

EXHAUST SYSTEM



The exhaust manifold was the same on all Australian models of MGB until the 'facelift' vehicles using the 18V582H engine. The exhaust manifold used with the SU HS4 series carburettors had intake manifold flange thickness of 9/16 " (number on casting – 12H 709) whereas the one used with the HIF4 series carburettors had an intake manifold flange thickness of 7/16 " (number on casting – 12H 3911).

NB. The thickness issue can simply be circumvented by the use of spacing washers.

These fed into a two muffler system, the first being an oval-shape, offset to a pipe leading to the round second muffler. Modifications to the system were driven by noise suppression and to increase the lifetime of the material, mainly occurring inside the mufflers.

Around February, 1969 a downswept exhaust tail pipe which drains off condensation was fitted at car numbers: MGB Manual YGHN6/570, MGB O'Drive YGHN5/1260, MGB Auto YGHN7/501.

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