocks off the shelf. We need your core. They are \$60 each. You can rework yours if the arms are not loose. Open the whole works up, flush it out with mineral spirits or kerosene, and refill it with 50 weight Fork oil (we supply the fork oil for \$2/12 fl. oz.). Some of the shocks seem to last almost forever, some a very short time. The better the wheel balance and the nicer the roads, the longer the shocks will last.

2) The anti-run on valve should shut the car right down. Inspect all the hoses to and from the charcoal cannister. If any are perforated, the car will diesel or run on.

3) The tach is sticky, yes. Open it up, CAREFULLY apply some WD40 to the moving parts, you'll see them. Don't get any on the face. If all else fails, find a used one, or have yours rebuilt by Bob at Nisonger Corp. 35 Bartels Place, New Rochelle, NY.

