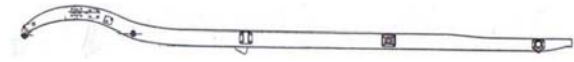


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## **Tech Tips:**

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### **TC Gas Tank, Cap, Sending Unit, Filter & Drain Plug Originality**

**Gas Tank:** The gas tank is the same as used on the TA and TB except the TA did not have a hole for a sending unit. The tank has 2 internal vertical baffles under the area of the tank straps. These minimize sloshing. The common problem with the tank is that it would rust internally and leak in the vicinity of the 2 metal “feet”. To correct any leaks in this area, the 2 feet should be removed by drilling out the spots welds and then you will have access to repair the sheet metal in the bottom of the tank. Another habitual problem is the chronic leaking of the sending unit which will be discussed below. Any restoration today should involve the internal sealing of the gas tank with a modern gas tank sealer. This will help to preserve the tank and also solve a lot of corrosion problems and keep rust particles from entering the fuel system.

**Gas Cap:** The filler neck on the tank is made of brass. Early TC’s had some filler necks that were rotated so the cap trigger was at the 8 o’clock position versus the traditional TC 6 o’clock position. The cap is attached to the filler neck by a cotter pin through the flanges on the filler neck. This attachment was changed on a TD which used a hollow rivet with end peened over. The cap is secured in the closed position with a large “tab” spring by simply pushing the cap closed. Refurbishment of the cap is simple but re-assembly sometimes confusing. The assembly order of gas cap parts is: spring tab, large flat washer, small flat washer, threaded hex stud, spring, large washer with slot, gasket, washer with small hole, and brass hex nut. (Reference: photos)

**Gas Cap Trigger:** Early TC triggers had the word “PRESS” on it. This was replaced on later TC triggers with the MG logo. The trigger and its coiled spring were held in place with a brass 6BA slotted countersunk head screw. These are difficult to find and are often replaced with a stainless steel 6 BA screw. Installation of an original spring is near impossible because of the tight quarters for install and the need to compress it. It is better to replace it with a new spring with long legs. The long legs allow you to hold the spring compressed while installing it. After the trigger and spring are secured, then the long legs can be cut to original configuration.

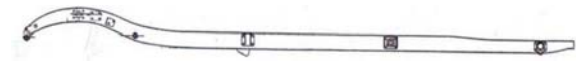
**Sending Unit:** The TC sending unit is distinct in that it has 3 screws holding on the cover plate and the connection was protected by a hard rubber slotted cap and threaded hard rubber knob. (Similar to the knob on the fuel pump except that the fuel sending unit knob has a brass nut embedded into it for the threads.) By comparison, the TD was changed to a unit with 4 screws on the cover plate and a cardboard “open box” type affair to protect the wire connection. If you look inside the TC sending unit switch, it is simply a copper tab that rotates to contact the brass contact plate to complete the circuit for the fuel low level light. It is simply on or off depending on the height of float inside the tank. When refurbishing the sending unit, make sure the flanged edge is very smooth and even to give a true union to the tank. Similarly, make sure the surface of the tank flange is also true and straight. The original gasket was cork. However, with this being a common area of leakage, join the unit to the tank with a

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good gasket and a petroleum resistant sealer used liberally. Do not forget about the 6 – 3BA hex head screws that hold the sending unit. Teflon tape and/or sealer will help prevent leaks here also. Additionally, make sure the seal on the sending unit cover plate is good also, using the same principals stated above.

Fuel Filter and Drain Plug: In the center of the bottom of the tank there is a brass drain plug and also a brass connection for the fuel line that has a very fine mesh screen for filtering the fuel entering the fuel line. Both have a fiber washer to complete the seal.