

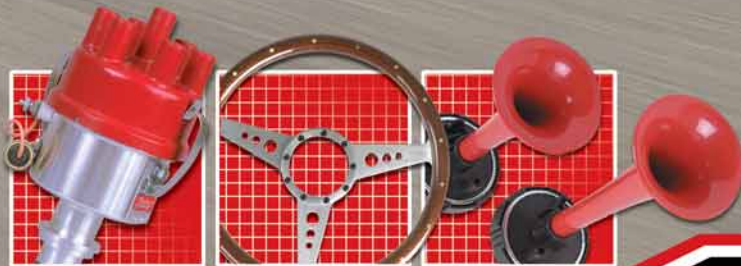


**Moss  
Motors**

COOL STUFF FOR COOL CARS

# MGA

1500-1600 & MKII  
**PARTS & ACCESSORIES**



CALL TOLL FREE:

**800.667.7872**

SECURE ONLINE ORDERING!

**[www.mossmotors.com](http://www.mossmotors.com)**

# A02 | Moss Motors Ltd.

THE BEST IN THE BUSINESS



## On the Road with Moss Motors

One of the saddest ends for an automobile is to become a museum piece. Static, with a set of jack stands holding the tires off the ground. The smells and sounds of operation faded away. The laughter, enjoyment and thrills experienced by the owners, merely distant memories.

That's no way to treat a fine British Automobile! Fire up your baby and hit the road! Watch those smiles as you drive by and bring new memories to life. It's the whine of rubber on road and the burble of straight through exhaust in the ear. Wind in the face and warm oil in the nostrils.

Moss Motors will be there with you supplying the parts and know how to keep you on the road. You can also look for our name at club events helping to keep the camaraderie alive. In your British car it's not the destination that's important, it's the drive. We are committed to keeping your car on the road by stocking the parts you need to keep rolling, and also stopping, when necessary.

Check out our new products and look for more to come. The British car hobby is alive and well, and Moss Motors is leading the way with new products to improve safety, performance and reliability.

## Expect the Best:

- ✓ **Range of Products with new items every month**
- ✓ **Service, with same day shipping**
- ✓ **Value for Money**
- ✓ **Catalogs**
- ✓ **Website**
- ✓ **Technical Assistance, Product Knowledge and Quality Control**
- ✓ **Sales Flyers**

Working on automobiles is inherently dangerous. Moss Motors, Ltd. is not liable for injury or damage due to incorrect installation or use of their products. All products are sold with the understanding that the safe and proper installation and use of the products is the customer's responsibility. Follow factory workshop manual procedures and instructions, but use current shop safety standards and common sense. Some tasks will require professional advice or services which Moss Motors cannot provide.

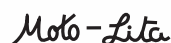


# Contents | A03

FIND WHAT YOU NEED FAST  
... PG. A36



We Carry All of  
**Your Favorite Brands!**



# A04 | New Products!

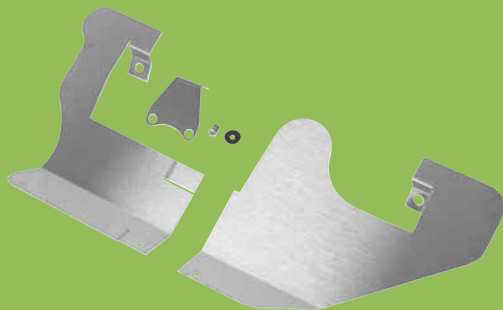
THE LATEST FROM MOSS MOTORS



## British Standard Pipe Taps

Most British fuel and oil lines have British Standard Pipe (BSP) fittings. These taps can be used to clean threaded fittings, the 1/8" BSP is useful for oil gauge lines and 1/4" BSP fittings are used on many fuel line applications.

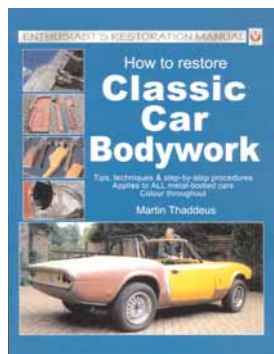
1/8" BSP Tap	385-760	\$22.25
1/4" BSP Tap	385-765	28.90



## Supercharger Heat Shield

Heat robs horsepower, so reducing the operating temperature of the supercharger unit is very important. We designed this heat shield using high tech aluminized radiant barrier material to lower the temperature and increase supercharger efficiency. Using pyrometers we measured a 12 degree drop in 60-70 mph driving temperature and a whopping 30 degree drop in temperature after slowing from freeway speeds.

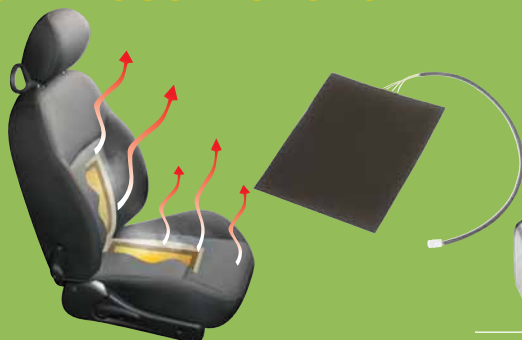
Heat Shield Kit 150-066 \$144.95



## Book: How to Restore Classic Car Bodywork

We have been waiting for a comprehensive book that details typical bodywork needed by our classics including door skins, floor and sill replacement and rust repair. This book covers all these restoration techniques and is packed full of photos of denuded MGs and Triumphs being given a new lease on life. Softbound, 8" x 10 1/2", 112 pages.

How to Restore Classic Car Bodywork by Martin Thaddeus 212-416 \$32.95



## Seat Heater

A little warmth in the right place can really make driving more comfortable. This therapeutic seat heater has dual zones and two settings to keep your bottom and lower back toasty. Designed to be installed under existing upholstery or seat covers, this kit is suitable for alternator-equipped cars. Sold as a set for one seat.

Seat Heater Kit 903-250 \$129.95



## Hazard Switch Kit

This is a period accessory that allows four way flashers to be hooked up on a British car that was not originally equipped with them. This kit does require cutting and splicing of the original vehicle wiring so it should be installed by someone proficient with British electrical wiring.

Hazard Flasher Kit 635-625 \$98.95



## Heated Blanket

Keep your knees toasty with this 12V heated blanket. 42" x 58".

Electrically Heated Blanket 002-842 \$34.95



## Trash Container

Put trash in its place. Our handy receptacle measures 4" in diameter and 5" tall. Securely stays in place by sliding over the edge of your floor mat. A removable plastic liner makes emptying easy.

Trash Bin 101-140 \$29.95



## Trim Rings

Originally fitted to Triumph TR2-4, MGA, Jaguar XK120-150, MK II and many other early British Cars.

15" Narrow Trim Ring 674-675 \$47.95

## Original Style Ashtray

Original Wilmont Breedan ashtray as fitted to the transmission tunnel on many MGAs.

Original Ashtray 241-000 \$31.95



## Sheepskin Wash Mitt

The natural sheepskin fibers hold soap and gently remove grime without paint damage.

Sheepskin Wash Mitt 231-645 \$7.95



## Drink Holder

Oversized 3 1/4" diameter opening will receive any cup and hold it securely. Sturdily constructed and flocked in Charcoal Grey material to complement any interior. Best of all, it is secured in place by sliding over the edge of your floor mat so you can use it in any automobile.

Large Drink Holder 100-785 \$21.95



# New Products! | A05

THE LATEST FROM MOSS MOTORS



## Early Sleeved Type Thermostat

The original design of most British cars called for a sleeve type thermostat, which blanks off the bypass port when the engine is hot. This type of thermostat has not been available from the factory for many years. The amount of water that is allowed to bypass the radiator with modern replacement thermostats is enough to cause overheating in marginal engines. Early Triumphs and Jaguars in particular have large bypass ports and cooling can be improved by installing our reproduction of the original style thermostat.

Reproduction Early Sleeved Type Thermostat  
434-156 \$38.95



## New Barbarian Rugby Shirts

The Genuine article: 12-ounce 100% pre-shrunk cotton, reinforcing patches, rubber buttons, overlocking heavy-duty seams.

Rugby Shirt Med	013-500	\$76.95
Rugby Shirt Large	013-501	76.95
Rugby Shirt XLarge	013-502	76.95
Rugby Shirt XXLarge	013-503	76.95



## New Golf Shirts

100% pre-shrunk cotton golf jersey. Solid Oxford Grey body with contrasting tri-color checker collar and cuffs.

Golf Shirt Medium	013-515	\$37.95
Golf Shirt Large	013-516	37.95
Golf Shirt XLarge	013-517	37.95
Golf Shirt XXLarge	013-518	37.95



## Modified Fuel Filler Neck

A simple solution to cut down fuel fumes and give added security.

Modified Fuel Filler Neck  
470-852 \$83.75

The modified filler neck will accept the following filler caps.

Flip Top Aston Locking Fuel Filler Cap  
407-125 \$159.95



Chrome Locking Fuel Filler Cap  
202-760 \$20.95



Stainless Steel Fuel Filler Cap  
202-750 \$11.95



## Silicone Valve and Side Cover Gasket Set

No more single use cork gaskets! This kit includes valve cover and side cover gaskets that are made from an aircraft-spec. silicone for a superior seal and to be reusable. They work great with steel or alloy valve covers. Note: The side cover gaskets will not fit 18V late MGB rear side covers.

Silicone Gasket Set 296-425 \$23.95



## Right Stuff Gasket Maker

The latest in Elastomeric Rubber Gasket technology. Useful for hard to seal areas such as differentials and oil pans. Resists coolant, oil and ATF.

Right Stuff Gasket Maker, 5 oz 221-450 \$18.95



## Roll Around Pneumatic Shop Stool

Improve your mechanical abilities by using the right tool for the job. Don't succumb to the detrimental effects of straining or over-exertion while working on your vehicle. This new Roll-Around Pneumatic Stool will definitely make your job easier, increasing your productivity in the garage. With pneumatic action, the seat quickly adjusts up to 20 inches tall. This stool also features a convenient 15-inch diameter tool tray to keep the tools or parts you need within easy reach. Shielded 2.5-inch casters make moving around the garage a breeze. A big, fully padded 12-inch diameter seat provides comfort for those long projects.

Roll Around Pneumatic Shop Stool  
336-735 \$34.95

# A06 Interior

## STEERING WHEELS

3-Spoke Drilled | 01



3-Spoke Slotted | 02



3-Spoke Drilled | 03



### Complete Wheel Adapter Kits

Includes hub, horn push and emblem.

28 mm plastic emblem	454-337	\$87.95
46 mm enamel emblem	454-338	89.95

Horn push with emblem is available separately.

28 mm plastic emblem	905-616	22.95
46 mm enamel emblem	905-646	28.95

Rubber Mats | 04



Embroidered Mats | 05



### Moto-Lita Steering Wheels

Moto-Lita steering wheels employ attractive bicolored wood laminations or black leather over aircraft aluminum frames. Requires additional adapter hub sold separately.

#### Wood Rimmed Wheels

(01) 14" 3-spoke Polished/Drilled	499-560	\$319.95
15" 3-spoke Polished/Drilled	499-540	319.95
(02) 15" 3-spoke Polished/Slotted	499-580	319.95

#### Leather Rimmed Wheels

(03) 14" 3-spoke Polished/Drilled	499-520	\$319.95
15" 3-spoke Polished/Drilled	499-500	319.95

#### Wood Rim Wheel

Hub included (uses the stock centerpiece, which is sold separately).

**Wood Wheel**  
263-255 \$929.95

**Stock Centerpiece**  
263-110 \$27.95



### Rubber Floor Mat Sets

Protect your carpets from dirt, wear and fading. If mats get dirty, hose them down and return them to the car. Set of two. Black.

