

FASTENER INFORMATION - refer to corresponding drawing

- *A - Fixed nuts - 10-32 thread - screws/locking washers for heater box or blanking cover attachment. Spare key held under left-rear screw head.
- *B - Hex head screw/locking washer/nut - for washer bottle bracket attachment - These holes were not factory punched. Typical location - LHD/RHD.
- C - Cut-outs for pedal ends - master cylinder workings.
- D - Cut-out - heater box.
- *E - Screw/locking washer/nut - for attaching loop clips that secure oil/therm. pipes.
- *F - Fixed nuts - 10-32 thread - screws/locking & flat washers for fascia stiffener attachment.
- G - Grommets - see grommet information pages - this booklet.
- *H - Screws/locking & finishing washers/nuts - for attachment of high/low beam switch bracket - 1500 - LHD/RHD.
- I - Wiper motor bracket attachment - rear. Hex nuts, locking & large O.D. flat washers.
- *J - Screws/locking washers/nuts - bonnet/boot lid release rod grommet housing plate.
- K - Recess - bonnet hinges.
- *L - Screw/locking washer/nut - attachment of flasher/ground point.
- *M - Screws/locking washers/nuts - turn signal relay box attachment - 1500.
- *N - Screws/locking & large O.D. flat washers/nuts - control box attachment - LHD/RHD.
- *P - Screws/locking washers/nuts - fuse box attachment - "A4" terminals toward top.
- R - Attachment points for various radio pieces. See radio information - this booklet.
- *S - Screws/locking washers/nuts - for attaching loop clips that secure wiring harness/oil & therm. pipes - (harness clips face up, oil pipe clip goes on screw first facing down, therm. pipe clip faces up).
- T - Shelf to chassis - 5/16-24 hex bolts/locking & 1" O.D. flat washers. Other pieces are attached at these points **
- *X - Screws/locking washers/nuts - patent plate attachment - plate faces right side.
- *Y - Screws/locking washers/nuts - I.D. plate attachment - plate faces right side.
- Z - Master cylinder mounting brackets - LHD/RHD. Hex bolts/locking & flat washers/nuts **

* See F93 kit listing - this booklet - for details.

** SEE HEX BOLT INFORMATION & DRAWINGS ON SEPARATE SHEETS



COLD FORGED FASTENERS

TELEPHONE
324 8877
F.T.O. PHONE 021 338 8822
TELEGRAMS AND CABLES
LINREAD BIRMAH TELEX
TELEX
327004 LINREAD G

P. O. BOX 21 · COX STREET · BIRMINGHAM B3 1RP

YOUR REF
OUR REF DGL/LMC

Mr. Todd A. Clarke,
22 N. Main Street,
Doylestown,
PA. 18901, U. S. A.

4th April 1980

Dear Mr. Clarke,

Thank you for your letter of March 21st. I was most interested to learn of your activities in restoring vintage British cars, and wish you every success. You must be relieved to know that the MG marque is to be salvaged by a consortium headed up by Alan Curtis of Aston Martin, (I drive a DB6 myself).

As regards the fasteners, we will do everything we can to help but it may take some time to locate some of this very old stuff.

We regularly dump stock that has been on the shelves for a long time, and I fear that much of what you want may have taken this route. Rest assured however that we will search thoroughly for anything which might be helpful to you.

I am afraid we cannot help at all with the fender washers or the square nut retainers and I simply don't know where they could be found, but I will ask our sales engineer who calls on MG to make enquiries there for you.

The small head machine screws are not standard but were made specially as trim screws, with a No. 8 head on a No. 10 body. It is unlikely that any of these exist today, and certainly not with Phillips heads because we scrapped all remaining Phillips stock many years ago when Pozidriv came in. We may however be able to find some in Pozidriv.

The bumper bar bolts are probably not of our manufacture because we never made many, but I am checking with a company who is still producing them and for whom we handle the plating.

Sheet 2
Mr. Todd A. Clarke
4th April 1980

The names you list read like a roll-call of the dear departed. Most have now gone from the scene for ever, having been absorbed into other organisations (sometimes several times over) but a couple remain. Rubery Owen Fasteners Limited who are at PO Box 34, Foster Street, Darlaston, Wednesbury WS10 8EJ - contact Geoff Hartley; and TWL equals T. W. Lench Limited of PO Box 21, Excelsior Works, Rowley Regis, West Midlands - contact Mr. Robert Lench.

The name Woden may also still exist - it was the trademark of Steel Nut & Joseph Hampton Limited, which is now part of Garton Engineering Limited of Franchise Street, Wednesbury, West Midlands - try writing to Aubrey Garton, who is a helpful man and might be able to do something for you.

Please bear with us while we hunt around for the old stock, and as soon as I have a clear picture on this and have some replies from the field on the other matters I will write to you again.

