

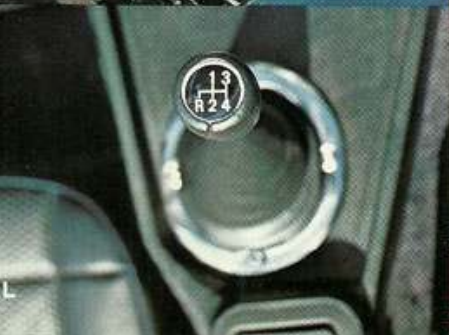
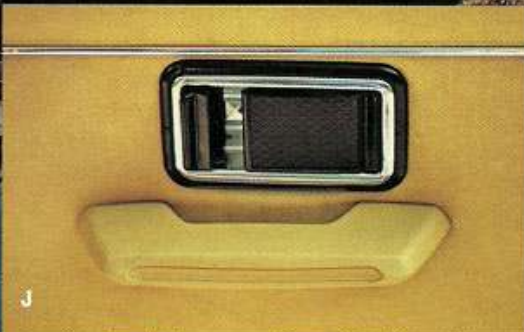
MGB





Above: An incomparable blend of performance and handling. That's the legacy handed down intact from the 1973 MGB's classic predecessors. (A) The long and lean look—the MGB for 1973. (B) Mag-style wheels with radial ply tires are standard, the brushed aluminum trim rims optional. (C) In front, the classic MG-TC that started it all; in back, the contemporary MGB that carries the tradition forward. (D) The top goes up when the weather comes down. Beautifully-titted and functional. (E) Rack and pinion steering is the hallmark of a true sports car as is complete instrumentation including electric tachometer, speedometer with trip odometer, oil pressure, water temperature and fuel gauges. (F) The MGB's earned its stripes and they're yours as an optional feature. (G) Stop con-

fidently with 10.75-inch front disc brakes. (H) The MGB cuts through the wind with its aerodynamic design. (I) The MGB is powered by a 1798 c.c. overhead valve four with twin S.U. carburetors, proven by over a decade of racing experience. (J) Ochre, a new interior color, is standard with Black Tulip, Teal Blue and Green Mallard. (K) A solid-state AM or AM/FM radio is optional. (L) The pattern on the new shift knob says it all—four speed all synchromesh transmission. (M) Headquarters for the action: reclining bucket seats, fresh air vents, center console and lockable glove box. Navy interior is standard, with Damask Red, Blaze, Harvest Gold, Limeflower, Glacier White and Bronze Yellow. (N) Locking trunk with automatic lid support and interior courtesy light.





Sports car history in America starts with the MG marque. From East to West, the challenges of twisting country lanes and cliff-hanging roads were met and conquered by the classic MG-TC. And the spirited performance that characterized the TC remains intact in today's MGB. You still experience the quick response. The built-in flexibility. And the comfortable sense of sureness and control. That's what the MG-TC was all about. That's what the 1973 MGB is all about. And that's why it is the reigning SCCA Class E National Champion.

SPECIFICATIONS

ENGINE:

4-cylinder, in-line, overhead valve.
5-bearing counter-balanced crankshaft.
Exhaust and evaporative emission-control.
Compression ratio: 8.0:1
Bore: 3.16 in.
Stroke: 3.5 in.
Displacement: 1798 c.c. (109.8 cu. in.)
Horsepower (SAE): 78.5 b.h.p. @ 5,350 r.p.m.
Torque (SAE): 94 lb./ft. @ 3,000 r.p.m.
Carburetion: Twin 1.5 in. S.U. HIF 4 semi-downraught.
Fuel Pump: High-pressure S.U. electric.
Fuel Tank Capacity: 14 gallons.

TRANSMISSION:

Four-speed all synchromesh with optional electrically controlled overdrive for third and fourth gears.
Clutch: Diaphragm type Borg & Beck 8 in. with hydraulic actuation.
Rear Axle: Three-quarter floating with hypoid final reduction gears.
Ratio: 3.909:1.
Overall gear ratios:

	Standard	Overdrive
Reverse	12.99:1	—
First	13.46:1	—
Second	8.47:1	—
Third	5.40:1	4.43:1
Fourth	3.91:1	3.20:1

STEERING:

Direct rack and pinion.
Steering Wheel: 15.5 in. diameter alloy spoke, bound rim.
Turns—lock to lock: 2.93
Energy-absorbing steering column.

SUSPENSION:

Front: Independent, coil springs and wishbone-type links with hydraulic shock absorbers and anti-roll bar.
Rear: Semi-elliptic springs with hydraulic shock absorbers.

BRAKES:

Dual hydraulic braking systems.
Front: 10.75 in. diameter disc brakes.
Rear: 10 in. diameter drum brakes.

ROAD WHEELS:

Rostyle wheels, 14 in. diameter, fitted with 155 x 14 radial-ply tires.

PERFORMANCE DATA:

Maximum Speed: 102.9 m.p.h.
Acceleration: 0-60 m.p.h.—13.7 sec.
Standing quarter-mile: 19.0 sec.
Road Speed at 1,000 r.p.m. in top gear:
Standard gearbox: 18 m.p.h.
Overdrive gearbox: 22 m.p.h.

