



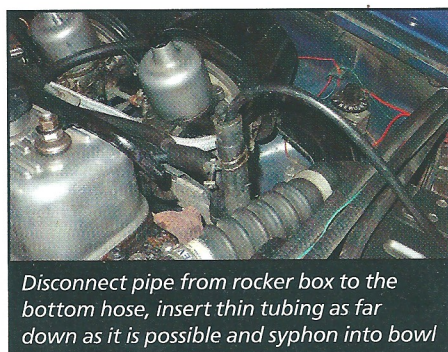
UPDATING MGB HEATER WITH MGOOC KIT

John Howard,
MGB owner since 1971

First tip: obtain rubber gasket kit and the twin barrel rubber block. It's unlikely originals can be salvaged if they are older than 10 years. The cost is about £10 and should also prevent motor drone through the bodywork.

Spray Rustola Easing Oil (not WD40) on the crosshead screws holding down the heater box the day before. These are threaded into captive nuts in the bulkhead and should come out with plenty of release oil and the correct screwdriver. You might need mini molegrips for one under motor (don't bother to replace it as not really necessary). Also coat Waxoyl around the hoses and clips the day before as it softens/protects rubber and makes the hoses easy to pull off.

To drain coolant down without disconnecting the bottom hose, simply disconnect the pipe from rocker box to the bottom hose, insert thin tubing as far down as it is possible and syphon into bowl. You will have removed about 75% of coolant down to below head gasket level.



Disconnect pipe from rocker box to the bottom hose, insert thin tubing as far down as it is possible and syphon into bowl



Twin barrel rubber block may well have solidified and need to be broken up

Once the screws to the bulkhead have been removed it should be possible to prise the fuel line and brake pipes towards the engine to give clearance. Keep pipes forward and tie back with wire if necessary.

Remove the plastic air deflectors from the footwell and using torch and mirror undo the cable clamp and cable bolt using a 1/4" and 5/16" sockets. It might be easier to get a youngster to do this for you, if one is available.

Next without removing the centre console and radio, pull back the demist pipes into the car. (Only about 20mm required). Unless your car is a Mk1 the tubes and elbows found in the parts list are not used so this operation becomes after all very simple.

After disconnecting the wires to the motor, one would think the whole box assembly would lift out. Not so, as the twin barrel rubber block may well have turned to 'concrete' and by levering pulling etc you will have to shear it in half. A better option is to break it up using a long screwdriver from the passenger footwell duct hole. It is easily possible to lever against the sides of the square hole to achieve this. Once broken up the whole box is removable with a certain amount of jiggling and pulling. Having an assistant working from the other side of the car can help.

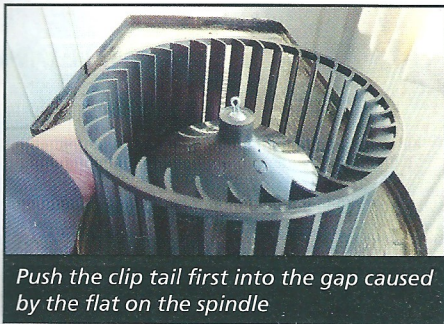
To take apart the box push the spring clips in their centre (removing the bow) and they then pop off easily with a screwdriver at one end. Once apart it's a good time to derust the box and paint with Hammerite.

You will notice your new parts are larger than original, so new parts will be a snug fit. Fit the fan motor which in the case of the supplied kit has holes too large for the original bolts/captive nut arrangement so space out using a 4mm spring washer opened out slightly to go over the bolt.

In particular, the new fan is considerably larger and the tin ducting will require modification. Fortunately, you only have to drill out one spot weld to free one end. Straighten out the loop ended return and choose carefully where to relocate with a small self-tap screw (from inside to outside) to hold it. It needs to only just clear the fan otherwise the matrix will not go in. The fan needs to clear the new screw head also and a straight edge across the open box will show there is about 8mm to play with.



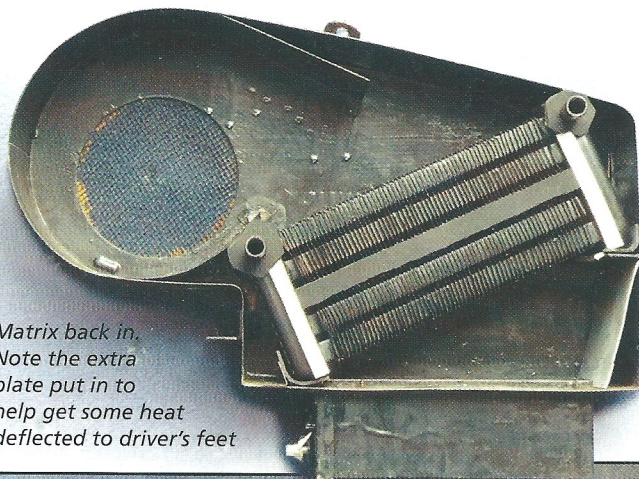
If you opt for the upgraded fan it is considerably larger and the tin ducting will require modification



