



# TClinic

## STORING A TC

**The following procedure has successfully been used for storage periods lasting as long as six years.**

1. Run car until hot and well lubricated, then put in storage area.
2. Drain crankcase and cooling system. (Optional for one winter season if oil and coolant are fresh.)
3. Put car on blocks with tires off the ground. For short storage periods you can get away with periodically pushing the car back and forth so it does not rest too long on the same tire spot.
4. Remove battery and clean battery box.
5. Store battery in a charged state up on wood blocks in a cool spot. Trickle charge once or twice during winter season. Keep electrolyte level up. Do not store battery on bare concrete floor under any circumstances.
6. Remove spark plugs and put a couple ounces of oil in each cylinder. Rotate crankshaft sufficiently to cause each piston to complete its cycle several times. Replace plugs. (Repeat this several times during extended storage periods.)
7. Periodically oil and operate all linkages, pedals, levers, etc. Do not set parking brake.
8. It may be necessary for long storage periods to block the clutch pedal down on some cars depending on the condition of the clutch facing, oil seals etc.
9. Fill gas tank for short storage periods to retard condensation and flammable vapors. Drain tank for long storage periods to prevent gum and varnish deposits.
10. Remove fuel from carburetor float bowls for long storage periods.
11. Relieve tension on fan belt.
12. Wax body and treat rubber parts with a product such as "RU Glide" rubber lubricant.
13. Lift or remove the carpets to allow air circulation and saddle soap the upholstery leather to prevent mildew.
14. Grease all fittings to expel any moisture that may have collected and don't wipe the fitting afterward. When ready for use, you can wipe it off and have a nice clean rust free fitting.
15. A cloth dust cover for the car is helpful if storage is weather protected. A water repellent cloth cover such as the MG Mitten is desirable for outside storage.

**To prepare the car for operation after a long storage period, observe the obvious plus the following:**

1. Don't forget fresh oil and coolant and tighten the fan belt.
2. Change the oil filter and fill the new filter with fresh oil before putting it on.
3. Remove valve cover and squirt oil on the valve train.
4. Remove the plugs, put oil in cylinders and crank the engine over by hand until an oil pressure indication is obtained on the gauge (. . . yes, your arm will ache!)
5. Clean gas filters in fuel pump and at carburetors.
6. Replace the spark plugs, add some dry-gas to gas tank and mix it up.
7. Turn on fuel pump and allow it to fill the float bowls and then check for leaks. If float bowls overflow, sometimes a gentle tap on the bowl will free the sticking floats. If not, disassemble the bowl, clean the parts in solvent (Gum-out works great), and reassemble.
8. If the fuel lines are of the braided armor type, you will probably have to replace them.
9. Pull the brake drums, inspect and clean brakes. Check brake flex lines for signs of cracking.
10. Try the parking brake with the drums off the rear. If it works, lubricate the cables, clevis pins and pivots and work the lubrication in. If the cable is "set up" try penetrating oil, heat and wiggle the cables with pressure and strong language applied to break it free. It may also be necessary to bleed the brake lines.
11. Start the car and allow it to idle at a slow "tick over" until it warms up. An occasional gentle "blip" of the throttle will clear the plugs. Check radiator hoses for leaks.
12. Drive the car gently if possible to normalize the temperature and lubricate the drive train.
13. Flush the cooling system, give the engine a tune up, clean the car and you're ready.

### SOME SPECIAL CASES:

On some cars the generator brushes may stick in their holders, indicated by no charge while running. A "rap" with a wood block on the generator housing will sometimes free them. If not, it may be necessary to disassemble and clean the brush holders.

If the starter seems reluctant to engage or disengage the flywheel ring gear, clean and lubricate the starter Bendix spring and splines.

It's a good idea to clean all electrical terminals if any signs of corrosion are present.

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See update on back side

## 2002 Update

A product called Battery Tender is a battery charger that automatically switches from full charge to a float charging mode and then monitors the battery so you may leave it hooked to the battery for extended periods without worry of overcharging.

MG Mitten is no longer in business but any good car cover is fine.

You can pump oil through the engine before cranking it over by putting oil in a pressurized garden sprayer. Pull the oil pressure gauge line off at the engine block and hook up the sprayer hose to the engine. Pump oil through the galleries until you hear it dripping in the pan and see it ooze from the rocker assembly.

Your carburetor cork seals will probably be dried out and leak. Pump fuel to carbs and turn off pump. Fuel will leak for awhile until the cork seals swell up again and then they should hold.

The original braided fuel lines with English rubber underneath were not very durable when aged. Newer braided fuel lines last much longer.

If your generator brushes do stick you can slide the inspection cover off a Lucas generator and reach the brushes without having to disassemble the generator. Be sure to disconnect the battery before poking in there so as to not short anything out.