

Leyland



MGB TOURER AND GT Recommended Tuning

Leyland ST are able to carry out tuning and other modifications on the MGB for any special requirements, in the ST workshops at Abingdon.

Three recommended stages of tune for road use are shown below, and the total prices quoted include fitting and final road testing. Stage S is particularly recommended for road use, and the resulting improved performance is shown overleaf.

The parts are also available unfitted through Leyland ST Distributors; for a list of Distributors and current retail prices, consult the Leyland ST Pluspacs and Plusparts Price List.

STAGE A £87.00 + V.A.T.

Power increased to 99 B.H.P. (approx.) by fitting:

Twin 1½" S.U. carburettors	C-AUD 505
Installation kit	C-AJJ 3321

STAGE B £194.00 + V.A.T.

Power increased to 105 B.H.P. (approx.) by fitting:

Twin 1½" S.U. carburettors	C-AUD 505
Installation kit	C-AJJ 3321
Polished cylinder head assembly	C-AHT 100A
Competition head gasket	C-AEH 768

STAGE S £260.00 + V.A.T.

Power increased to 112 B.H.P. (approx.) by fitting:

STAGE 3 KIT COMPLETE	C-AJJ 4106
comprising of:	
Twin 1½" S.U. carburettors	C-AUD 505
Installation kit	C-AJJ 3321
Polished cylinder head assembly	C-AHT 100A
Competition head gasket	C-AEH 768
Camshaft	C-AEH 864
Sparking plugs (N64Y)	C-37H 4208

For details of further Stage tuning refer to Tuning Booklet C-AKD 4034, and the Parts List AKM 3303 for special parts and accessories available.

These parts may be improved or discontinued and the recommended Price for Stage tuning revised without notice.

The Owner Service Statement on a new MGB excludes all types of super tuning.

Performance figures courtesy of 'Motor'

	Stage S	Standard
Max. lap speed	112.6 MPH	107.6 MPH
Flying $\frac{1}{4}$ mile	115.3	105.0
<i>Acceleration through gears from rest</i>		
0-50 MPH	7.0 secs	8.2 secs
0-60	9.9	11.6
0-70	13.5	15.9
0-80	17.8	21.4
0-90	24.1	30.2
0-100	34.2	46.3
<i>Top gear acceleration</i>		
30-50 MPH	10.3	8.8
50-70	9.2	10.5
70-90	12.0	16.1
Touring fuel consumption	30.8 MPG	33.0 MPG

'Motor' also made the following comments:

'Stage S performance brings out the best in the B by improving its cruising potential without upsetting its docile character in heavy traffic.'

'... this MGB GT we've tested went much better than the standard car and was very civilised: by civilised we mean that the exhaust note was no louder, the normally fussy four cylinder engine sounded less strangled, and throttle response was greatly improved. With overdrive fitted, essential on any MGB but particularly so on the GT, the high speed cruising potential of the car is even better: at the same time there is a worthwhile improvement in the acceleration figures.'

'Even subjectively, the driver can feel that the modified car is considerably quicker. A 0-60 mph time of 11.8 secs. is nothing to yell about these days but there are relatively few cars that can beat 9.9 secs, these being the times we achieved at MIRA for the standard and Stage S B GTs. You may also have noticed that the 0-100 mph was drastically reduced: these are figures that speak for themselves.'

Issued by:

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