

# HEATER

---

*The following article was written and submitted by Mark Paget. Thanks Mark.*

## **Australian MGB heater - advisory**

For the first few years of local production, the heater de-mister assembly was an optional accessory. An option that was rarely taken up. An expensive piece of kit and a nightmare to retrospectively fit to an assembled car.

Two large, formally pressed panels filled the relevant engine bay panel holes. Demister vents and dash top surrounds (less ducting) were fitted regardless.

Post production and probably post warranty, some cars acquired the Smiths Australia (S. Smith & Sons) recirculating heater. A generic bee hive shaped assembly with fitting kits for a variety of popular Australian cars (except MGB). Plus a myriad of other DIY installations.

Later in production cars were equipped with a de-mist system to meet changing State and Federal requirements. Essentially the Smiths UK unit less heater core and temperature controls. Holes in the heater box are blanked with grommets. The standard indicator dot and blanking plug remains in the dash. A complete heater remained an option. However every car now had windscreen de-mist at both sides of the dash.

Before the arrival of the face lifted MkII, the complete Smiths heater assembly became standard equipment.

Copyright Paget 2020