

1976 MG MGB : Engine Mechanical > Valve Lash (Clearance) Adjustment[Listen](#)

Valve Lash (Clearance) Adjustment

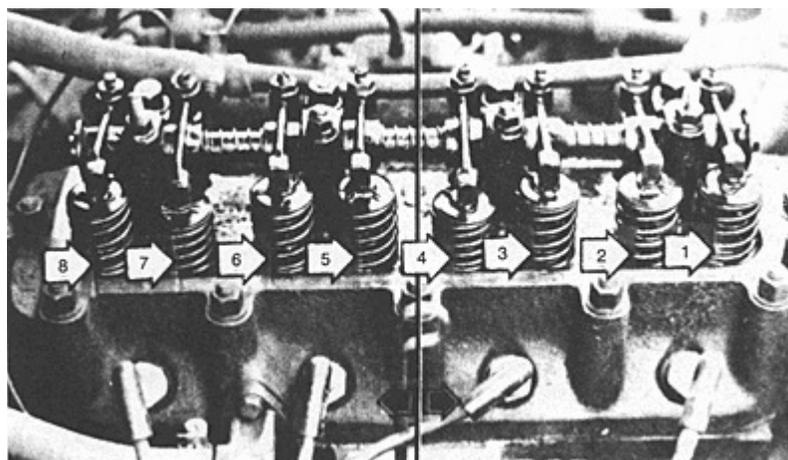
Animations and Tech Tips

[Click to view: Valve shims](#)[Click to view: Valve shims, continued](#)[Click to view: Adjustable rocker arms on an OHC engine](#)[Click to view: Adjusting valve lash](#)[Click to view: Adjustable rocker arms on an OHC engine, continued](#)

Valve clearances for the different MG models can be found in the "Tune-Up Specifications" chart. Adjustment procedures for all models are the same. Valve adjustment should be carried out every 6,000 miles on 1975 and earlier cars, and every 12,000 miles on 1976 and later cars.

Loose valve clearance will generally cause only a great deal of valve clatter; however, over-tight adjustment may result in rough running, and eventually, burnt valves.

To adjust the valves, remove the rocker cover and provide a means of turning the engine over slowly. Although the engine may be turned over by hand or with the ignition switch, the best methods are by manually operating the starter solenoid (early models only) or connecting an auxiliary starter wire to the solenoid. To operate the solenoid by hand on early models, simply push in the small shaft or rubber cover at the rear of the switch or pull the actuation cable (Midget Mk. I only). An auxiliary starter wire can be either a two-position switch with one lead connected to the battery cable terminal at the solenoid and the other lead connected to the small gauge wire at the separate solenoid terminal, or simply a short length of wire connected momentarily in the above manner to turn the engine over.



Valves No. 4 and 7 open, valves No. 5 and 2 correctly positioned for adjustment

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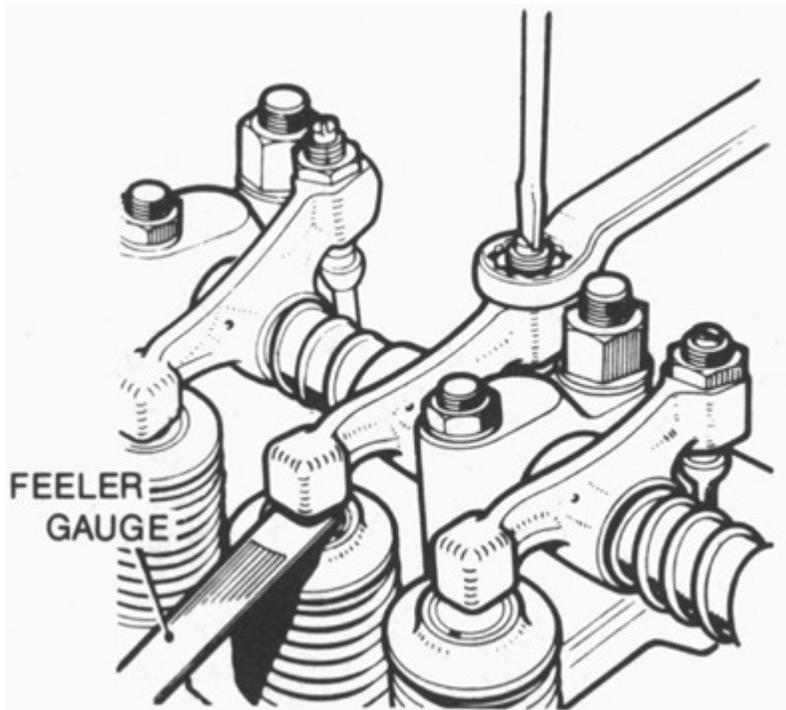
It is also possible to turn the engine by placing the transmission in third gear, and rolling the car forward to position the valves.

CAUTION

When turning the engine by any means other than rolling the vehicle, ensure that the transmission is in neutral.

In order to check and adjust the valve clearance, each individual valve train must be positioned on the base circle (lowest point) of the camshaft lobe. It is possible, due to camshaft configuration, to position one valve in the fully open position, and adjust the valve symmetrically opposite on the cylinder head (i.e., if one end valve is fully open, the valve at the other end of the head can be adjusted; if the second valve in from one end is fully open, the second valve in from the other end can be adjusted, etc.). See accompanying chart.

When a valve is correctly positioned for adjustment, check the clearance between the valve stem and the rocker arm. If clearance is incorrect, loosen the adjusting screw locknut and turn the screw (clockwise to decrease clearance, counterclockwise to increase clearance) until the feeler gauge blade slides in and out with some resistance. To double check adjustment, try inserting the next size thinner and next size thicker feeler blade. If, for example, desired clearance is 0.010 in., the 0.009 in. blade should fit quite easily, while the 0.011 or 0.012 in. blade should be too thick to fit. When correct clearance has been obtained, hold the adjusting screw from turning and tighten the locknut. Recheck clearance in case the adjustment screw turned slightly when the locknut was tightened.



Use a feeler gauge to measure valve clearance

Valve Lash Adjustment

<i>Valve Open</i>	<i>Adjust this Valve</i>	
	<i>Six Cylinder</i>	<i>Four Cylinder</i>
1	12	8
2	11	7
3	10	6
4	9	5
5	8	4
6	7	3
7	6	2
8	5	1
9	4	
10	3	
11	2	
12	1	

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When all valves have been adjusted, reinstall the rocker cover. Make sure that the cover gasket is in good condition or an oil leak will develop. It's best to just replace the gasket every time the valve cover is removed. Breather hose connections at the rocker cover (if any) should be tight.