With kind regards,

Yours sincerely,

D. G. Lynam
Joint Managing Director

FASTENER INFORMATION

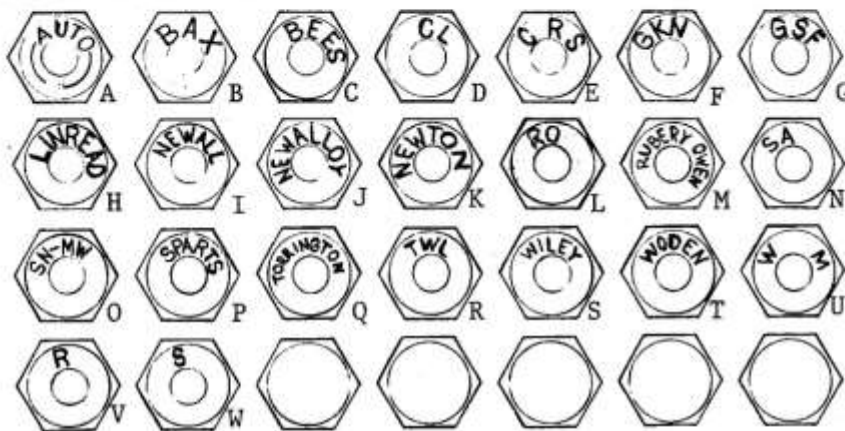


A very kind and helpful reply from Linread Ltd. Linread was able to find significant supplies of "old stock" bolts for me...all of which I purchased. Linread has since relocated and changed their product line to suit the new age of automobile technology.

FASTENER INFORMATION

A number of manufacturers produced hex bolts for the British car industry. The majority of these bolts were marked with the manufacturer's name - see listing. All of these "marked" bolts were used on MGAs over the years and this listing has been compiled to assist those of you doing extensive restoration work. The "R" & "S" only marked bolts are "generic" brands as these notations refer to the strength of the bolt not the manufacturer. "R", "S", "T", "U", "V", "HT" markings will be found on the manufacturer marked heads...again, these notations reflect the strength of the bolt. "R" and "S" marked bolts are the most common as "R" (45-55) - approx. grade 3 and "S" (50-60) - approx. grade 5 are normally the strength of bolts required to attach most bracketry/panels and mechanical pieces. Higher letter notations reflect stronger bolts, etc. In general "R" bolts are used to attach body panels, misc. brackets, mechanical sundries, etc. Stronger bolts should be used on parts subject to stress. There are hex headed bolts and fittings on the MGA with no markings...these pieces were "turned out" as special dimensions and threads may have been required beyond those mass produced by large fastener manufacturers. The strengths of these "specials" vary. Notations concerning many of the marked hex bolts and locations follow. These notations are designed as a "helpful" guide only as markings & locations vary during the six years of MGA production. Use the below drawing/listing references when you dismantle your car, etc. Original hex bolts are worth saving...as long as they show no signs of stretching and/or excessive corrosion. Once a bolt is thoroughly cleaned it can easily be replated. CSR offers original style hex bolts and replating services. Refer to the factory Parts and Workshop manuals for further fastener information. (Also CSR offers a reprint of a factory fastener "decoder" pamphlet - (Part No. SP-12).

HEX BOLT REFERENCES



Reference "letter" notations for customer's use...keep track of your hex bolts as you dismantle your car!



APPLICATION/PART

Heater box shelf area/Master cylinder mounting brackets
 Fenders to body
 Body to chassis (other than heater box shelf)
 Splash panels to body
 Toeboard attachment plate/firewall panel to chassis
 Master cylinder to mounting bracket
 Accelerator pedal brackets to chassis

CP - denotes Cone Point

ST - denotes Standard Tip

HEX BOLT MARKINGS

see separate listings
 LINREAD - CP
 BEES/LINREAD - CP
 LINREAD/BEES - CP
 WODEN/NEWTON - CP
 NEWTON - ST
 NEWTON - CP

