

# PRODUCT FAULT SUMMARY (extract)

I have condensed the following official BMC/Leyland “Product Fault Summary” sheets to display only those relevant to MGBs (it is interesting to note in the complete Fault Summary Sheets that the MGB has far fewer reported faults than other BMC/Leyland vehicles).

In many of the cases below, the faults reported apply to the majority of different models being produced, due to the same suppliers supplying parts to the whole range of vehicles being produced at BMC/Leyland.

The Column headed ‘States and Priority’ shows alpha-numeric characters. The alpha refers to the States (eg ‘N’= NSW). Whilst not conclusive, John Lindsay suggests the numeric – “The numeric value would most definitely be a coding for priority in a scale of 1 to 9 (possibly 10). 1 would relate to high incident, high cost or safety related, whereas 9 would be very low incident, low cost or just customer complaint. These would be reviewed with warranty, service, quality control and manufacturing on a monthly basis and either internal controls or service actions raised to address the issues.”

PRODUCT FAULT SUMMARY		Previously Reported	Model/s Affected	States and Priority	REMARKS
Body	12.7.68				
FAULT	No. 7				
Water leaks through hood stitching also hood not fitting correctly		Yes	MGB	S4 W1	At Car No. 669 the following improvements were introduced: Double stitching long the seams, improved appearance and water sealing at the L & R H top “A” post and redesign of the hood flap attachment to the “B” post area to prevent draught
Mechanical	12.7.68				
FAULT	No. 7				
Rear axle shaft and pinion oil seals leaking. (Semi-floating type)		No	MGB	NT8	Collecting full details from the field so that the problem can be taken up with the U.K.
Water leaks through hood stitching also hood not fitting correctly			MGB	V3	Various improvements are progressively being introduced to rectify the hood sealing and a commencing Car Serial Number is not available.
Water leaks at windscreen pillar sealing grommet			MGB	T4	Inspection have introduced 100% checking of water sealing.

Mechanical	29.5.68				
FAULT	No. 6				
Top gear baulk ring not fitted during initial assembly			MGB + Mini	T3	This is not a volume problem.
Speedometer head seizing		No	MGB	S5	Action has been taken with Smiths who advise that closer inspection has been introduced during assembly.
Mechanical	10.4.68				
FAULT	No. 5				
Valve stem to guide clearance excessive and scuffing			MGB	N1 Q5	
Low oil pressure and gauge needle fluctuates			MGB	N2	Oil pressure normal. Gauge needle fluctuating appears to be caused by an air lock in the gauge to engine oil line.
Body	10.4.68				
FAULT	No. 5				
Water leaks – boot, bulkhead, floor, hood, windscreen and pillars.			MGB	N1	Assembly methods were changed at Car Serial No 5120. Please report details of problem if any experienced on latest production.
Body	30.1.68				
FAULT	No. 4				
L.H. door very poor fit. The doors appear to be reworked in the factory.			MGB	S5	Shortly commencing Sports Car assembly in Victoria Park where new equipment and better control will be introduced.
Body	12.9.67*				
FAULT	No. 2				
Water entering petrol tank through breather hole in filler cap.			MGB	W5	Investigating reworking the petrol tank cap.
Mechanical	22.11.68				
FAULT	No. 9				
Valve stem to guide – clearance excessive and scuffing also valves seized in guides.		Yes	MGB	V5	Chromium plated valve stems and modified cotter grooves with cotters and valve cups have been introduced.
Mechanical	13.9.68				
FAULT	No. 8				
1 <sup>st</sup> speed gear failure – laygear teeth stripped			MGB + Midget	N7	Failed gears examined were metallurgically satisfactory and it was considered that failure of gears was due to impact over-loading.
Trafficator switch not cancelling due to incorrect adjustment of steering tie-rods		No	All	W1	Taken up with Quality Control who are ensuring that adjustments are to specification.
Mechanical	12.7.68				
FAULT	No. 7				
Ignition failure – poor H.T. lead connections causing spark to arc and burn “chimney” on coil and		No	All	V5 S1 NT9	Product Design are introducing improved H.T. lead connections & a service bulletin will be issued when

distributor cap.					all details are available.
Timing cover oil seal leaking		Yes	All		Product Engineering & Quality Control actively investigating.
Body	29.5.68				
FAULT	No. 6				
Paint contamination – brake fluid or transmission oil			All	V3	Action has been taken to ensure that the filler cap is on square and tight (easily cross threaded) and the fluid level reduced to the level indicator on the reservoir. Transporters must have the top deck protected.
Paint colours - Factory rectification not matching original colours.			All	S3	An inspection revealed that rectified panels did show a slight colour drift and corrective action has been taken.
Sheet metal finish very low standard due to dents, ripples and rough lead loading.		No	All	Q2	Action has been taken to improve the standard of finish on all sheet metal.
Seat belt – spring in locking device broken.		Yes	All	S4	Action was taken with the supplier, however a much improved seat belt has been introduced...
Mechanical	10.4.68				
FAULT	No 5				
C.V. Joint boot failure		Yes	All	W9	A change in the handling procedure at the factory is expected to reduce the failure rate.
Steering rack boot leaking – split		Yes	All	W8	Under factory investigation.

\*I have made an assumption as to the date. The last numeral has been obliterated in the copy so, following the sequence given, I have assumed it is a '7'.

Note: Please allow for the above list not being in date order (as I get more time I'll try and rectify it)