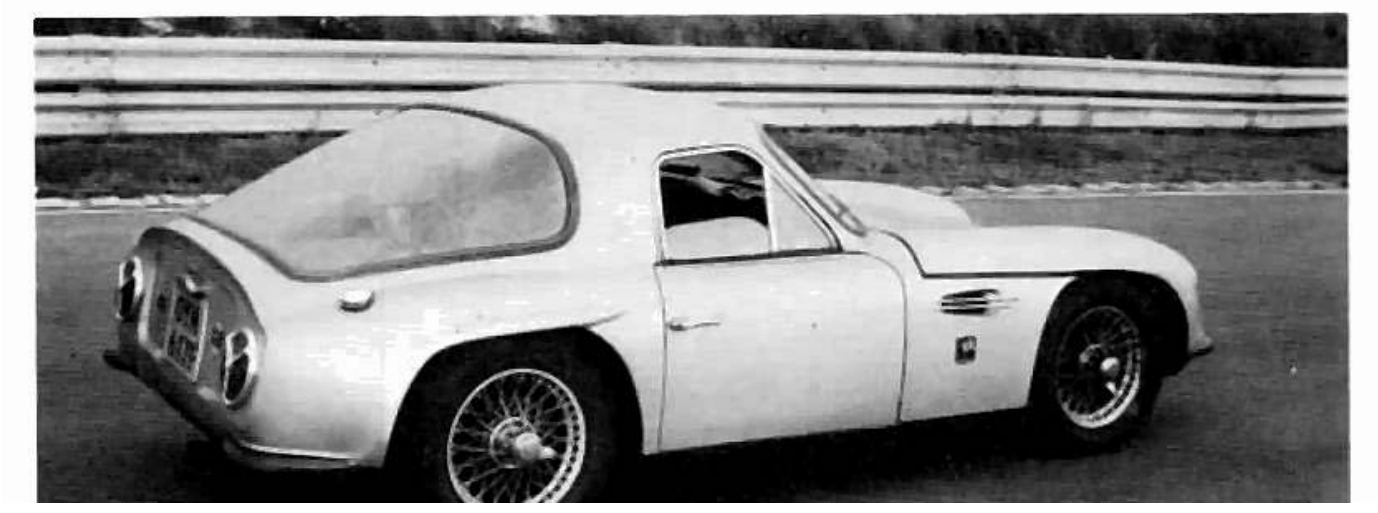


Mk 3 1800S/Mk 4 1800S

Manufactured:	Mk 3: mid-1964 to Sept. 1965 and Jan. 1966 to June 1966; Mk 4: July 1966 to Sept. 1967
Total built:	Mk 3: approx. 130 (inc. 35 in 1966); Mk 4: 76
Chassis:	Multi-tubular backbone; 1 1/2 in. diameter 16 G tubing
Suspension F and R:	Independent by coil springs and unequal length wishbones
Engine:	MGB 1798 c.c. with MG gearbox
Power output:	94 b.h.p. at 5500 r.p.m. In Aug. 1964 increased to 98 b.h.p. at 5400 r.p.m.
Steering:	Rack and pinion
Brakes:	Girling 10 3/4 in. front discs; 9 in. x 1 3/4 in. rear drums
Wheels:	Mk 3: Dunlop 5K x 15 in. 72 spoke wires; Mk 4: 4 1/2J x 15 in. steel disc
Wheelbase:	7 ft. 1 1/2 in.
Track:	Front 4 ft. 4 1/2 in.; rear 4 ft. 5 1/2 in.
Overall dimensions:	Length 11 ft. 6 in.; width 5 ft. 4 in.; height 4 ft.
Fuel tank capacity:	Mk 3: 10 gallons; Mk 4: 15 gallons
Kerb weight:	Mk 3: 14 cwt.; Mk 4: 16 cwt.
Approx. performance:	0-60 m.p.h. in 10 secs., 110 m.p.h. maximum

Optional extras:

Close ratio gearbox, oil cooler, laminated windscreen, brake servo, heater de-mister unit, two-speed wipers, electric screen washers, performance equipment. Extra on Mk 4: laminated Sundym glass rear screen, wire wheels, hazard warning device.

Further notes:

Some Mk 4s were fitted with 5K x 15 in. 60 spoke wire wheels as standard equipment early in 1966. Rear screen extractor vents could be fitted to order. Also available was the 1800 SE equipped with many of the above extras, and powered by a high performance engine. Equipped with a single 45 DCOE Weber carb instead of the b.h.p. at 6000 r.p.m.

The whole package cost £1575 fully built.

Motor magazine: 'A lively modern sportscar. Can develop remarkably high cornering forces and still remain completely controllable when deliberately provoked.'