(04) Rubber Mat Set	241-810	\$29.95
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### Embroidered Carpet Mat Sets

Deep, tufted dense cut pile carpet with non-slip backing and rolled edge binding and embroidered marque logo. Crush resistant, treated to minimize staining and easy to clean. Black only.

(05) Carpet Mats	240-410	\$88.95
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### Ultra Plush Embroidered Mats

Custom tailored for a perfect fit, these mats are made with an ultra-dense plush carpet and non-slip rubber backing. Features embroidered 3 1/2" logos.

(06) Ultra Plush Mats	240-710	\$124.95
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Ultra Plush Mats | 06



TOURIST TROPHY

3-Spoke Drilled | 07



3-Spoke Slotted | 08



3-Spoke Drilled | 09



3-Spoke Drilled | 10



### Tourist Trophy Wheels

Tourist Trophy offers a complete selection of wood and leather steering wheels for most British cars and they are the best looking wheels we could find. Your choice in finish, material, grain, width and feel—it's the perfect way to personalize your interior. Made to the highest standards using aluminum frames for lightweight strength. Requires adapter hub sold separately.

#### Wood Rimmed Steering Wheels

(07) 14" 3-spoke Matte/Drilled	489-070	\$219.95
15" 3-spoke Matte/Drilled	489-060	219.95
(08) 15" 3-spoke Matte/Slotted	489-080	219.95
15" 3-spoke Matte/Drilled (extra thick rim)	489-090	219.95

#### Leather Rimmed Steering Wheels

15" 3-spoke Black/Drilled	489-010	\$199.95
(09) 14" 3-spoke Black/Drilled	489-040	199.95
15" 3-spoke Black/Slotted	489-050	199.95
(10) 14" 3-spoke Matte/Drilled	489-030	199.95
15" 3-spoke Matte/Drilled	489-020	199.95

#### Leather Steering Cover

This premium grade black leather cover is custom tailored to fit 16 1/2" rims. Simple installation results in a quality factory-fitted appearance. 222-315 \$42.95

#### Brooklands Wheel



Steering Wheel	453-165	\$319.95
Bluemel Badge	262-315	21.95



# Interior | A07

## DASHBOARD

### Vintage Competition Seatbelt | 11



### Vintage Style Seatbelt | 12



### Burl Wood Dashboard | 13



### Standard Seatbelt

Sold individually with alloy steel mounting hardware.

Standard Seatbelt 222-215 \$28.95



### Seatbelt Shoulder Pads

Comfort, with a dash of color.

Pad with Red Logo 231-300 \$19.95  
Pad with White Logo 231-301 19.95

### Expandable Cup Holder

Our retractable cup holder mounts nearly anywhere. The arms adjust in or out to the size of your container, and it folds up when not in use.

222-090 \$13.95



### (11) Vintage Competition Belts

Quick-release buckle with mounting hardware included. 222-211 \$83.75 ea

### (12) Vintage Style Seatbelts

Black webbing with solid steel, chrome plated aircraft style buckles. Sold individually. The substantial webbing length can be trimmed for safe operation. Mounting hardware included.

2-Point Belt, Short (38" adjustable clasp side, 20" tongue side) 222-234 \$23.95

2-Point Belt, Long (38" adjustable clasp side, 30" tongue side) 222-235 \$23.95

### Dashlight Flashlight

Plug this flashlight into your cigarette lighter. This small, yet high-powered light recharges as you drive. LED charge indicator lets you know when it is fully charged. 900-005 \$13.95



### (13) MGA Burl Wood Dashboard

Our walnut burl veneer dashboards are highly "figured" with a durable hand rubbed synthetic finish. Complete with speaker screen and all mounting hardware. Fits roadsters only.

233-610 \$379.95



### Cloisonne Leather Key Fobs

MG Black & Chrome 229-800 \$12.95  
MG Red & Chrome 229-890 12.95  
Union Jack 229-885 11.95

### Leather Key Fobs

MG, Brown 229-802 \$7.95  
MG, Black 229-801 7.95

### Shift Knobs

With cloisonné medallions.

Walnut 228-260 \$17.95  
Vinyl 228-270 17.95



### Ignition Key Blanks

Original keys are extremely rare. Keys are blank and must be cut locally. Order by the series number of your original locks.

	Crested	NonCrested
	\$8.95	\$2.75
MRN Series	163-310	163-510
FA Series	163-320	163-535
FS Series	163-330	163-545
FP Series	163-340	163-550
AA Series	163-370	-
MG Series	-	-
RV Series	163-380	-

### Insulation Materials

#### Sound Control Super Insulation

Install on doors, floors or firewall.

Dynamat's modified asphalt polymer deadens body panel vibrations. The 5 mil aluminum top layer combines heat resistance with noise deadening. 3' x 4' sheet. 409-026 \$99.95



#### Dynamat Hoodliner

Hoodliner absorbs engine noise with .75" thick Sound Soaker urethane foam and prevents hood paint failure. Reflects 97% of radiant heat while providing engine insulation. 3' x 4'. 409-005 \$89.95



#### Space-Age Heatshield Material

Foil covered felt, heat and sound deadening material installed under carpets, over the transmission tunnel, against the firewall, etc. Insulates against hot and cold, and provides protection against fire. Sold in 48" x 72" sheets, cuts easily.

Heat Shield Material 409-015 \$29.95

Heat Shield Adhesive 409-035 9.95

Aluminum Foil Tape 409-065 4.95

#### Dynashield Insulation Spray

Use as a thermal shield, undercoat, gravel guard and rust protector. Dries to a paintable black finish. Seals joints and crevices from corrosion caused by water and road salt. 10.5 oz. can covers five square feet. No air shipment.

409-125 \$21.95



### OE Style Cigarette Lighter

To replace a defective original, or add an electrical outlet to earlier cars. This kit includes a complete illuminated lighter assembly as fitted to many British cars.

Cigarette Lighter Kit 142-270 \$36.95



### Twin Air Horns

Our twin tuned air horn set includes two tuned air horns, heavy-duty die cast compressor, air hose, mounting hardware and installation instructions.

545-080 \$41.95

### Inflatable Lumbar Support

This manually operated adjustable pneumatic lumbar support fits easily under the seat back upholstery of most cars. Once it's in place, simply pump it up. 650-100 \$54.95



# A08 Interior

## UPHOLSTERY

BLACK

RED

TAN

GREY

**Sun Visor | 01****Aero Screen | 02****Wind Wings | 03****(01) Sun Visor**

Smoke tinted plexiglass with chrome fittings. This accessory makes late afternoon driving much safer.

MGA Sun Visor 240-300 \$32.95

**(02) Brooklands Racing Screens**

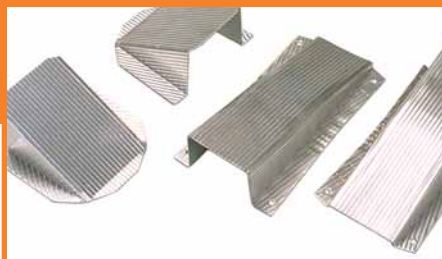
Reproduction of the traditional Brooklands Racing Screen. Screen includes a polished aluminum frame, safety glass and chrome plated brass mounting hardware.

Aeroscreen 224-100 \$139.95

**(03) Wind Wings**

The large clear Plexiglass panels are mounted to adjustable chrome fixing brackets. Installed without drilling and compatible with side curtains. Sold in pairs.

Wind Wing Set 240-200 \$60.95



### Ribbed Aluminum Cockpit Trim Plates

**Threshold Plates**

Our threshold plates are easy to install. Add a custom touch while protecting your door sills from scuffs and scratches. Set of two.

Threshold Plates 240-600 \$29.95

**Ribbed Aluminum Cover Plates**

Four piece set to cover the exposed frame sections in your interior. Eliminate "shabby carpet" syndrome.

240-500 \$49.95

Door Scuff Plate Set 240-700 \$42.95



Black with White Piping	Black with Red Piping	Black with Blue Piping	Black with Black Piping	Red with Red Piping	Tan with Tan Piping	Grey with Grey Piping	Blue with Blue Piping
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**Roadster Seat Kits****Complete Seat Sets**

246-118	246-128	246-148	246-138	246-158	246-168	246-178	246-188	\$1,599.95
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**Original Combination Leather Seat Kit and DeLuxe Panel Kit**

246-028	246-018	246-038	246-008	246-048	246-058	246-068	246-078	\$874.95
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**Leather Seat Kit**

246-030	246-020	246-040	246-010	246-050	246-060	246-065	246-055	\$619.95
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**Vinyl Seat Kit**

246-150	246-140	246-160	246-130	246-170	246-180	NA	NA	\$354.95
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**Coupe Seat Kits****Leather Seat Kit**

246-090	246-080	246-100	246-070	246-110	246-120	246-125	246-115	\$619.95
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**Vinyl Seat Kit**

246-210	246-200	246-220	246-190	246-230	246-240	NA	NA	\$348.95
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BLACK PILE

RED PILE

GREY PILE

# Interior | A09

## UPHOLSTERY

### Seat Upholstery Kits

Whether you plan to replace only seats or panels, or fully restore your MGA interior, we have what you need! If you're presently budget-conscious, our basic all-vinyl kits will give you a beautiful original style interior without the higher cost of leather. If the perfect Concours restoration or the luxury of long-wearing supple leather is what you're after, our complete leather and vinyl combination kits will delight you. All are made from the best materials available, and cut and sewn to original design specifications in our own upholstery shop. We guarantee our top quality interior kits are designed to give professional results, even when installed by the novice!

Our complete seat kits are a unique combination of Concours quality, practicality and economy. Features include piping in contrasting colors when appropriate, and matching padded center armrests.

Our leather seat kits are perfect reproductions of the originals with leather seating surfaces and vinyl non-wearing surfaces. Our leather is tanned and vat-dyed to the highest standards to ensure durability. Proper pleat placement and correct stitching make these the best seat cover replacement kits you can buy. In fact, we're so pleased with the quality of our upholstery that we guarantee 100% satisfaction, or your money back upon return of the uninstalled kit!

The same careful workmanship and concern for quality also go into our vinyl seat kits. These kits, like our leather kits, offer premium materials and factory original colors. The quality material, the proper colors, the perfect fit—all say, "This is how an MGA should look." The complete seat sets listed below are ready to install seat pairs with new frames, cushions, covers and center armrest.

Note: We strongly advise ordering upholstery items on a "Backorder Yes" basis. These parts are made to order in our own upholstery shop and stocks are kept to a minimum because of the wide variety of products involved.

Upholstery orders can usually be filled within a couple of weeks of the order date. If you order seats and panels on separate occasions, we recommend that you not leave more than 3 to 4 months between purchases. While we make every effort to match colors as closely as possible, dye lots do vary. For a guaranteed "close as humanly possible" match, it's best to order your interior as a complete set. For free samples of our upholstery materials, please request sample card #878-110.

### Panel Kits

**DeLuxe Panel Kits:** Made as original from durable vinyl, the DeLuxe Kit includes 2 front kick panels, 2 front frame covers, 2 door panels, 2 assembled door pockets for the roadsters and 2 rear kick panels. You also receive sufficient leather, vinyl and piping to cover all door and cockpit rails, and 1600 MKII and coupe dashboards, and vinyl to cover MKII and coupe scuttle panels (between dash and windshield).

**Basic Panel Kits:** While not as complete as our DeLuxe Kits, these "budget" kits, for roadsters only, are made with the same dedication to quality. They include 2 door panels, 2 front kick panels, 2 front frame covers that are fully finished and ready to install. Also included is sufficient vinyl and piping to cover all cockpit rails, late vinyl-covered dashboards and existing door pockets.

**Original Combination Kit:** For those who desire the entire package, this kit is the answer. This concours quality kit combines both the leather seat kit and the deluxe panel kit. (For coupes, seat and panel kits must be ordered separately.)

