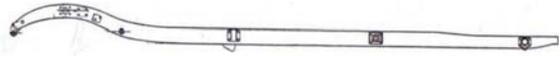


From the Frame Up, LLC



Tech Tips:

TL- Original TC Tool Specifications:

Tools (General): The actual items in the tool kit were fairly consistent through the entire TC production run. However, there were a few changes. To chronicle the correct tools for the TC you must start with the illustration of tools in the Brown Book on page 7. Although this is the most common reference to the TC tool kit, it is only representative of the very earliest tool set for the TC. This is because it includes the jack with the wooden handle that was also used pre-war and had limited application for other than the earliest TCs. The Brown Book reference also has an extra box spanner compared to later sets. It is interesting to note that a review of factory specifications confirms that a list of pre-war tools was used in 1945 as a starting point for TC tools. This is known because the pre-war rubber tool trays were also originally listed for the TC but were then deleted with a "pen and ink" change. The same specs also show only 3 box spanners listed so it appears the picture in the Brown Book was very early and never updated for later printings. In the 1948 Illustrated List of Service Parts, Issue 2, Plate V, there was an updated picture of the TC tool set with a new jack with a square cross-section handle (2 parts plus separate tommy bar). This set also had 3 box spanners instead of 4.

Tools (Specific): The following list of tools is provided with associated details to assist you with what would be proper for your tool kit. Any manufacturer stated below is repeated from factory Specifications #259. However, other manufacturers such as Shelley, King Dick, Lucas, Dunlop, Lockheed, or Enots may be also considered proper due to varied suppliers of tool kit components during this period. Because of the varied types of tools and suppliers there is no singular type of finish common to all. Generally, any wood would have been left natural and probably sealed except for the Tire pump handle which could have also been painted black. The tire pump was also painted black. The remainder of hand tools was normally finished in black oxide, common to the period for rust prevention. Again, some may have been also painted black.

	Item	Description
1	Shelley Jack (early) w/ handle	Early jack was same as pre-war with a wooden handle and hinged folding drive extension (as seen on pg 7 of Brown Book). It is estimated that few TCs had this jack as it was a left over pre-war item.
	Shelley Jack (late) w/ handle	Late jack has a 2 piece square drive with a separate steel tommy-bar. Has the word "Shelley" on one side and "6 inch" on other.
2	Tire Pump	Shelley 14" high tube (16" total with handle). The hose was about 23" long with distinct screw on brass fitting. Color of hose varied with solid green, solid red, and black with green tracers being considered original. The pump has 2 folding feet. Originally painted black with a natural wood handle or stained with a blackened sealer.

3	Wheel Hammer	Double copper headed hammer. 2 variations: "THOR - Made In England" considered prominent for the full production run and a late run style with "1" stamped on the head. Weight was 1 lb.
4	Pein Hammer	¾ lb Hammer #89. If you look on the underside of the hammer head it will say "Shelley" on one side and ¾" on other.
5	Grease Gun	Tecalemit Grease gun No. GB 2750. The top has lettering of "TECALEMIT PLASTICGUN" in a circular display. Main body is brown/black Bakelite with total length about 9". Enots 1D grease gun has also been seen as a TC item in lieu of GB2750.
6	Tire Levers (set of 2)	Tire levers are about 9" long tapered on one end and slightly curved up on the other, similar to a ski. Lettering says "DUNLOP - MADE IN ENGLAND". Although similar, tire levers can be identified as early and late by looking at the style of lettering. (Reference photo: Lower lever is pre-war and early TC and top lever is late TC.)
7	Pliers – Combination	6" Combination Pliers No. 81 Distinctive features of the pliers are the ends of handles are pointed not blunt and Shelley stamped on handle.
8	Tommy Bar	Length is about 6" with distinct round head.
9	Adjustable Spanner	7" Shelley Adjustable Spanner.
10	Screwdriver	Shelley 10" Perfect Pattern Screwdriver. This item has a distinct long teardrop handle with wood grips held by 2 rivets.
11	Tire Valve Spanner	Brass tool used to revolve the valve tire stem. Original had "Dunlop" stamped on it. Length 1 ½" long.
12	Distributor Screwdriver	Screwdriver head shaped as a wedge. Originals will have "LUCAS" stamped on head.
13	Tappet Feeler Gage .019"	This single gage is stainless steel with 2 – 2" steel covers (blue metal finish) sandwiching the gage and held by a single rivet. On one of the covers is stamped - .019"
14	Tappet Spanner	This is a ring type (closed end) wrench. "SK.1118Z" has been seen stamped on originals which corresponds to the part number in Specs #259
15	Cylinder Head Spanner	This is a ring type (closed end) wrench, 5/16 BSF. The words "CYLINDER HEAD" are printed on one side of the handle in raised lettering. This same wrench was used on later model MGs but was changed to include the MG logo between the words "cylinder" and "head". Although the logo looks nice, it would not be proper for TCs.
16	Lockheed Bleeder Tube	There are 2 known TC bleeder drain cans. The early TC can lid was a yellowish tan color with all lettering black. The can lettering and format was the same as the pre-war cans except that the pre-war lettering was a combination black and red and the can lids were pink and orange. Therefore the key distinction is all black lettering for the TC. The later type TC can had a mustard yellow lid and the lettering remained black but the format changed. Reference photos for details. The rubber tube inside the can is approximately 1/8" ID and 17-19" long.