ELECTRICAL:

Negative ground, 12-volt system.
Twin 6-volt batteries mounted in balanced position. 60 amp./hr.
Alternator with solid-state regulator.
Electric 3-blade windshield wiper system, 2-speed.
Electric windshield washers.
Twin backup lights.
Twin windtone horns controlled in center steering wheel.
Emergency flashing warning lights.
Heater/defroster with high-speed blower*, and face level fresh-air ventilation.
*Except Hawaii and Puerto Rico.

INSTRUMENTS:

Speedometer with trip odometer.
Electric tachometer.
Oil pressure, water temperature, and fuel gauges.
Ignition, brake pressure, and high beam warning lights.
Map reading/ side door-operated courtesy light.

Manual choke.

All instruments and switches set in

no-glare, padded dash.

Rheostat-type panel light switch.

BODY:

Steel mono-construction.
Locking trunk with automatic lid support.
Automatic trunk light.

Curved laminated windshield.

Full positive anti-burst door latches.
Roll-up windows and hinged front vents.
Waterproof, folding top.
Mirrors: exterior adjustable; interior adjustable day-night type.
Lighted side markers front and rear.
Rubber insert bumper overriders front and rear.

INTERIOR:

Padded sunvisors.
Reclining washable ambula bucket seats with adjustable head restraints.
Safety 3-point seat belts.
Center console.
Cigarette lighter and ashtray.
Map pocket.
Lockable glove box.
Fitted carpeting with rubber floor mats.
Sill kick plates.
Gearshift gaiter.

OPTIONAL EQUIPMENT AND ACCESSORIES:

Whitewall radial-ply tires.
Dunlop 60-spoke center-lock wire wheels.
Wheel trim rims.
Overdrive.
Removable hardtop.
Tonneau cover.
Solid-state AM or AM/FM radio.
Electric clock.
Luggage rack (ski adapters available).
Chrome plated grille guard.
Striping Kit.
Wood gearshift knob, rubber floor mats, and a full range of other sports car accessories.
Optional Racing Equipment: a full line of approved competition parts.

THE MGB CONFORMS TO U.S. FEDERAL MOTOR VEHICLE SAFETY AND AIR POLLUTION STANDARDS APPLICABLE AT ITS DATE OF MANUFACTURE.

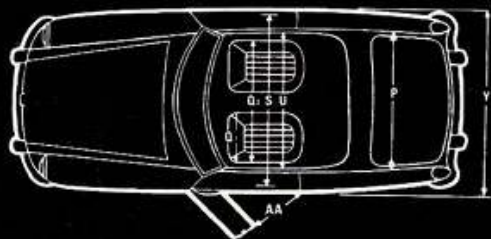
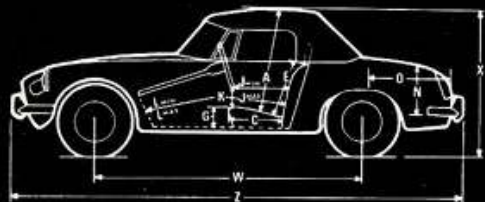
SPECIFICATIONS AND COLORS SUBJECT TO CHANGE WITHOUT NOTICE.



Define "sports car" and you describe the 1973 MGB: flexibility, control and a responsiveness that lets you take command of the road.



MG long ago established the criteria of what makes a sports car go: uncompromised performance and quick handling. And today, as the SCCA National Champion in its class, the MGB maintains its lead.



Front seat head room	A	37 in.
Front seat cushion depth	C	19 in.
Front seat squab height above cushion	E	21 in.
Front seat cushion height above floor	G	9 in.
Steering-wheel to squab—max.	J	22½ in.
Steering-wheel to squab—min.	J	14½ in.
Steering-wheel to cushion	K	6½ in.
Front seat leg reach—max.	L	46 in.
Front seat leg reach—min.	L	36½ in.
Trunk height	N	16½ in.
Trunk depth	O	29½ in.
Trunk width	P	57 in.
Front seat cushion width—individual	Q1	18 in.
Front seat cushion—overall width	Q2	44 in.
Width between front doors—max.	S	50½ in.
Shoulder width over front seat	U	46 in.
Wheelbase	W	91 in.
Overall height	X	49½ in.
Overall width	Y	59½ in.
Overall length with over-riders	Z	153½ in.
Front door entry width	AA	30 in.
Track at front	—	49¼ in.
Track at rear	—	49¼ in.
Turning circle—right-hand lock	—	32 ft.
Turning circle—left-hand lock	—	32 ft.
Ground clearance	—	5 in.
Weight (approx.)	—	1,920 lb.

BODY COLORS

	DAMASK RED	GLACIER WHITE	BLAZE
SIX BODY COLORS COME WITH NAVY INTERIOR.			
	BRONZE YELLOW	HARVEST GOLD	LIMEFLOWER
THREE BODY COLORS COME WITH OCHRE INTERIOR.			
	BLACK TULIP	TEAL BLUE	GREEN MALLARD



BRITISH LEYLAND MOTORS INC., LEONIA, NEW JERSEY 07605



LITHO U.S.A. AMGB-600M 10/72