For free samples of our upholstery materials, order sample card #878-110.

Black with White Piping	Black with Red Piping	Black with Blue Piping	Black with Black Piping	Red with Red Piping
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#### Roadster DeLuxe Vinyl Panel Kit

246-330	246-320	246-340	246-310	246-350	246-360	246-365	246-355	\$314.95
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#### Roadster Basic Panel Vinyl Kit

246-270	246-260	246-280	246-250	246-290	246-300	NA	NA	\$224.95
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#### Roadster Seat & Panel Combination Kit

246-028	246-018	246-038	246-008	246-048	246-058	246-068	246-078	\$874.95
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#### Coupe DeLuxe Vinyl Panel Kit

246-390	246-380	246-400	246-370	246-410	246-420	246-425	246-415	\$419.95
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### Carpet Kits

Carefully patterned and cut for proper fit and ease of installation, these Moss-made carpet kits include the correct rubber heelmat, all necessary studs and snaps, and edge binding where original. The main carpet set covers the seating and foot well areas. The rear carpet set, standard on the coupe and optional on roadsters, adds that "finished" look to your car's interior. To dress up your trunk, a trunk set and spare tire cover are also available in black and red.

For free samples of our carpet material, order sample card #878-310.

### Side Curtain Stowage Bags

Completely pre-cut and sewn. Ready for installation behind the seats.

Black	Red	Red	Grey
<b>1500 &amp; 1600 to (c)78249</b>			
243-280	243-300	243-290	243-350
<b>1600 from (c)78250 &amp; MkII</b>			
243-285	243-305	243-295	243-355

### Carpet Kits

#### Main Carpet Set:

##### Coupe or Roadster, LHD

Black	242-705	\$239.95
Red	242-715	239.95
Grey	242-725	349.95

##### Rear Carpet: Set Roadster

Black	242-835	\$82.95
Red	242-845	82.95
Grey	242-905	99.95

##### Rear Carpet Set: Coupe

Black	242-975	\$89.95
Red	242-985	89.95
Grey	242-915	116.95

#### Trunk Carpet Set:

##### Optional—Coupe & Roadster

Black	242-815	\$99.95
Red	242-825	99.95
Grey	242-925	139.95

#### Spare Tire Cover:

##### All Roadster & 1500 Coupe

Black	242-465	\$119.95
Red	242-475	119.95
Grey	242-935	119.95

##### Spare Tire Cover: 1600 & MKII Coupe

Black	246-435	\$89.95
Red	246-445	89.95
Grey	242-945	104.95

#### Bulk Carpet Material, per foot

Black	456-295	\$26.25
Red	454-460	27.95
Grey	456-405	19.95



# A10 | Exterior

## RACKS & BADGES

Classic Rack | 01



Standard Rack | 02



### (01) Classic Luggage Rack

"Up-market" variation of the factory original rear racks. Features strap mounting tabs. Measures 30.5" x 16".

244-705 \$399.95

### (02) MGA Luggage Rack

This chrome beauty measures 30.5" x 16".

244-700 \$379.95

### MGA Boot Lock

Easy to install. Just disconnect the original pull mechanism and your boot can only be opened with the key. (Supplied with 2 keys)

222-500 \$30.95



### Badge Bar & Mounting Hardware

Dress up the front of your car.

MGA Badge Bar (3/4") 453-400 \$109.95

Backing Plate 408-577 6.95

Clip (3/4" bar) 408-567 5.55

### Badge Bar Badges

Cloisnone RAC	408-517	\$40.95
(03) Queen Elizabeth	408-376	44.95
BMC Driver's Club	408-375	40.95
(04) R.A.C. Badge	408-695	89.95
St. Christopher	408-435	106.95
Brooklands	408-175	64.40
Coat of Arms	408-185	59.95
(05) Lucas	408-705	59.95
British Racing	408-379	59.95

### Grille Badges



Solid baked enamel finish on a polished stainless steel back.

England 408-507 \$19.95

U.S.A. 408-527 19.95

RAC 408-547 19.95



### Cloisnone Union Jack

Designed to mount on flat surfaces. 2 1/4" x 1 3/8". Set of 2, screws included.

Cloisnone Badges 229-308 \$29.95

### Chrome GB Letter Set

Chrome plated brass letters. Stud mounted letters require four small holes drilled in the car. Letters are pliable to follow for curved surfaces.

GB Letter Set 230-120 \$41.95

### International Sticker

International country of origin insignia. Regulation size, self adhesive.

International Sticker 230-110 \$3.25

### Magnetic Union Jack

No holes required.  
215-330 \$6.95



### Leather Bonnet Straps

Accurate reproduction of the works type straps fitted to race & rally cars.

Tan, each 222-730 \$46.95 ea.

Black, economy, set of 2

222-600 20.95



Queen Elizabeth | 03



RAC Badge | 04



Lucas Badge | 05



(6B)



### Tripod Headlamp Set

For that classic look, Moss Motors offers two versions of the Classic Tripod Headlamp. The P700 was a step up from the standard headlamp and featured an internal tripod reflector with round center cap. Our reproductions capture the look and vintage design of these lamps.

(6A) Tripod Lamp Set

156-878 \$176.95

Replacement bulb for above lamps

170-600 \$8.40 ea.

The PL700 was fitted to many Jaguars and high level sports cars. The unique lens design and prominent PL badge give a distinct look that is part of the historical heritage of our cars. These lamps are reputed to have been made on original tooling, but the quality of the lens silvering and detailing is not as crisp as original samples we have of the PL lamp.

(6B) PL Tripod Lamp Set

156-898 \$341.95

Replacement bulb for PL700 lamps

170-650 \$8.15 ea.



### 7" Halogen Headlamp Set

Made in the UK by Wipac, these high quality headlamps come with replaceable H4 bulbs. Fits all regular 7" headlamp applications.

Wipac Headlamp Set 162-725 \$107.95

Replacement H4 Bulb 162-755 12.95



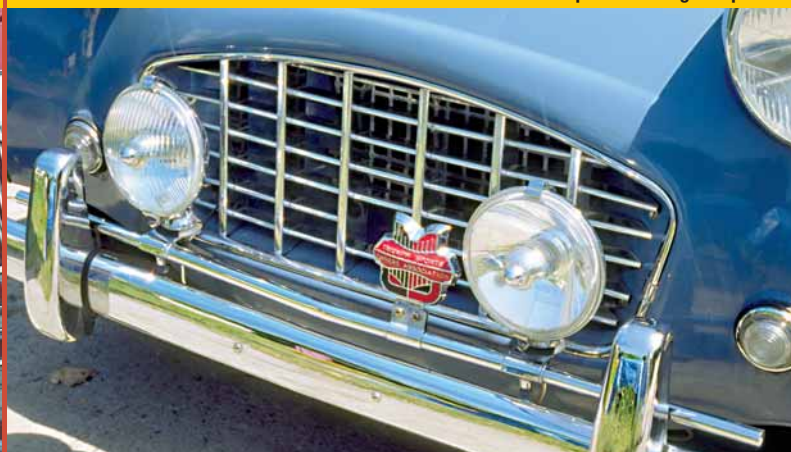
# Exterior | A11

## ACCESSORY LAMPS

### Tripod Headlamp | 6A



### Period Spot & Driving Lamps | 07



### Windtone Horn Set | 10



#### Lucas-Style Windtone Horns

High-note horns were an option on MGAs and require bracket #405-800 for an easy installation.

(10) Set of Two. 165-708 \$139.95

#### Electric Screen Jet Kit

UK-made reproduction of the Lucas screen jet washer. Includes an authentic Lucas Screen Jet label.

Screen Jet 546-125 \$508.95



#### Headlamp Cover

Rigid clear plastic headlamp covers protect your 7" headlamps from rock damage.

Fits most 7" headlamp applications.

(11) 169-200 \$17.95

#### Headlamp Cover | 11



New!

#### Union Jack & US Flag Headlamp Covers

When we saw these, we had to have them. Definitely not legal for driving, but these could be a hit at your next car show.

7" Union Jack Headlamp Cover 169-205 \$19.95  
US Flag Headlamp Cover 169-210 19.95

#### Magnetic 3rd Brake Light

An added measure of safety when driving to and from events. Easy removal. Light unit mounted on a heavy chrome magnet assembly. Easily connects to your existing wiring harness.

(12) 164-005 \$109.95



#### Hella Halogen Headlamp

Accurate optics and reflector put the light where it is needed. Safe for all vehicles originally equipped with 7" sealed beam headlamps. (sold each)

Hella Halogen Headlamp 902-997 \$37.95  
Replacement H4 bulb 902-998 5.95



### (07) Fog and Driving Lamps

Quality reproductions of the classic 5 1/2" Lucas 500 series SLR and SFT lamps as originally fitted to many cars of the '50s and '60s.

#### Driving Lamps:

(08) Stem mount 162-700 \$139.95  
Back mount 162-760 139.95

#### Fog Lamps:

(09) Stem mount 162-800 139.95  
Back mount 162-770 139.95

#### Lamp Covers:

6" dia. fits above 500 series lamps 162-705 43.95  
7" dia. fits Lucas 700 series lamps 162-865 48.95

#### Replacement Bulbs:

Driving Lamp Bulb 170-500 2.95  
Fog Lamp Bulb 170-510 4.15



#### Halogen Classic Lamps

Upgrade your classic with halogen lamps. It's a great way to maintain the classic look and improve visibility. 5 1/2" Lens, Depth 2", 3/8" diam. Stud.

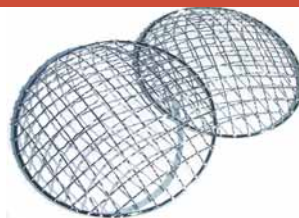
Driving Lamp 162-835 \$34.90  
Fog Lamp 162-836 34.90  
Replacement Bulb 162-765 5.60



#### Headlamp Stone Guards

Heavy duty chrome plated wire mesh stone guards protect your headlights.\*

Stone Guards 222-100 \$12.95  
\*May not be street legal.



#### Pressed English License Plates

Regulation British plates are identical to those used in England in the '40s, '50s and early '60s. Semi-sheared raised letters. Up to seven letters and numbers of your choice. Pre-masked to paint the background the color of your choice.

307-073 \$63.95

#### Halogen Headlamp Bulb for Early British Lamps

This Prefocus Headlamp bulb replaces Moss #170-600 or Lucas LLB370 and uses a 65/55W H4 Halogen bulb to give higher light output from early lamps. Note: Please check applications carefully, this bulb will not work in our PL700 Tripod Headlamps. Halogen Prefocused Headlamp Bulb 170-695 \$19.95





# A12 | Exterior

## MIRRORS & HARD TOP

### Lucas Style Reproduction Mirrors

(01)	Flat Wing Mount	223-310	\$30.95
(02)	R/H, flat lens	165-400	14.95
	L/H flat lens	165-500	14.95
	R/H convex lens	165-210	14.95
	L/H convex lens	165-300	14.95



#### Chrome Backplate

Also available separately with Lucas logo  
165-307 \$11.95



### Bullet Mirrors



#### Combination Mirror

Has two base options. Short base is 2.25" with bolt holes 1" apart. Long Base is 4.75" with bolt holes 3.5" apart

222-372 \$43.95

#### Short Base with Oversize Lens

Dimension- Base 3.0" Bolt hole 1.25"

222-390 \$87.95

### Raydyot Racing Mirrors

Made of lightweight aluminum, our American made reproductions are sturdy and have the "brushed" finish as original. 222-355 \$68.95 ea.



### License Plates

Display your loyalty with one of our regulation size license plates. Embossed aluminum plates with crisp screen printing.

