



BMC–LEYLAND AUSTRALIA HERITAGE GROUP

A non-profit association of some hundreds of former employees and interested persons whose mission is to preserve the heritage of BMC – Leyland Australia and its associated companies as a significant part of Australia's automotive manufacturing history.



PART NUMBERS

by

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The Schedule of Parts/Parts List comprised five subsections or groups.

Section/Group A	Body in White
Section/Group B	Body Fittings and Trim
Section/Group C	Chassis Components
Section/Group D	Electrical Equipment
Section/Group E	Power Unit – Engine/Transmission

These five sections were further divided into subsections to cover individual assemblies such as:

A	Body in White
B	Facia and Fittings
C	Front Suspension
D	Heater/Air Conditioning
E	Engine

These subsections, groups totalling nearly forty covered the complete vehicle.

Part numbers were a mixture of Austin, Nuffield (MG, Morris, Riley, Wolseley), BMC, PSC/PSF.

Existing parts were not renumbered, new parts were identified by the current numbering system applying at the time.

In Australia, part numbers issued before the BMC system came into operation (Namely AC Australian Component) were renumbered.

The BMC (Australia) numbering system followed BMC UK using three letters followed by four numbers.

Mechanical components, Section/Group C, D and E.

The first alpha character "A" signified a mechanical component.

The second alpha character "Y" signified Australian origin.

The third alpha character "A", "B", "D", "G", "H" signified engine size.

A	800 to 1999 cc
B	2000 – 2999 cc
D	2000 cc onwards
G	1000-1399 cc
H	1400-1999 cc

The four numeric characters 0001 to 9999 were divided into groups:

0001 – 1999	Engine
2000 – 2999	Engine accessories
3000 – 3999	Gearbox
4000 – 4999	Front suspension
5000 – 5999	Chassis, Handbrake, Controls
6000 – 6999	Steering
7000 – 7999	Rear axle
8000 – 8250	Road wheels
8251 – 8999	Continuation of 5000 – 5999
9000 – 9999	Electrical components

Body components, Section/Group A and B.

The first alpha character "H" signified a body component.

The second alpha character "Y" signified Australian design

The third alpha character "A", "B", "C", "D", "E" later signified model range.

A	No model significance
B	No model significance
C	Leyland P76
D	Leyland Marina
E	Leyland Mini, Moke

Alpha characters A and B were used across the model range.

The four numeric characters 0001 to 9999 were used on next available numeric basis and have no significance.

Parts and Accessories Department used HYL + four numeric characters for non-production type components, service kits.

BMC (UK) allocated the second alpha "Y" character to signify Australian origin parts.

BMC (UK) allocated the second alpha character "Z" to signify Pressed Steel Company (PSC) and later Pressed Steel Fisher (PSF).

PSC/PSF had their own numbering system which was not changed into the BMC system. The PSC/PSF system was five numeric characters/four numeric characters.

The first numeric characters signified:

1	Pressing
2	Sub Assembly

3 Assembly

The second, third, fourth and fifth:

Numeric signified model. E.g. 1450 was MGB

The first, second, third and fourth numeric characters had the following significance:

0001	roof panel
0085	trunk lid assembly
0094	Rear wheel arch assembly (right)
0095	Rear wheel arch assembly (left)

These PSC/PSF part numbers were then allocated BMC part numbers using the alpha character "Z" as the second digit.

The three alpha characters "H", "Z", "A" were allocated to the MGB.

Some examples:

31450/0085	HZA0419 trunk lid assembly
31450/0094	HZA0422 Rear wheel arch assembly (Right)
31450/0095	HZA0423 Rear wheel arch assembly (Left)

The four numeric characters had no significance.

These PSC/PSF part numbers were mainly used within BMC and they referred to body-in-white assembled components.

Having decided to introduce a vehicle into Australia, a meeting was held to decide (i) where to assemble, (ii) assemble or manufacture, (iii) local content. Having made these decisions, preparation on what to order from UK could be made. These decisions were forwarded to UK by means of a Knocked Down Allocation Schedule (KDAS) in draft form. UK Export Division then complied a KDAS for comment and orders were placed to UK.

KDAS.

The UK produced by the Schedule of Parts a KDAS covering the Australian requirements. The KDAS comprised three sections.

Section 1. Body-in-white (Section A of schedule of Parts)

Section 2. Body trim and fittings, chassis components and electrical equipment (Sections B, C, D of Schedule of Parts)

Section 3. Power unit (Section E of Schedule of Parts)

The KDAS was amended by means of a Knocked Down Note (KDN). These amendments were caused by engineering changes from UK: for example, the introduction of the five bearing power unit, or amendments from Australia: for example, the introduction of wire wheels replacing steel wheels.

When these KDN were introduced they had a change point so all concerned could know what to expect.