FASTENER INFORMATION - HEX BOLTS - refer to corresponding drawing

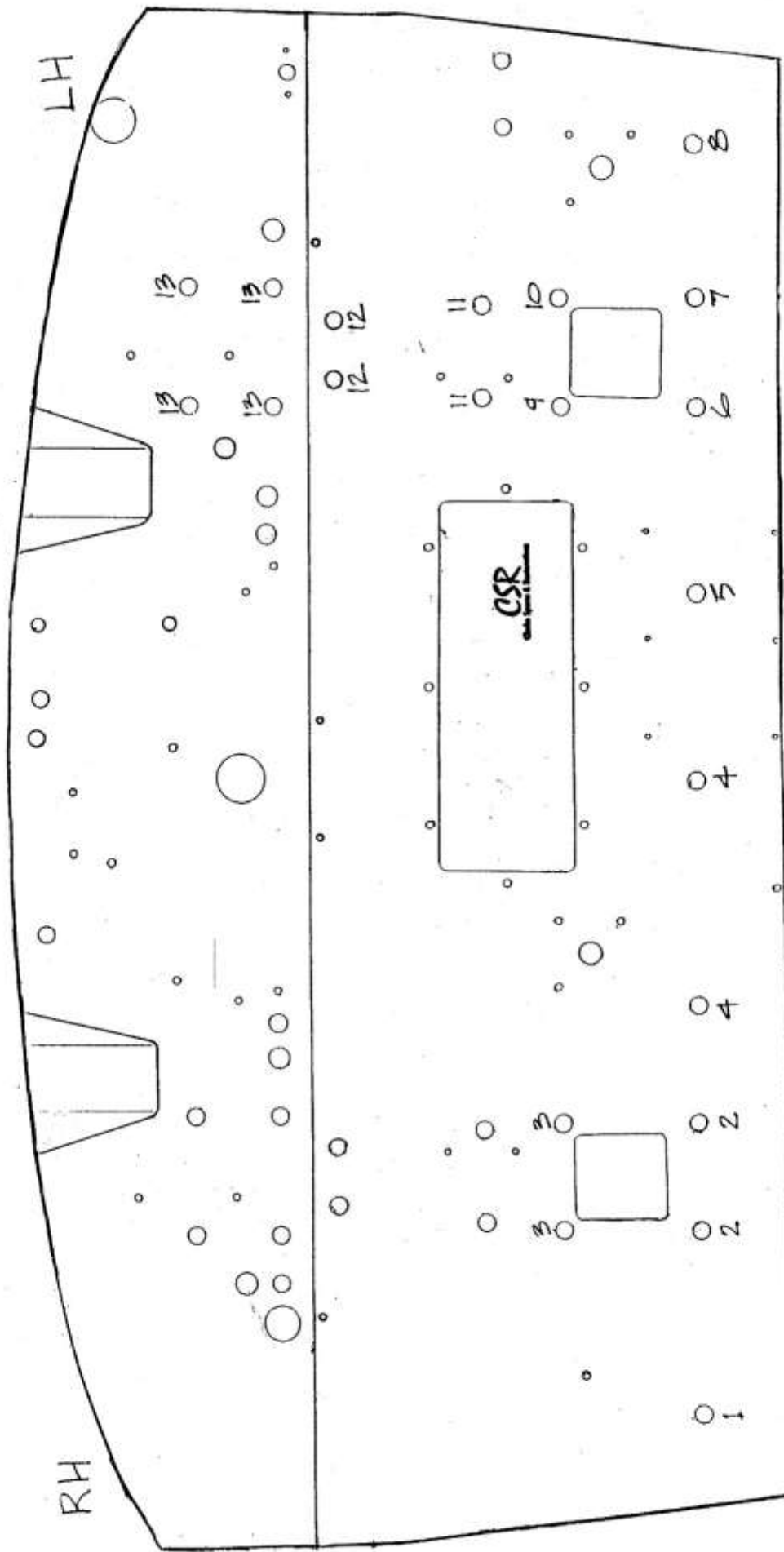
All information is based on two MGAs I have dealt with and is designed as a guide only. Your MGA bolt markings may be partially/completely different. As a rule cone pointed bolts are used where fixed nuts are positioned and standard tipped bolts are used where hex nuts are required. There are exceptions to the "rule". I have noted bolt styles and lengths...much of the fastener information in the parts manual concerning the master cylinder mounting brackets is incorrect!
 CP - denotes Cone Point. ST - denotes Standard Tip.

Ref. No.	Applications/Associated Fasteners	Length	Hd. Markings (examples)
1*	Shelf panel to frame. Harness loop clip held here.	1" CP	WODEN/LINREAD
2*	Shelf panel to frame. Retainer & rubber bland held here.	1" CP	WODEN/LINREAD
3*	Retainer & rubber blank to shelf panel. Washers and nuts on opposite side of panel.	3/4" ST	BAX/SPARTS
4*	Shelf panel to frame. Fuel pipe loop clip held here.	3/4" CP	SPARTS
5*	Shelf panel to frame.	3/4" CP	SPARTS
6*	Shelf panel/Retainer & Excluder/ Pedal mounting plate to frame. Brake pipe loop clip held here.	1" CP	BEES/LINREAD
7*	As #6 except...Clutch pipe loop clip held here.	1" CP	BEES/LINREAD
8*	Shelf panel to frame. Wiper motor bracket held here.	1" CP	WODEN
9*	Retainer & Excluder/Pedal mounting plate to shelf panel and stiffener bracket.	1" ST	WODEN
10*	As #9 except...no loop clips.	3/4" to 7/8" ST	GKN
11*	Master Cylinder bracket/Pedal mounting plate to shelf panel and stiffener bracket.	3/4" to 7/8" ST	WODEN
12	As #11 except...no flat washers.	3/4" to 7/8" ST	BAX
13*	Master cylinder bracket to "firewall" panel. Washers and nuts on opposite side of panel.	3/4" to 7/8" ST	SA

* 1" O.D. flat washer used with these bolts. Except where noted, locking washers position directly under head...loop clips - when used - position under locking washer...flat washers position under locking washers/loop clips on top of panel/bracket. When washers and nuts are on opposite of panel - position the flat washer first...locking washer...hex nut.



FASTENER INFORMATION - HEX BOLTS - refer to corresponding text



BULKHEAD/HEATER BOX SHELF - LHD REFERENCES