Union Jack Plate	229-730	\$8.95
MG Logo Plate	229-735	8.95



### Clear Cover License Frame

Features a one-piece durable plastic lens with gasket. Easy to install, this frame will isolate your plate from moisture and dirt. Includes stainless steel fasteners. (Check your local DMV regulations.)

222-705 \$26.50

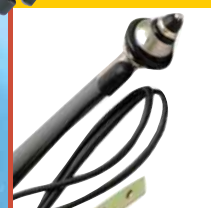
### Wing Mount Mirror | 01



### Electric Antenna | 03



### Flush Fit | 04



### Wing Mount Mirror | 01



### Rubber Antenna | 05



### Antennas

(03) **Electric Retractable Antenna:** Wires into your radio for fully automatic operation. Requires 13.5" depth to mount. 386-960 \$88.65

(04) **Flush-Fit Radio Antenna:** Completely collapsible antenna locks when down. Requires 9.5" depth to mount. 386-970 \$9.95

(05) **14" Rubber Antenna:** Black, includes 54" lead cable. 900-716 \$12.95



### License Frames & Screws

High-quality license plate frames show off the heritage of your car.

Morris Garage	222-830	\$38.95
Union Jack, Black	222-735	32.95
Union Jack, Stainless	222-725	38.95
MG, ABS Plastic	222-720	4.95
Safety Fast, Stainless	222-776*	38.95
MGA Frame, ABS Plastic	222-740	4.95
MGA Frame, Stainless	222-786*	38.95

\*Standard mounting hardware included.

MG Screws	215-865	13.95
Union Jack Screws	215-915	13.95

Our stainless steel, logo-embazoned screws have 6 x 1.0 metric thread. Set of four.

### Cockpit Cover | 06



### (06) Cockpit Cover

If you don't have time to raise the top or use your car cover, this will protect your interior from sun damage and heat build up. Saves your interior from cracking and fading.

MGA Cockpit Cover 237-810 \$44.95

### Car Capsule | 07



### (07) Car Capsule

Keep your car dust free, clean, dry, and protected from rodents, insects, scratches and other dangers. Park the vehicle on the laminated rubber base mat (which is impervious to gas and oil), zip the clear 8 mil PVC double-sewn cover over the car, and plug in the fan which provides continuous airflow to prevent corrosion, mildew, and musty odors. Short or long term storage. Car Capsule operates for under \$1.50 per month. Two year material and craftsmanship guarantee. Fan motor is rated for five years of continuous running. Indoor use only.

14' Size Car Capsule	238-600	\$399.95
16' Size Car Capsule	238-610	419.95

### Wind Blocker



Cut down on buffeting and wind noise.  
Wind Blocker 458-294 \$219.95



# Exterior | A13

## CAR COVERS

### (08) Duravent Car Cover

If your car is constantly exposed to the elements, the Duravent cover is for you. Water resistant, yet breathable, this cover works indoors and outdoors in virtually any condition. Features include double-stitched seams with neoprene elastic sewn in the front and rear bases for a snug fit, and scratch-proof grommets for locking or tying down your cover. This cover has a body specific fit for easy installation and carries a four-year warranty. Suitable for outdoors in uncovered areas.

MGA 237-410 \$109.95



### (10) Ultralon Embroidered

Maximum protection for your classic. Three layers of fabric offer excellent protection from dust and moisture, yet allow condensation to evaporate. Lightweight, compact and fast drying to allow easy storage. Proudly emblazoned with an embroidered British flag. Five Year Warranty

237-415 \$214.95

### (09) Flannel

This is the upper end of the car cover spectrum for indoor-only use. Features include double-stitched seams with neoprene elastic sewn in the front and rear bases for a snug fit, and scratch-proof grommets for locking or tying down your cover. This cover has a body-specific fit for easy installation and carries a two-year warranty. Suitable for garaged areas only.

238-410 \$149.95

### Plastic Antenna Grommet

237-495 \$0.35



### Desiccant Pouches

#### Moisture Absorbing !

Keep interiors dry during storage. One pouch in each footwell helps guard against mildew and rot for up to six months.

229-995 \$18.95 pair

### Duravent | 08



### Flannel | 09



### Ultralon Embroidered | 10



	ULTRALON	DURAVENT	FLANNEL
WARRANTY	5 YEAR	4 YEAR	2 YEAR
CUSTOM FIT	YES	YES	YES
GROMMETS	YES	YES	YES
BREATHABILITY	★★★★★	★★★★★	★★
UV RESISTANCE	★★★★★	★★★★	★★★★★
STRENGTH	★★★★★	★★★★	★★★★
STORAGE	★★★★★	★★★★	★
DUST & DIRT	★★★★★	★★★★★	★★
ACID RAIN	★★★★★	★★★★★	★★
SCRATCH DEFENSE	★★★★★	★★★★	★★★★★
HEAT RELEASE	★★★★★	★★★★★	★★



### Racing Style Front Apron

Fiberglass replacement apron for those looking for the smooth racing look after removing the bumpers.

Front Apron 455-112 \$119.95



### Oil Cooler Shroud

To prevent over-cooling of your oil in extremely cold weather, use this sturdy ABS plastic shroud to block air flow through your oil cooler. Fully covers 13-row oil coolers.

235-805 \$16.95

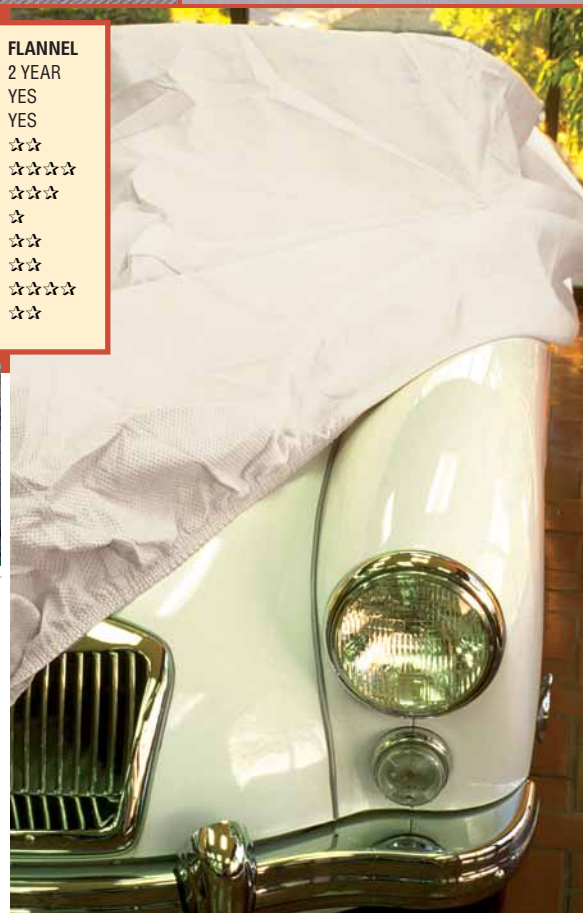


**New!**

### Locking Valve Stem Cap Set

Like the look of logo valve stem caps, but afraid of theft? These can only be removed with the included tool.

MG Logo 215-836 \$29.95  
Union Jack Logo 215-852 29.95



**New!**

### Screw Cover Set

These covers are intended for use on license plate bolts. We are looking forward to seeing other creative uses for them at the next car show.

MG Logo 215-837 \$12.95  
Union Jack Logo 215-853 12.95



# A14 | Wire Wheels

## & KNOCKOFFS

## 60-Spoke Wire Wheel | 01



## Panasport Wheels | 02

*New!*

(01)

**Wire Wheels**

An essential part of your MGAs styling. Whether standard or not, a set of chrome wire wheels truly enhances the appearance of your car.

Dia/Width	Spokes	Finish	Unit	Part #	Price
15" x 4"	48	Chrome	Each	454-615	\$295.95
15" x 4"	48	Chrome	Set (4)	454-728	1,099.95
15" x 4"	48	Painted	Each	454-610	198.95
15" x 4"	48	Painted	Set (4)	454-758	729.95

**Heavy Duty or Competition Wire Wheels**

15" x 4 1/2"	60	Chrome	Each	454-630	\$299.95
15" x 4 1/2"	60	Chrome	Set (4)	454-808	1,099.95
15" x 4 1/2"	60	Painted	Each	454-620	188.95
15" x 4 1/2"	60	Painted	Set (4)	454-828	699.95

(02)

**Panasport Wheels**

Famous in racing circles, Panasport wheels feature lightweight alloy construction, polished rim and steel tapered-face lug inserts. Please check our website for more information about offset, weight and suggested tire sizes. Please check tire clearance before fitment.

MGA	15" x 6"	+22mm offset, 15.6 lbs
	854-715	\$289.95
MGA	15" x 7"	+22mm offset, approx. 16 lbs
	854-725	319.95
MGA +1	16" x 7"	+22mm offset, 17.10 lbs
	854-735	339.95

**Digital Tire Gauge**

Improve your fuel mileage and increase handling by simply keeping your tires properly inflated. Digital readings in .5 psi increments ensure accuracy. Features auto shutoff and five year battery.

225-725 \$19.95

**Brass Tire Gauge**

Solid brass precision gear movement. Push button valve o bleed air to the desired pressure.

225-715 \$19.95

**MG Valve Stem Cap**

Subtle and elegant, these nickel-plated steel valve stem caps feature an MG crest embossed in the top. Sold individually.

215-825 \$5.20 ea.

**Valve Stem Cap Sets**

Individually machined to exacting specifications. Fitted with an O-ring for proper sealing. Set of 5.

215-835 \$17.95

**Knockoffs**

Choose the original 2-eared style, or the more exotic 3-eared style. Our MG crested knockoffs were original equipment on MGTs & MGA.

**MG Crested 2-Eared Knockoffs****Fine Thread (12 t.p.i.)**

Left Hand	200-220	\$36.95
Right Hand	200-210	36.95

**Standard 2-Eared Knockoffs****Fine Thread (12 t.p.i.)**

Left Hand	200-280	\$36.95
Right Hand	200-290	36.95

**3-Eared Knockoffs****Fine Thread (12 t.p.i.)**

Left Hand	200-315	\$81.95
Right Hand	200-325	81.95

**Inner Tubes & Rim Bands**

Designed for use with radial tires and have rubber covered valve stems. (Can be used with bias-ply tires.) Rim bands prevent spoke and nipple ends from chafing your inner tubes. All sold individually.

**Inner Tubes**

155/165 x 15"	452-755	\$21.95
175/185 x 15"	452-765	23.95

**Rim Bands**

15" Rim Band	452-750	\$13.95
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**Bolt-on Replica of the Original Minilite Wheels**

These 8-spoke MiniLite Style alloy wheels are a timeless classic design, adding period charm to your MGA. Manufactured using the latest techniques and testing procedures to ensure the highest quality. Must be modified for use with front drum brakes.

(07) 15" x 5.5"	456-045	\$199.95
Lug Nut, MGA	264-965	4.00
Replacement Hub Cap	455-367	12.95

**Knockoff Sport Wheels**

A great way to go for cars originally equipped with wire wheels.

(08) 15" x 5.5"	455-385	\$356.95
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**Copper/Copper | 03****Copper/Rawhide | 04****1 lb. Zinc Alloy | 05****4 lb. Zinc Alloy | 06**



# Supercharger | A15

GO FAST!

