

MGA Vitesse 5 Speed Conversions

Design Concept:

The Vitesse kit comprises a modified NC Miata transmission fitted with a special cast aluminum bell housing designed to fit engines with the following back plates.

MGA high mount starter

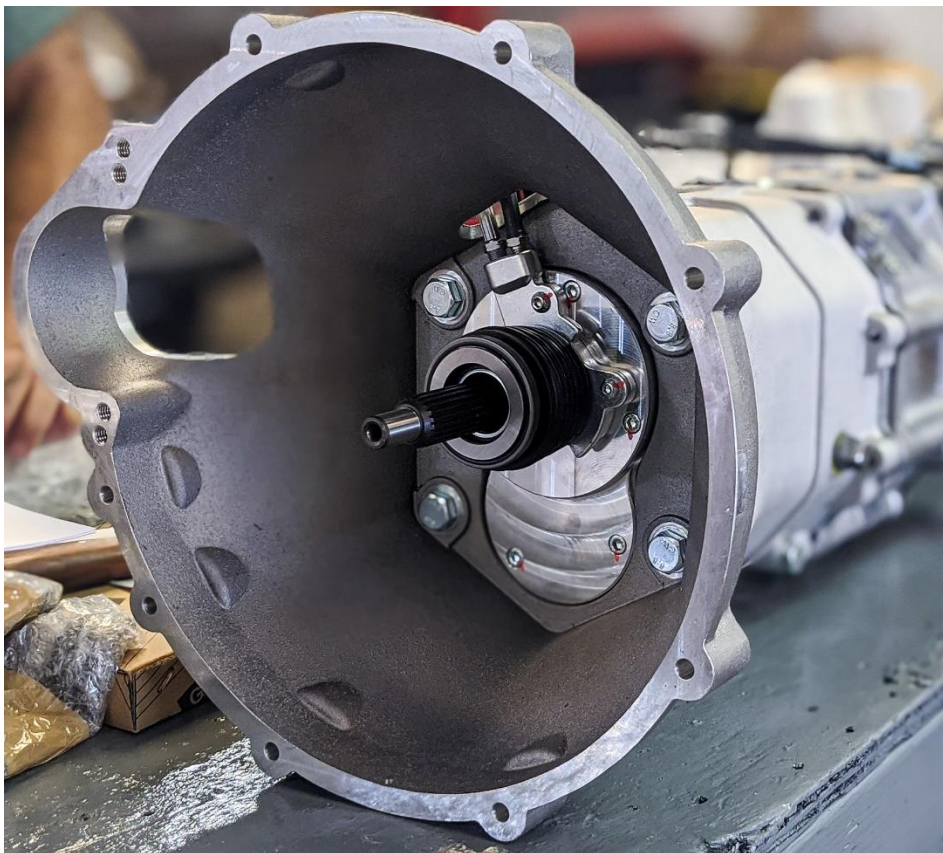
MGB 3 main

Early MGB 5 main (1965-67)

Note: These applications all use the smaller 12" overall diameter flywheel.

To fit both the MGA and early MGB starter locations, the starter drive hole is elongated and there are additional bolt holes in the bell housing.

This can be a bit disconcerting.



MGA/Early MGB Bell Housing

Note: elongated starter hole and extra bolt holes



Vitesse bell housing fitted to early MGB back plate

Early MGA with Low Mount Starter Motor

The first MGAs with the GB engine prefix had a low mounted starter motor. The high mount starter back plate was fitted from engine GD prefix in January 1959 (chassis 61504). There is a lot of mix and match, so it is important to check the starter position before ordering a kit.



Low Mount Starter Back Plate



High Mount Starter Back Plate

To allow the gearbox to be fitted to an early MGA with low mount starter, the 440-510 kit includes a new steel high mount back plate. Note that we recommend using a gear reduction starter motor, as there is no relief in the tunnel for the original style starter motor, as seen on the later MGAs.



High Mount Starter backplate, included in 440-510 kit.

Clutch Components

All the MGA kits use the later MGB diaphragm type clutch cover. A new clutch disc is included.

The 440-510 MGA Low Mount Starter and 440-511 MGA High Mount Starter kits include a new clutch cover, as it's assumed these are being fitted to cars that had the original spring type clutch cover.

The 440-513 MGB 3 Main, 3 Synch and 440-514 MGB 5 Main, 3 Synch kits do not include a clutch cover, as the original one from the MGB donor can be used. It's recommended to order a new clutch cover if the original is in unknown condition.

Fitting a later MGB (post 1968) engine to an MGA with the Vitesse Kit

The later MGB engines (post 1968) were fitted with a larger rear engine plate and flywheel to suit the stronger 4 synchro transmissions. The bell housing required to clear the larger flywheel does require substantial modifications to the firewall and transmission tunnel.

We recommend sourcing a 1965-67 MGB 5 main back plate and matching smaller 12" flywheel.

If you are undaunted by body modifications, or your MGA has already been fitted with a later MGB drivetrain, the Vitesse kit 440-515 MGB Conversion (5 main, 4 synchro) fits the late back plate, flywheel and starter motor. This kit does not include a new clutch cover, as the donor MGB one is suitable.



440-515 kit fitted to late MGB engine.

(Photo courtesy of Tom Netzer)

Note: Post 1974.5 MGB engines will need to have the front engine plate changed to the MGA/Early MGB version.

Synopsis:

MGA Kit Applications:

440-510 1500 (low mount starter) – includes new high mount rear engine plate.

Note: Requires modification to tunnel to clear starter drive, or use a gear reduction starter.

440-511 1500/1600/1622 (high mount starter) –

440-512 MGA Twin Cam or Deluxe – includes a replacement clutch master cylinder to suit the hydraulic throw out bearing.

440-513 1800 MGB Conversion (3 main/3 synch) – does not include clutch cover. Use either MGA or MGB rear engine plate, flywheel and starters. (See note regarding starter fitment to early low starter cars)

440-514 1800 MGB Conversion (5 main/3 synch) - does not include clutch cover. Use early MGB rear engine plate, flywheel and starter. (See note regarding starter fitment to early low starter cars)

440-515 1800 MGB Conversion (5 main/4 synch) - does not include clutch cover. Use late MGB rear engine plate, flywheel and starter.

Note: This kit does require substantial modification to the firewall and transmission tunnel to accept the larger bell housing.

FAQ:

Can the transmission be removed in the future without removing the engine.

Yes, the transmission can be removed through the interior of the vehicle after the seats and transmission tunnel are removed.