



### Refitting Ted's knob

Nic Houslip spotted this drain tube had come back into stock at Brown & Gammons - "it's that strange shaped rubber tube device that dangles down from the underside of the plenum chamber which supplies fresh air for the heater box on MGBs and derivatives. Our [earlier articles](#) mentioned it was known as "Ted's Knob" at the MG Factory!" as the late Geoff Allen, who worked there in Rectifications Department for 27 years, had said "that was the name of the part on the production line where a fellow with a reputation with ladies was very able at fitting it!" Geoff's advice was "avoid removing this part as it's a devil to put back!" Nic was recently working on his V8 Roadster and as he had full access to the plenum chamber he decided to fit the new type of drain tube. Here he describes the task saying "**to be honest this is a job that if I didn't have to do it, I would have put off having experienced doing it**".

#### What does the heater plenum chamber drain tube do?

The heater box in an MGB is a complex compartment that is below the chrome air intake grille between the bonnet and the windscreen and sits just ahead of the central console. It is divided into several compartments and this tube – **AHC321** - drains water from the plenum chamber where heated air outlets from the heater itself just inside the footwell air outlet on the righthand side of the car. Its function is to provide a drain for water to escape rather than running into the foot well. It exits just inside the transmission tunnel and the new replacement part has a curious duck bill shape. The end has a form of Bunsen valve that allows water and air to exit downwards, but prevents air and engine bay fumes from entering the heater.



Centre console removed - note the white plastic plug just to left of footwell heater outlet.

#### Changing the drain tube

This is where it becomes a tricky job. The first step is to pull the old drain tube downwards out through the hole it's located in. The screw clip inside will remain in the plenum chamber, and by putting your finger in through the hole you should be able to feel it. Leave it where it is and proceed to the next step, for which you will need to remove the carpets and the centre console to get to a position in the following picture below.



Oval Hole for access

For the next step a certain amount of manual dexterity is required, because by reaching in through the large oval hole in the plenum [see picture below] you should be able to retrieve the screw clip and after pushing the new tube up from below you can pull it far enough to fit the clip onto the end of the tube.



Tighten the screw clip

**Now a warning;** do not put the clip on the tube the way it is shown in the picture, but turn it over so that the screw head is facing the opposite side. Why will become clear in the next step. By putting your left hand onto the oval hole in the picture below you should be able to manoeuvre the tube down slightly and then slide it up onto the steel pipe that is just inside the chamber. Some exploration by your fingers is necessary and will enable you to understand the internal arrangements, as I wasn't able to take a picture of what is in there. The white plastic plug in picture below is where the screw head should be when the tube is slid right up on the steel tube.



The new drain tube in place - the brown tube is the petrol feed pipe.

Now, having removed the white plastic plug, the screw head is accessible through the hole. The reason it was necessary to turn the clip over is because with it the way I showed it first, the angle for the screw driver means it is almost impossible to get the driver into the slot, but turned over the angle is more favourable. Tighten the screw and replace the plastic plug.

You will note that the new tube is shorter than the original part, also not curved and with triangular section valve, but this should not impair its operation. AHC 321 has been NLA for some time, but is now back in stock at Brown and Gammons in Baldock.

The following picture shows the location of the tube (**item 56** in the diagram alongside taken from the parts manual) and its proximity to the heater box. The heater box is shown viewed from the back of the heater, not the face you see from under the bonnet.