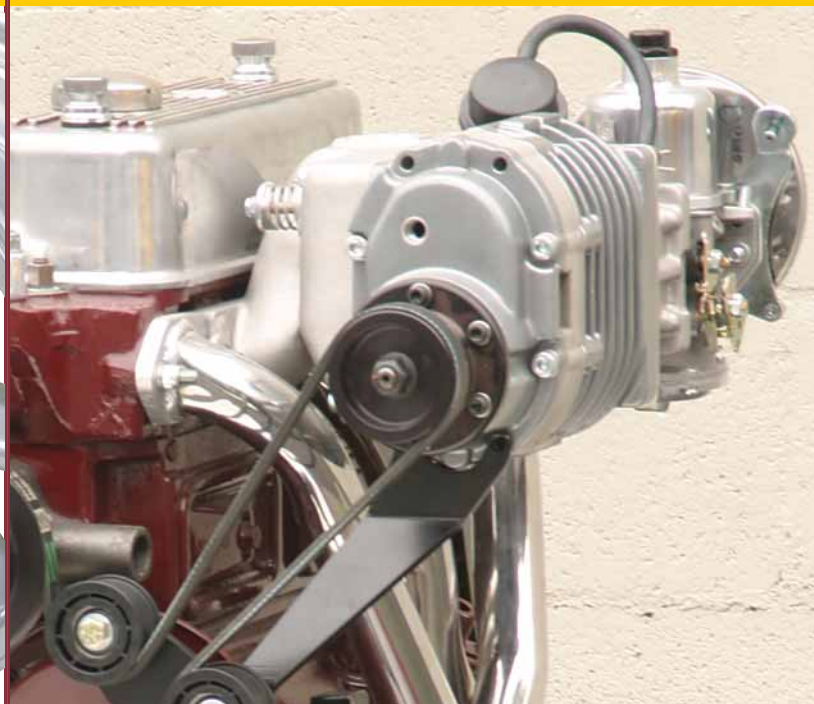
Sport Wheel | 07



Knockoff Sport Wheel | 08



MGA Supercharger



## Wire Wheel Tools

### Knockoff Hammers

All types, weights and sizes for every possible application.

(03)	1lb. Copper/Copper	386-000	\$28.95
	2lb. Copper/Copper	386-850	43.95
(04)	2lb. Copper/Rawhide	386-110	37.95
(05)	1lb. Zinc Alloy	386-020	29.95
(06)	4lb. Zinc Alloy	386-180	30.95

### Wire Wheel Spoke Wrench

With its wide face and long handle, this wrench is perfect for adjusting most spoke nipples without rounding them off.

Spoke Wrench	385-800	\$9.95
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### Tire Irons

A close match to those in early tool kits.

Tire Iron Pair	387-008	\$16.95
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### Protective Knockoff Wrenches

Prevent damage to knock-offs with multi-ply wooden wrenches. The 42mm size fits all conventional British two eared knockoffs.

42mm Wrench	386-165	\$31.95
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### Long-Handle Knockoff Wrench

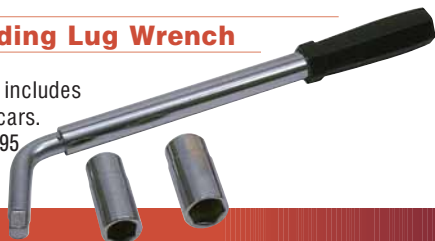
Long-handle wrench allows you to tighten or remove octagon spinners without a hammer.

For Eared Knockoffs	386-125	\$48.95
Fabric Wrench Cover	386-115	15.95

## Expanding Lug Wrench

Extending lug wrench includes sockets to fit most cars.

382-325	\$25.95
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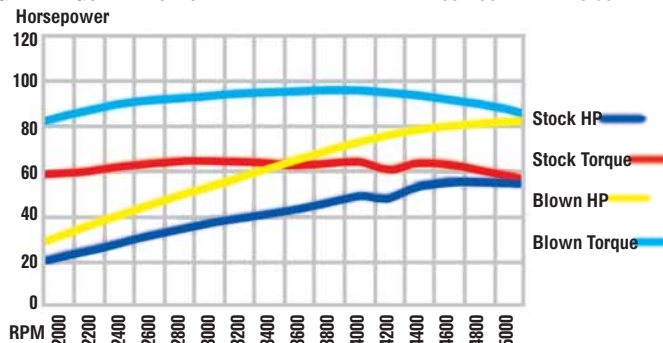


## MGA Supercharger

From the J3 Midget the way the factory hopped up an MG was with a Supercharger and now you have the chance to experience the exhilaration that only a supercharger can deliver. Advances in design have brought back the venerable Roots blower, with longevity and efficiency unmatched in the past. The Moss Motors engineered Supercharger System features the same Eaton Roots type supercharger design used by Jaguar, Mercedes and Ford. Helical, three lobed rotors and specially designed inlet and outlet port geometry bring the Roots blower design up to date. A vacuum controlled bypass valve reduces air handling losses when boost is not required resulting in better fuel economy.

The Moss kit is engineered to fit all push rod MGA engine applications and requires no modifications to the body or engine. Extremely detailed instructions and a list of Frequently Asked Questions may be previewed at [www.mossmotors.com](http://www.mossmotors.com). The installation can be completed by a competent mechanic or hobbyist with hand tools and time will vary depending on many factors, we have had reports of up to 12 hours of shop time necessary to complete installation and tuning.

MGA Supercharger System	150-048	\$3,145.00
<b>Supercharger Spares</b>		
HIF44 Carburetor Service Kit	375-627	\$119.95
HIF44 Carburetor Rebuild Kit	375-628	189.95
HIF44 Supercharger Needle BCA	374-375	18.50
HIF44 Supercharger 0.96 Viton Tip Needle Valve	373-627	32.85
MGA with Gen. Drive Belt	052-507	25.95



# A16 | Performance

## INTAKE & EXHAUST

### Performance Header | 01



#### (01) Performance Exhaust Header

These tubular exhaust headers are suitable for vintage racing or the sporting enthusiast. All headers are jig-welded and designed for maximum performance. Hand fitting and port matching required, particularly for racing applications.

Performance Header 454-855 \$417.95

### Halmeter Air/Fuel Indicator | 04



#### (04) Halmeter Air/Fuel Indicator

High revs or supercharging pushes the fuel system to the limit. High speed lean mixture can kill an engine usually with little warning. For an added edge of safety we offer the Halmeter Air/Fuel indicator kit. The dash mountable display is easy to read, and install unlike many round gauge designs. The included wiring harness and threaded bung allow temporary installation during the tuning phase, then the unit can be moved to another vehicle. Includes oxygen sensor, exhaust bushing which must be welded into the down pipe, wiring harness and display unit.

Halmeter Air/Fuel Indicator Kit with Oxy. Sensor 385-320 \$274.95

Halmeter Air/Fuel Indicator

Also available as a display only, requires installed oxygen sensor and wiring harness.

Halmeter Air/Fuel Indicator Unit only. 385-325 \$157.95



### New SU Carburetor Sets

Genuine SU carburetors produced in the UK from new and original tooling.

MGA 1500	370-778	\$1,139.95
MGA 1600 & MkII	370-788	1,149.95
MGA Twin Cam H6	370-798	1,149.95

### Chromed Dashpot Covers

Add a set of our brightly chrome plated dashpot covers.

SU HS4 and HS6 374-575 \$18.95 ea.



### Stainless Steel Exhaust | 02



#### (02) Stainless Steel Exhaust System

Constructed entirely of top quality stainless steel, ideal system for your car if you live where winter road conditions are harsh. Includes all pipes from the manifold flange back. Clamps, hangers and (when required) catalytic converters not included. Life guaranteed against corrosion only.

1500-1600	454-875	\$230.95
Twin Cam	452-100	389.95



### Inertia Fuel Pump Switch

The First Inertia Switch will cut off power instantly in a roll-over, or when the vehicle is impacted with sufficient force in any horizontal direction. Mounting instructions included. Note: Late MGBs already have a factory inertia switch.

900-240 \$49.95



### 1 3/4" SU Carb. Set with Heatshield

Now supplied with installed heat shield for less than the price of individual components.

1 3/4" Carb Set 366-418 \$994.95



### Free-Flow Exhaust Muffler

Increases both horsepower and gas mileage by reducing exhaust gas back-pressure. Heavy gauge steel, black with chrome-tipped ends. Front down pipe not included.

1500-1600	454-590	\$99.95
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### Double Ended Fuel Pump | 03



#### SU Competition (03) Double Ended Fuel Pump

Double-ended SU pumps have been standard equipment for years on Aston Martins, Bentley and late model E-Types. Delivering twice the capacity of a standard MGA type pump, these units will keep on pumping even if one side fails. Well-suited for all high performance engines running SU carbs, as no pressure regulator is required.

#### Standard Points

Positive Ground	377-045	\$362.95
Negative Ground	377-035	362.95

#### Solid State

Positive Ground	377-345	\$384.95
Negative Ground	377-335	393.95



### SU Solid State Fuel Pump

New from SU electric fuel pumps with modern reliable electronic, solid state switching and control which eliminates the use of contact breaker points. Now you can have a vintage looking SU fuel pump with peace of mind that only an electronic fuel pump can offer. Plus the characteristic ticking is retained.

Negative ground	377-225	\$196.95
Positive ground	377-235	184.95



### Weber DCOE Soft Mount Kit

Vibration plays havoc with fuel level, so any Weber DCOE installation works better when the carburetor is isolated from the manifold. This kit solves the problem and following up on customer requests we now have it in stock.

Weber Soft Mount Kit 222-251 \$32.95



# Performance | A17

## INTAKE & EXHAUST

### High Performance Ram Pipes

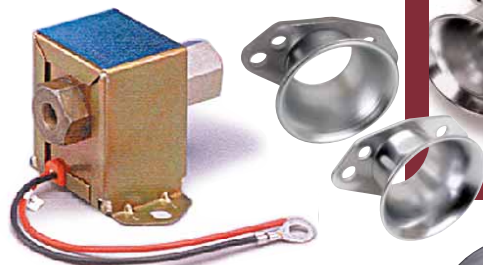
Our TWM racing air horns are the highest flowing design available for SU applications. Precision manufactured, light weight and robust, they measure two inches from mounting flange to bell. Sold individually.

(04)	1 1/2 SU Carbs	222-970	\$49.95
	1 3/4 SU Carbs	222-975	49.95

### Ram Pipe Sets

A racing tradition, now available in long (3") and short (1 1/4") for the following applications.\* Set of two. \*Check with your salesperson if you are unsure which carburetor you have. \$44.95 pair.

		Long	Short
(05)	1 1/2 SU Carbs	372-410	372-415
	1 3/4 SU Carbs	372-435	372-445



### Solid State Fuel Pump

Solid State Electronic Fuel Pumps can be used in conjunction with, or in place of your original pump. The solid state pump will push or pull fuel from a hidden location under the car, through your original pump, or put it in line with a power switch and use it as a backup. Works on positive or negative ground cars. 377-420 \$99.95



### Paddy Hopkirk Gas Pedal

The Paddy Hopkirk Pedal is specifically designed to aid heel and toe shifting. Installation takes hand tools.

900-315 \$26.95



### Billet Fuel Filter Kit

The ease of cleaning and clean lines of this filter assembly will add a touch of custom brightness to the engine compartment. The chromed hose barbs can be removed and 5/16" AN-6 fittings attached directly to the body of the fuel filter giving a high degree of fitment flexibility.

377-305 \$44.95

### TWM Ram Pipe | 04



### Long Ram Pipe Set | 05



### K & N Air Filters | 06



### K&N Air Filter | 08

(08)

### K&N Air Filter

Air filtration is an important way to increase the life of your engine. The original filter design was good at keeping pigeons out of the carb. but that was about it. Our kit comes with instructions to install modern K & N filters inside your original Vokes filter cans.

K & N Filter set to fit original Vokes Filter Cans 222-928 \$69.95



### (06) K&N Air Filters

K&N air filters are designed to be washed and reused for the life of your engine. Ten-year K&N warranty or 1 million miles (non-comp. use).

### Chrome K&N Filter Assemblies For 1 1/2" SUs

1 3/4" deep	222-935	67.95 ea.
3" deep	222-950	54.95 ea.
Tapered	222-985	65.95 ea.