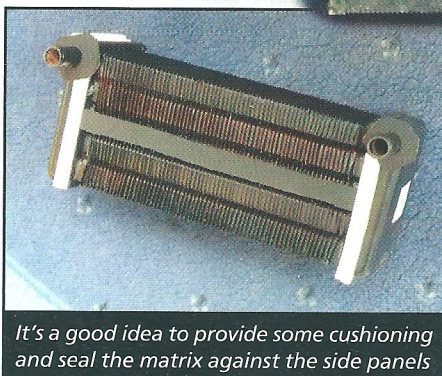
Push the clip tail first into the gap caused by the flat on the spindle

How do you locate the fan as there is no grub screw supplied or indeed a place for one? Answer not obvious but simple. In the kit you will find a hairclip about 10mm long. Push the clip tail first into the gap caused by the flat on the spindle. Once fan is in correct location push clip home (suggest leave it slightly proud in case you need to remove or adjust fan later).

Fitting the matrix is simple as it just slides in. Probably a good idea to provide some cushioning and seal against the side panels, say thin rubber strips stuck with Evostick to the two shelves and some self-adhesive draught excluder on corners and one strip each side lengthways against the box sides (Neoprene shown).



Matrix back in. Note the extra plate put in to help get some heat deflected to driver's feet



It's a good idea to provide some cushioning and seal the matrix against the side panels

Note extra plate put in to help get some heat deflected to driver's feet.

Reassemble with spring clips and check the fan runs free. So now to fit it back into car.

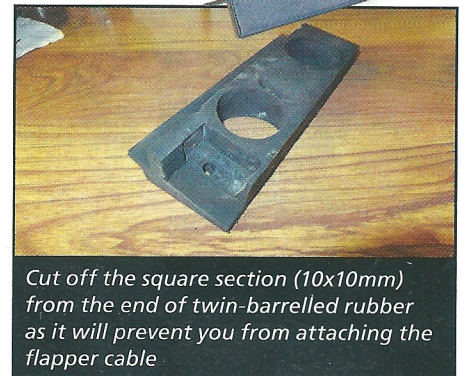
Firstly, use a hacksaw blade to cut off the square section (10x10mm) from the end of twin-barrelled rubber as it will prevent you from attaching the flapper cable later on. Reinsert those demister ducts (they clip in - use long nose pliers to pull back through).

New matrix installed old matrix discarded



Using Evostick attach rubber to the bulkhead with the cable passing through and located by the ducting. For good measure wedge some wood offcuts between it and the bulkhead base to prevent it pushing downwards (can be retrieved later from the footwell holes). Having stuck the four gaskets around the base with Evostick (square one goes across the back above flange level) the unit can be lowered and jiggled into the bulkhead aperture. You may need to use that long screwdriver again to finally locate the twin barrel rubber and pull out the scrap wood.

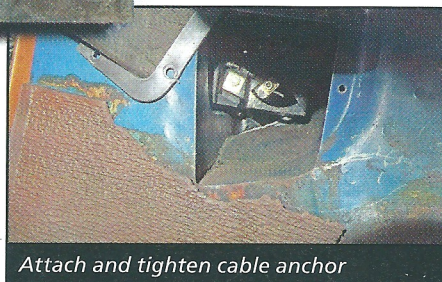
Refit screws etc (dip in Waxoyl always good practice) but forget the one under the motor - almost impossible - save your patience for threading the cable through, tightening and attaching its anchor. Small youngster again useful to achieve this, if one is available.



Cut off the square section (10x10mm) from the end of twin-barrelled rubber as it will prevent you from attaching the flapper cable



Thread the control cable through



Attach and tighten cable anchor

put a new fast wire/spade onto the headlight position. Circuit tester or meter will help but really it all becomes obvious once apart.

One further point, I have a brilliant Tiptro device for electronic switching of my overdrive obtained from Andy Capy and switching the heater on activates the overdrive on switch (other devices e.g. relay to main beam, if fitted, can also do this). Give Andy a ring and he will send you a simple fix to the Tiptro. 🚗

Electrics

Use a two position switch, such as a widescreen wiper flick switch, a rocker switch can be modified but a word of warning, an old lighting switch is only OK if modified. The supply wires to the motor are either/or not both together like side and headlights. It is possible to open up these switches, using two small screwdrivers as wedges, and add an extra rivet or tiny nut and bolt through the unused holes in the base to give the first position connection. Simply snap it all together again but ignore the sidelight spade and