

WHEELS & TYRES

Wheels offered on the Australian MGB, unlike other markets, were limited to the 60 spoke, 14 inch, centre-lock, wire wheel (size 4 ½ J x 14). They arrived painted (BMC Paint Code AL.1 – ‘Aluminium’). The only option available was the same wheel but chrome plated.

On the Mk 1 vehicle, these wheels were held on by the ‘eared’ chrome knock-ons. Thereafter (with the introduction of the Mk II), they were held on by a chromed octagonal nut.

There were two different hub threads used. Originally they were 12 threads per inch (YGHN3/501-YGHN3/1200) but around 1964-65, this was changed to 8 threads per inch (YGHN3/1201 onwards).

The hub threads were handed; nearside being right-handed and the roadside being left handed. The nuts, made from chrome-plated aluminium bronze, were clearly marked with words and direction arrows.



12 tpi threaded hub

c/f



8 tpi threaded hub

Tyres used (plus obviously, inner tubes) were originally crossply, size 560 x 14. Radial ply tyres are said to have been introduced with the Mk II (YGHN4 on).

Brands of tyres used in Australia, according to Clausager, were the Dunlop BT crossply (Mk 1s) and Olympic GT radials thereon; a search of all the car magazine specifications of the time back up this claim.

Note: for anybody wishing to change from wire wheels to solid wheels (or vice versa), be aware that there is a 2" difference in rear axle length.





Mk 1 standard, painted wheel (with 'eared' knock-ons)

Mk II standard, painted wheel (with octagonal knock-on)



Mk 1 wheel with the 'chromed' option

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