### Chrome K&N Filter Assemblies For 1 3/4" SUs

1 3/4" deep	222-955	69.95 ea.
3" deep	222-960	67.95 ea.
2 1/2" deep, tapered for clearance	222-995	65.95 ea.

### Chrome K&N Filter Assemblies Weber DCOE

1 3/4" deep	222-245	64.95 ea.
3" deep	222-240	84.95 ea.

Filter Cleaning Fluid	231-480	9.95 ea.
Filter Oil Bottle (250ml)	231-490	5.80 ea.



### MG Crested Carburetor Caps

These very distinctive solid brass caps make any engine compartment unique! Your original damper rod must be reused and pressed into the new cap.

Dashpot Caps (pair)	370-735	\$20.95
Float Bowl Cap	370-135	11.95



### Chrome MG Crested Filters

Enhance the appearance of your SUs.  
for 1 1/2" SUs 223-290 \$39.95 ea..

### Stellings & Hellings Style Air Filters

Ultra-thin design beautifully plated.

Filter for 1 1/2" SUs	223-200	\$31.95 ea.
Filter for 1 3/4" SUs	621-500	\$31.95 ea.



### Foam Air Filters

The traditional performance washable foam filters.

Oval for 1 1/2" S.U.	223-220	\$36.55
Round for 1 1/2" S.U.	223-230	39.95



# A18 | Performance

## IGNITION

Mallory Distributor | 01

Race Distributor | 02



Universal Coil Bracket | 03 Petronix Ignitor II | 04



### Race Distributor

A more original looking alternative to the Mallory dual point distributor. This points-type distributor has an advance curve designed for use with long duration race cams. Centrifugal advance only, for the serious racer.

(02)	Race Distributor	143-165	\$329.95
	Replacement Points	153-915	7.00
	Replacement Rotor	151-855	3.50
	Replacement Cap	151-875	13.95

### (04) Petronix Ignitor II for Mallory Dual Point Distributors

We now carry a Pertronix Ignitor system designed to retrofit 4 cylinder Mallory Dual Point Distributors. Offers the longevity of the Mallory distributor with the ease and accuracy of electronic ignition.

Pertronix Ignitor for 4 cyl. Mallory Dual Point Dist.	143-181	\$124.95	Negative Grnd
	143-182	107.95	Positive Grnd

### Pertronix Ignitor Electronic Ignition

- No external control boxes to mount.
- No points to set or change.
- Hall effect sensor is impervious to dirt, dust, or moisture and retains stock advance curve.
- Locate Lucas model number stamped in housing by the vacuum advance.
- 30-month manufacturer's warranty.

#### Lucas Model DM2

Negative Ground	222-605	\$131.95
Positive Ground	222-615	130.95

#### 25D Replacement Distributor

Negative Ground	222-405	\$110.95
Positive Ground	222-555	127.95

#### 45D Replacement Distributor (143-110)

Negative Ground	222-435	\$110.95
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### Unilite Electronic Distributor

Self contained rugged photo-optic trigger and adjustable mechanical advance. Simple three-wire hookup. Shaft must be drilled for drive dog (not included). Negative ground only.

4-Cylinder Distributor 143-155 \$524.95

### Mallory Dual Point Distributor

These distributors can be tailored to suit any engine tune. The Mallory dual point distributor is particularly well suited for Weber carb installations. Shaft must be drilled for drive dog (not included).

(01) 4-Cylinder Distributor 143-180 \$280.95

### Mallory Advance Curve Kit

A selection of advance springs of various weights that allow you to finely tune your Mallory distributor. Complete with detailed instructions and advance curve diagrams.

Advance Spring Kit 143-236 \$40.95

### Mallory Tune-Up Parts

Point Set (2 req.)	143-185	\$18.95
Rotor	143-190	7.65
Rotor, Unilite	143-285	15.95
Condenser	143-195	7.60
Cap, 4-Cylinder	143-175	28.95

### (03) Universal Coil Mounting Bracket

Replace missing, bent or corroded coil brackets. Also useful if you are upgrading or relocating the coil. 143-255 \$3.95



### Electronic Ignition

Expect faster starts, cleaner running and better performance at all engine speeds.

For point-type dist. 222-680 \$130.95

### Distributor Gear Tool

Remember what a hassle it was to get that thing out of the block? Those days are over when you use this specially designed little extraction/installation gadget from Moss.

386-105 \$18.95

Crane Coil | 05

Lucas Coil | 06



Pertronix Coil | 07



### (05) Crane Ignition Coil

The "nickel plated" PS40 coil complements the Crane XR-700 electronic ignition kit. Includes a ballast resistor.

PS40 Ignition Coil 143-240 \$58.95

### (06) Lucas Sports Coil

40,000 volt output gives more starting power, and greater performance at high rpm.

Lucas Coil 143-200 \$46.95

### (07) Pertronix Ignition Coil

Matched to the Ignitor ignition.

143-265 \$43.60



### Classic Tar Top Batteries

Our UK-made tar top batteries were fitted as original equipment to many British sports cars. An original looking battery. Shipped dry. Battery acid should be purchased locally.

6-Volt Battery 459-385 \$114.95



# Performance | A19

## ELECTRICAL

**Pertronix Second Strike System | 08**
**Battery Cut-Off | 09**
**Quick Bolt | 10**
**Electric Fan | 11**


### (08) Pertronix Second Strike Ignition System & Rev Limiter

Two sparks are better than one. This box adds a hot second spark to your ignition system to improve burning, power and efficiency. To keep the extra power under control the unit includes a Digital Rev Limiter. Negative ground only.

Ignition System 222-625 \$374.95



### Pertronix Digital Rev Limiter

If you are autocrossing or racing, this unit is essential to prevent over-revving and engine damage. A 4-wire hookup and the rev limiter's small size (2.5" x 3.0" x 1.4") make installation and fitment in many locations within the engine compartment easy. Negative ground only.

222-635 \$159.25



### (09) Battery Cut-Off Switch

Quickly and effectively disconnects your battery for servicing or long term storage. Sized for negative posts.

145-795 \$12.95

### (10) Quick Bolt Set

Quick Bolts have a camming system to clamp down on battery posts. Simply replace the bolts in your cable ends with Quick Bolts and you can connect or remove the cables without tools.

Quick Bolt Set 900-015 \$13.50



### Lucas Battery Switches

Genuine Lucas battery cut-off switches simplify servicing and long-term auto storage. A strategically placed remote switch deters theft.

Remote Switch 145-770 \$125.95  
Neg. Post Mount 145-780 169.95



### Racing Battery Switch

Primarily intended for competition use, this rugged switch can be used on any car. The removable key deters theft. Attached rubber cap keeps dirt and water out when the key is removed. Meets FIA requirements for motor sport.

145-785 \$85.95

### Battery Acid Neutralizing Mat

Made from a special acid absorbent material which neutralizes acids as they leak from your battery. Easily cut with scissors to match the shape of any battery or tray.

241-025 \$6.95



### (11) Hayden Electric Fans

May be set up to run in either "pusher" (in front of the radiator) or "puller" configuration. The 10" fan requires a clear mounting area of at least 10 5/8" x 11 1/8", while the 12" requires at least 11 1/2" x 12 1/2". The preset temperature control will turn the fan on at 185°F and off at 170°F.

10" Electric Fan Kit 231-678 \$129.95  
12" Electric Fan Kit 231-688 139.95

### (12) MGA Fan Shroud

This sturdy unit attaches to your existing radiator mounts and greatly increases the efficiency of your engine fan by forcing air to be pulled through the radiator instead of around it.

459-645 \$52.95

### Failsafe Thermostat

Manufactured from high-grade stainless steel and copper, this 180° thermostat locks open during overheating for added safety.

434-205 \$15.95



### Thermostat Bypass Blanking Sleeve

For maximum power and speed, such as racing conditions, it is advantageous to remove the thermostat, but only when this thermostat bypass blanking sleeve is fitted.

434-135 \$22.95



### Alternator Conversion Bracket

Originally fitted to late Midgets, this bracket may be fitted to the MGA block to allow the direct fitting of an alternator without having to use an extra long bolt and spacers.

130-115 \$16.95


**PriorityStart | 07**


### (07) PriorityStart

PriorityStart automatic starting protector monitors battery voltage. If there is a drain taking place, it automatically disconnects the battery, leaving enough voltage to start the vehicle.

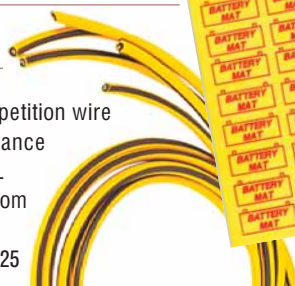
The unit senses the ignition key in the "on" position and automatically reconnects the load.

459-350 \$84.95

### Bumblebee Ignition Wire

This type of distinctive competition wire was a very popular performance accessory with the BMC/BL Competitions Department from the 50s to the 70s.

Sold per foot. 571-020 \$3.25





# A20 | Performance

## & SPECIAL TUNING

Cross-Flow Cylinder Head | 01



Cross-Flow Cylinder Head | 01



Due to the worldwide shortage of Weber carburetors please call for availability. Prices may fluctuate from those published.

(01)

### Cross-Flow Cylinder Head

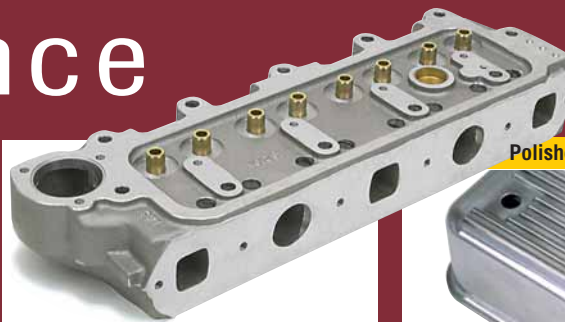
Recalling the classic racing head of the fifties, with computer generated gas flow design, this head is opening new performance horizons for the venerable B-Series engine. Immediate performance and cooling improvements will be noticed even with stock 1 1/2" SUs, but from there the possibilities are still being explored. The heads are completely assembled with standard size valves, bronze guides and hardened seats. The exhaust ports are in the original location so that regular manifolds or headers may be used. We recommend the MGA LCB header (454-855) as the manifold is highly visible. There are a number of intake options depending on your specific needs. The 1 3/4" SUs offer the best balance of power and ease of operation. The Weber DCOE manifold kit and 45DCOE Carbs offer the highest flow possible for maximum power potential in modified engines. There is no provision for emission connections and some modifications will be required for best operation. Manifold kits do contain intake gaskets and some linkage components, but due to the variety of installations, some fabrication may be required. Accelerator cables are not supplied and must be fabricated. \*

Cross Flow Cylinder Head	451-690	\$1,799.95
SU Manifold Kit	373-975	349.95
1 3/4" SU Carb Set	378-698	639.95
Weber DCOE Manifold & Linkage Kit	373-985	349.95
Weber 40DCOE Carb. (2 req'd.)	378-675	494.95
Weber 45DCOE Carb. (2 req'd.)	378-680	514.95
Weber DGV Manifold Kit	373-995	349.95
Weber DGV36 Carb.	378-685	329.95

### ARP High Performance Fastener Kits

Manufactured from top grade 8740 Chrome Moly Steel. Tensile strength in the range of 200,000 psi. Threads rolled after heat treat to provide up to 10 times longer fatigue strength. Precision CNC machined to exacting specifications.