17	Bleeder Spanner – small	Lockheed bleeder screw - ring type (closed end) 3/16 BSF wrench. The wrench has the same size on each end but one end is offset with a 90 degree bend. This wrench is needed on the rear brake cylinder.
18	Bleeder Spanner – large	Lockheed bleeder screw - ring type (closed end) combo ¼ and 5/16 BSF wrench. This wrench has ¼ BSF on the offset end and the 5/16 BSF on the straight end. The ¼ BSF is used on the front wheel cylinder bleeder. There are no marking on either of these wrenches.
19	Box Spanner 7/16" X ½" W	Length is 8"
20	Box Spanner 5/16" X 3/8" W	Length is 4 ¾"
21	Box Spanner 3/16" X ¼" W	Length is 4"
22	Box Spanner 7/16" W	This box spanner is used for a spark plug wrench and redundant to item # 19. In the Brown Book it is shown as a 4 th spanner in the set. However, this reference is only for early TCs. This spanner is not considered required for a late TC set because it was dropped in both factory specs #259 and the Service parts manual.
22	Double-ended spanner * 7/16" X ½" W	* All three open ended wrenches can identified as either early or late depending on the type of lettering on the wrenches. Early wrenches have fancy lettering and no reference to BSF or W stamped with the size of wrench. Later wrenches have a simpler lettering with the addition of BSF and the equivalent "W" size below. The wrenches can be found with either round or hex shaped "jaw" openings throughout TC production.
23	Double-ended spanner * 5/16" X 3/8" W	
24	Double-ended spanner * 1/4" X 3/16" W	
25	Tool Roll	Early: Early tool rolls were made out of black canvas with 8 pockets/pouches to hold the tools. Trim and thread were also black. The strap was made of black leather and was about 16" long, had a silver buckle and was fastened to the roll with a single rivet. Late: Late tool rolls were made out of a tan duck type material with dark brown or black trim. They were a different style with leather loops across the center of the roll to hold the tools and also flaps on top and bottom to cover the tools prior to rolling and securing.
26	Quart Tin Oil	Duckhams N.P. This oil tin is included in the factory specs through 1948 so it is considered proper for those cars and earlier.

26	Starting Handle	<p>All TC cranking handles had the same characteristics except for the length. Same features include:</p> <ul style="list-style-type: none"> • Diameter of shaft is $\frac{3}{4}$" • Handle is 3 $\frac{1}{2}$" brass base nickel plated with a rolled forward edge to keep it on the shaft • Length of leg for the 90 degree bend is 7" • Engine end is tuned down to $\frac{5}{8}$" diameter for 1 inch, allowing it to enter starter dog <p>A summary of lengths changes through production.</p> <ul style="list-style-type: none"> • Early TC starting handle total length was 24" • Late TC starting handle with no bumpers was 27" • Late TC starting handle with bumpers (EXU) was 28 – 28 $\frac{1}{2}$". <p>Factory records using Specifications #259 showed the original part number for the starting handle in 1945 was changed in late 1948 to 2 different part numbers designated according to with or without bumpers. This matches the arrival of the EXU in late 1948 having bumpers and requiring a longer handle. Confirmed early and late EXU handles varied from 28 -28 $\frac{1}{2}$". However, an interesting finding is that not all EXU's had the 28" handle, but instead the 27" handle which is correct for period but not for the car. Bob Grunau TC8654 EXU reported that the 27" handle worked on the EXU but clearance was tight, within $\frac{1}{4}$" and you would have to adjust the angle used to clear the bumper bolt head. This leads me to believe that other EXU's may or may not have the longer length handle. Remember there were only 494 EXUs so it would have been a small production run for these handles for the EXU. Like the gold pearl steering wheel on the EXU, when the factory ran out they used the home model version to complete the car.</p>

Researched by: Doug Pelton
doug@fromtheframeup.com