Head Stud Kit	322-858	\$181.95
Rod Bolt Kit, 18GB-18GF (5M angled rods)	322-845	52.50
Rod Bolt Kit (straight cut rod)	322-848	126.95
Main Cap Stud Kit, 3-Main Engines	322-868	104.95



Polished Valve Cover | 02

### Alloy Cylinder Heads

Improved cylinder head flow means more power. Our Alloy Cylinder Heads feature nickel-steel valve seats and silicon-bronze valve guides for use with unleaded fuel. The aluminum component saves weight and improves cooling, while the revised porting and combustion chamber increases efficiency.\*

#### Assembled Head

451-806 \$1,299.95

#### Unassembled Head

451-805 \$1,049.00

\*Note: Alloy heads require 1500-1622 blocks to be machined to ensure correct valve clearance.



### Solid Copper Cylinder Head Gasket

These are .032" thick solid copper. They can be modified for overbored engines and have been a secret ingredient of many high performance racing engines. \*Not suitable for use with alloy heads. Aerosol must ship ground.

Head Gasket	387-505	\$74.95
Copper Gasket Sealant,		
Aerosol 16oz	387-501	15.00

### Competition Manifold Gasket

Enlarged holes to match modified heads. 297-545 \$11.95



Black Valve Cover | 03



New!

### Alloy Valve Covers

Grommets and cupped washers included.

Polished Ribbed Cover

(02) 224-508 \$100.95

Black Textured Finish

(03) 224-490 108.95

Replacement Chrome Cap

460-145 13.95

### Crested Brass Valve Cover Nut



Solid polished brass.

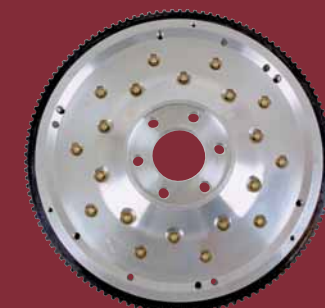
460-119 \$13.95

### Valve Cover Thumb Nuts



Improve the appearance and functionality of your engine compartment. Set of two.

460-118 \$16.95



### Alloy Flywheel

For quicker response and improved performance, our alloy flywheel assembly is the racers choice. These lightened flywheels feature a removable steel face with a mechanically located ring gear.

460-673 \$549.95



# Performance | A21

## & SPECIAL TUNING

## Oil Cooler Kits | 04

**(04) Oil Cooler Installation Kits**

These English made kits include hoses and adapter plates to allow installation of an engine oil cooler radiator. Choose from radiators listed below.

235-905 \$84.95

**Oil Cooler Radiators:** The 13 row radiator is the most popular for street use. The 16 row radiator may be used for increased cooling.

10-Row 11" x 3"	235-915	\$95.95
13-Row 11" x 4"	235-925	114.95
16-Row 11" x 5"	235-995	136.95
19-Row 11" x 5 3/4"	235-845	165.95

**Spin-On Oil Filter Adapter**

Cleaner oil changes will result if you change your engine to a modern spin-on filter. Includes all necessary pieces for installation, filter not included.



Adapter Kit	235-940	\$32.95
Spin-On Filter	235-880	5.95
Spin-On Filter - Wix	235-855	11.95
Spin-On Filter - K&N	235-830	13.95

**K & N Performance Oil Filter**

For spin-on adapter kit. K&N Filter technology is the leader for your spin-on oil filter conversion. Over 550 psi hydrostatic burst strength counters sluggish performance and reduces the risk of damage. Resin impregnated filter element traps even the tiniest contaminants and isn't affected by racing fuels. Featuring heavy-duty construction with metal endcaps, anti-drainback valve and a 1" safety wire drilled wrench nut; this is the best on the market.

235-830 \$13.95

## Valve Train Components | 05



## Vernier Cam Gear Kit | 06

**(06) Vernier Cam Gear Kit**

If you're serious about your engine rebuild, this is one upgrade you should be sure to install! Our kit includes the double row chain, along with fully adjustable cam sprocket.

460-398 \$299.95

**Adjustable Sprocket Set**

Adjust your cam timing easily and economically. A special sprocket enables settings plus 4° to minus 4° in 2 degree increments. Kit also includes double row chain and cam sprocket.

460-388 \$134.95

**Offset Cam Keys**

Keys with offsets allow you to fine tune your camshaft timing. (Use with stock sprockets.)

2° Offset	327-005	\$11.65
3° Offset	327-015	19.25
4° Offset	327-025	11.65
5° Offset	327-035	14.45

**Fast Street Camshaft**

Your MGA should receive a boost in mid-range and top-end power with this camshaft. Not a full-race cam, so around-town driveability is not lost, although your idle will have a slightly rougher bite to it. Top quality, made in the U.S.A.

222-270 \$329.95

**(05) High Ratio Roller Rocker Kits**

Increased ratio opens the valves earlier for a longer duration, for more efficient breathing. Comes assembled for easy installation. Rockers are fitted to the shaft with twin needle roller bearings and uses a roller to make contact with the valve stem.

451-460 \$1,199.95

**Strengthened Rocker Shaft Outer Pedestals**

Allows the use of stronger valve springs and very high engine speeds without the rocker shaft flexing.

460-268 \$399.95

**Tufttrided Rocker Shaft**

Tufttriding produces a harder wearing exterior coating on the shaft for improved reliability and is recommended for all MGAs using standard rocker arms.

433-725 \$79.95

**Rocker Shaft Spacer Set**

Ensures better location of the rockers over the valve stems more accurately. Again, these are highly recommended. Supplied as an engine set of spacers.

460-365 \$44.95

**Gas Flowed Intake & Exhaust Valves**

Larger diameter Intake valve with smooth flowed back face and tapered stem. Valve size is 1.73" (44mm). Gas flowed exhaust valve made from EN21/4N material. The smooth back face and tapered stem improves gas flow. Standard size 1.34" (34mm). These valves are designed to use the later 1968-80 MGB cotters and caps. Earlier engines must have these parts upgraded. Use 460-215 cotters and 460-195 cap.

Intake Valve	423-136	\$42.95
Exhaust Valve	423-166	17.95

**Upated Tubular Pushrods**

Tubular pushrods are lighter and stiffer than stock. Slightly shorter than the standard MGB 18V design to allow for milled heads or reground cams. Use with MGB 18V short lifters 460-605 or 460-606.

Upated Tubular Pushrod	460-616	\$15.95
Upated Lifter	460-606	9.40
Upated Lifter Set	460-608	69.95

**Magnetic Oil Drain Plugs**

Magnetic drain plugs help protect your engine by collecting metallic particles before they get fed through the oil system.

328-282 \$4.95

# A22 | Performance

## BRAKING & ALTERNATORS

### (01) Alternator Conversion Kit

If it is time to update your electrical system, our comprehensive kit with instructions makes it easy. Includes new alternator, mounting bracket and full instructions.

130-078 \$184.95

### (02) Alternator Conversion Kit For Moss Supercharged MGAs

This kit has all the parts and instructions necessary to install an alternator to an MGA fitted with our 150-048 supercharger kit. Includes extra drive belt.

130-088 \$219.95

### Alternator Conversion Kit | 01



### Supercharged Conversion Kit | 02



### Caliper Paint System | 03



### (03) Brake Caliper Paint System

Your calipers can have the same colorful high gloss luster found on expensive German Sports cars. The paint has an industry leading heat resistant capability of 9000° F.

Ground shipping only. \$33.95.

Red	216-800
Yellow	216-801
Blue	216-802
Silver	216-803
Black	216-804
Purple	216-805
White	216-806
Green	216-807
Gold	216-808

**New  
COLORS  
Available**

ON ORDERS  
**FREE UPS  
GROUND  
SHIPPING**  
OVER \$500

Order before 3:00pm  
**Same Day Shipping**  
Your local time

### Brake Hoses | 04



### (04) Braided Stainless Steel Teflon Brake Hose Set

These competition-inspired brake hose sets meet all DOT safety standards and are street legal in all 50 states. Complete set of 3 with retaining nuts and copper sealing washers.

MGA 1500	182-218	\$96.95
MGA 1600 & MkII	182-208	107.95



### Brake Caliper Adapter

Rebuildable MGA brake calipers are becoming a scarce item. To get your MGA back on the road we have sourced a light-weight caliper bracket that allows the use of easy-to-find MGB brake calipers in place of damaged or missing originals. Made of lightweight alloy the bracket will also reduce unsprung weight and allow a wider choice of brake pads for fast road or competition use.

180-522	\$274.95
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### Wheel Spacers | 05



### (05) Wheel Spacers

For use where wheel to brake caliper clearance is an issue. Can also be used for fine tuning track width. (pair)

6mm Solid Spacers	674-685	\$33.95
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### Disc Brake Anti-Squeal Strips

These foil-lined adhesive strips fit between the pad and the piston to eliminate brake squeal.

Set of four.	583-805	\$5.45
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# Performance | A23

## STABILITY & SUSPENSION

### Front Sway Bar | 06

### (06) Front Sway Bars

Front sway bars are a major influence in how your MGA handles. The MGB sway bars listed below may be mounted using the Fitting kits below. The frame extension must be drilled to mount the brackets and the MGB links may have to be cut down to clear the steering rack. The following observations should also be considered in selecting a sway bar.

1. Increasing the bar diameter will reduce body roll and understeer. Too strong a bar will again allow understeer to develop, and increase suspension harshness.
2. Larger tires and wheels may allow use of a larger bar due to the increased unsprung weight.
3. The amount of load transferred by the sway bar is proportional to the cross-sectional area. A small increase in bar diameter produces a large increase in the load transfer capacity.

5/8" Bar (120% increase)	454-965	\$66.95
3/4" Bar (280% increase)	454-945	84.95
7/8" Bar (450% increase)	454-955	164.95

### Sway Bar Installation Kits

Kit includes:

- 2x front arm
- 2x bracket
- 2x bushing
- 2x MGB link

Kit for 5/8" Sway Bar	454-978	\$115.95
Kit for 3/4" Sway Bar	454-948	106.95
Kit for 7/8" Sway Bar	454-958	118.95

### Nylatron Bushings:

A compound of Nylon and Molybdenum Disulphide that gives a tough material that will handle heavier loading without deformation. Less compressible than Polyurethane, but can still be dented by a thumb nail. Some reaming and fitting may be required, bushings and pads are sold individually. Suitable for fast road use.

Lower Control Arm Inner Bushing		
8 reqd.	280-475	\$4.45 ea.
Upper Control Arm Outer Bushing		
4 reqd.	282-315	4.95 ea.
Leaf Spring Shackle Bush		
8 reqd.	267-545	4.95 ea.
Leaf Spring Mounting Pad		
4 reqd.	267-555	7.95 ea.

### SUSPENSION BUSHINGS

We offer a choice of bushing designs to tailor the handling and ride quality of your car.

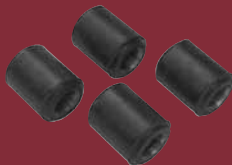
#### STAGE 1: IMPROVED LONGEVITY OVER STOCK

Replace short lived original rubber Lower Control Arm Inner Bushings with improved designs that offer greater longevity and more stable location.

#### V8 Lower A Arm Bushings

Steel reinforced rubber one piece bushings which were originally used on the Factory MGB GT V8 cars. These offer much better location, but are susceptible to corrosion and must be pressed into the A arms.

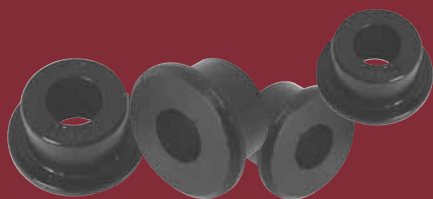
1 set required per car 280-498 \$14.95



#### Black Polyurethane A Arm Bushings

These directly replace the original rubber bushings and give much better service and look original. Corrosion is not a problem and installation is straight forward.

8 required per car 280-485 \$2.95 ea.



#### STAGE 2: IMPROVED HANDLING AND CONTROL

Upgrade front and rear suspension with high performance Prothane or Nylatron bushings and pads. These are harder than the original rubber and will transmit more road noise, but suspension components will be better located. This is particularly necessary if the vehicle is to be used for autocross or fast road use with upgraded tires. Front control arm and rear axle location are critical areas to upgrade, to give improved handling under acceleration and braking.

#### Prothane Bushings:

Engineered to be long lasting and quiet, supplied with Teflon grease. Suitable for road use.

Lower Control Arm Inner Bushing Set  
1 kit reqd. 281-400 \$26.95

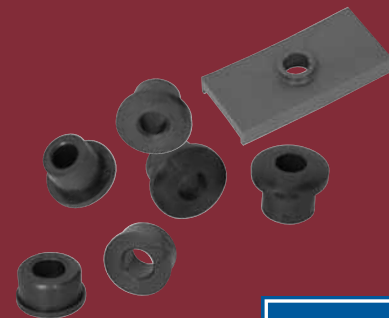


Leaf Spring Front Eye Kit  
1 kit reqd. 267-514 \$21.95

Leaf Spring Shackle Kit  
2 kits reqd. 282-855 13.95

Leaf Spring Mounting Pad Set  
1 kit reqd. 281-600 23.95

**Combine and save!** Complete Rear Spring Kit, includes all of the above  
267-518 \$59.95



# 24 | Books & MANUALS

## (01) Owner's Manual Reprints

Reprints of the manuals originally supplied with your car. From basic tuning and maintenance to putting up the top.

MGA 1500	210-800	\$16.95
MGA 1600	210-830	16.95
MGA 1600 MkII	210-820	16.95
MGA Twin Cam	210-425	17.95

## (02) Competition Preparation Manual

Reprints of the original factory competition manuals.

211-000 \$5.95

## (03) Glovebox Size Manual

These manuals are packed with information. Tune up data, repair and rebuilding information, dimensions and torque specs are in these compact 5 1/2" x 8 1/2" books.

212-460 \$25.95

## (04) Factory Workshop Manual Reprints

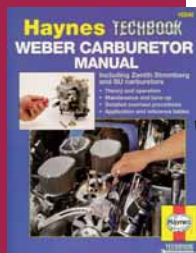
Everything from basic tuning data, to torque settings and complete component rebuilding.

MGA 1500-1600	210-415	\$54.95
MGA Twin Cam	210-420	45.95

## Haynes Carburetor Manual

An excellent guide to tune up and maintenance of SU, Zenith-Stromberg and Weber carbs.

211-430 \$18.95



## Bosch Automotive Handbook

Packed full of facts and figures in a compact format. Guaranteed to improve your automotive IQ with general coverage of all areas of engine and vehicle operation. Fifth Edition, 962 pages, softbound.

212-155 \$69.95

## Weber Carburetors

By Pat Braden. How to select and tune Weber sidedraft and downdraft carburetors. Soft-bound, 8" x 10", 300 pages.

213-430 \$20.95

## SU Carb Rebuild Video

Tune or rebuild SU carbs with this easy-to-follow 2 hour 40 minute video.

211-035 \$39.95



## Owners Manual Reprints | 01



## Competition Manual | 02



## Glovebox Manual | 03



## Workshop Manual | 04



## Component | 05



## (05) Component Restoration

Fuel Pump on the blink? Generator not generating? This book covers in-depth rebuilding of typical components. All the major electrical items, fuel components, heaters and instruments.

215-875 \$29.95

## AutoRef

AutoRef gives you information including: charts; driving and accident helps; safety information; personal information about your car...everything you can think of that might be useful when you are in your vehicle. There is no other book like it. Sample of Contents: Maintenance Logs, Maintenance Charts, Maps for every State & Canadian province, Tire Sizes/Ratings, Lubricants, Electrical System Diagnostics, Dashboard Symbols, Towing Charts, Mileage Charts, Accident Safety, Engine Information, Weather, Automotive Math, General Information, Conversion Factors & Tables, Much More!

5 3/8" x 3 1/4" 672 Pages.

210-320 \$12.95

## SU Power Tuning Book

Des Hammill demystifies fuel-delivery secrets in this 63-page manual. Its expert tips can make you a master at modifying and tuning SU carburetors. Includes coverage of needle reprofiling for custom applications.

211-465 \$24.95



## British Sports Cars | 06



## MGA Restoration Guide | 07



## Lucas Fault Diagnosis | 08



## MGA Complete Story | 09



## Brooklands Gold | 10



## SU Workshop Manual | 11



## (06) Guide to British Sports Cars

Have you ever wondered what a Jowett Jupiter looked like? Improve your knowledge of the British Sports Cars that were exported to the US. Find out the difference between a Morgan +4 and 4/4. 224 pages, very well illustrated.

213-815 \$24.95

## (07) MGA Restoration Guide

By Malcolm Green. This book focuses on commonly encountered difficulties on all MGA models, including the Twin Cam. Essential for all MGA owners.

Restoration Guide 212-965 \$39.95

## (08) Lucas Fault Diagnosis

For professional technicians, easily to understand by the non-professional. Softbound, 8 1/2" x 11", 46 pages.

990-035 \$7.95

## (09) MGA: The Complete Story

By David Styles. Now available softbound at an attractive price, this definitive work reveals the complete story of the much loved MGA. 7 1/4" x 9 1/2", 192 pages

212-236 \$24.95

## (10) Brooklands Gold Portfolios

Includes impressions, technical data and comparison tests. Softbound, 8" x 10", approx. 160 pages.

212-280 \$46.95

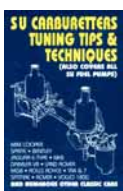
## (11) SU Workshop Manual

Factory workshop manual for SU carburetors and fuel pumps.

211-305 \$26.70



**Book: SU Tips | 12**



**Video: Total MGs | 13**



**DVD: 50 Years | 14**



**DVD: MGs | 15**



### (12) SU Tuning Tips & Techniques

By G. R. Wade. Factory information to help you solve all standard SU problems.  
211-345 \$29.95

### (13) Total MG Engine Rebuild Video

This informative video covers engine removal, dismantling, reassembly, and installation. The 90 minute presentation by "Dr. Doolin" is loaded with valuable information for anyone rebuilding an MGA or MGB engine VHS only.  
211-140 \$72.95

### (14) DVD: 50 years of British Racing in the US

Rare footage showing the history of British Sports Car racing in the US. Starting with the Collier Cup in New York to the popularity of vintage racing today.  
Approximate length: 70 minutes  
211-092 \$29.95

### (15) DVD: MGs Across America

A must have for any MG video library. See how the British view our cars and hobby. Features early race footage, TV advertising, shows and a comparison between US and UK spec. MGs.  
Approximate length: 100 minutes.  
211-090 \$29.95

### (16) Copaslip Anti-sieze Compound

This anti-sieze is highly recommended for wire-wheel splines and knockoff threads. The Molybdenum formulation reduces galling and corrosion to improve the life of wire wheels and hubs. Wheel and hub surfaces should be cleaned and relubricated at least once per year as part of a regular maintenance program.  
57g (2oz) Tube 221-405 \$7.95  
250g (8.8oz) 221-410 16.95

**Copaslip | 16**



**Sealer | 17**



**Mr. Moly | 18**



**Cam & Lifter | 19**



### (17) Muffler and Tailpipe Sealant

Improves joint sealing and eases fitting of exhaust components.  
221-545 \$2.95

### (18) Mr. Moly Lubrication Products

#### Liquid Grease Spray

High quality liquid grease in a spray can with molybdenum disulfide. Suitable for lubricating door locks and hinges. No air shipping.  
Liquid Grease Spray 221-415 \$11.95

#### Engine Oil Supplement

A suspension of Molybdenum Disulfide provides a friction reducing barrier able to withstand extreme pressures. Will not clog filter or passageways. Works with all motor oil including synthetics. DO NOT use during engine break in.  
Engine Oil Supplement 221-420 \$11.95

#### Transmission Supplement

Molybdenum Disulfide manual transmission supplement reduces friction to reduce wear and heat in gearboxes and differentials. Do not use in automatic transmissions or limited slip differentials.  
Transmission Supplement 221-425 \$16.95

### (19) Cam & Lifter Break-In Protection

Super Lube Break-in concentrate is an anti-wear additive formulated with a high concentration of special zinc dithiophosphate to provide sustained protection against cam lobe and lifter scuffing and wear. Should be used for the initial break-in period ONLY. Most current oils have severely reduced this zinc content leading to elevated stresses where rubbing occurs and therefore potential premature cam lobe and lifter failure.  
Super Lube Break In Concentrate  
221-430 \$9.95

**Water Repellent Kit | 10**



### (10) Water Repellent Kit

Created by the makers of the original windshield water repellent, this amazing glass cleaner and water repellent kit seals auto glass with a super smooth invisible barrier that repels rain, sleet and snow on contact. Dirt, road grime and insects can't stick, letting your wipers push them aside. Kit includes 10 oz. bottle of glass cleanser that strips away built up dirt, insects, salt, wax, tree sap, and road grime without scratching; and 5 oz. bottle of super concentrated water repellent gel that seals the glass for weeks at a time.

Kit	221-528	\$12.50
Glass Scrub	221-520	5.25
Rain Clear	221-525	7.25

### Lead Substitute With Octane Booster

Effective valve and valve seat protection plus a powerful octane booster that will raise octane rating by as much as 5 points depending on the type of gasoline.  
220-365 \$3.25



### Super Absorbent Chamois

Our giant six square foot chamois really soaks up water, and it won't harm delicate paint finishes.  
386-945 \$34.95



# A26 | Car Care & MAINTENANCE

## AutoGlym Car Care | 01



## Renovo Soft Top Care | 02



## (02) Renovo Soft Top Care

The best care you can give to your fabric or vinyl convertible top. Water based Renovo products clean, waterproof and revive tired tops safely.

Fabric Top Dry Cleaner	220-260	\$20.95
Water & Stain Proofer	1 L	220-265 35.95
	500 ML	220-280 21.95
Vinyl Top Cleaner	500 ML	220-285 16.95
Vinyl Top Protector	500 ML	220-290 16.95
Plastic Window Polish	100 ML	220-255 26.95
Plastic Window Polish	30 ML	220-275 9.90
Black Fabric Top Reviver	1 L	220-250 57.95
Black Fabric Top Reviver	500 ML	220-270 29.95
Blue Fabric Top Reviver	1 L	220-295 57.95
Blue Fabric Top Reviver	500 ML	220-300 29.95
Brown Fabric Top Reviver	1 L	220-305 57.95
Brown Fabric Top Reviver	500 ML	220-310 29.95

## Luster Care Products

Polish & protect every metal surface on your car. Lace and pads reach hard to get places.



Combo Kit of polish impregnated lace and pads	220-230	\$12.95
Luster Pad 5"x 3/4" impregnated wad	220-235	10.95
Luster Seal, 8 fl oz bottle to seal in shine	220-240	10.95

## (01) AutoGlym Car Care

For over 30 years Autoglym of England has been producing award winning shine on many of the world's finest automobiles.

Used by such companies as Jaguar and Aston Martin for Motorshow preparation.

Moss is proud to introduce a full line of Autoglym car care products.

Super Resin Polish	220-950	\$13.95
Car Exterior Shampoo	220-951	10.40
Car Interior Shampoo	220-952	10.35
Glass Polish	220-953	10.40
Metal Polish	220-954	10.35
Vinyl & Rubber Cream	220-955	13.95
Wheel Cleaner	220-956	12.95
Leather Care Cream	220-957	10.40
Engine Cleaner	220-958	13.95
Cutting Polish	220-959	10.45
Extra Gloss Polish	220-960	15.95
Plastic Restorer	220-961	12.95
Instant Tire Dressing	220-962	12.95
Perfect Polishing Cloth	220-963	12.95

## Microfiber Cloth

Microfiber towel is made from a blend of Polyester and Polyimide. The small fibers pick up and absorb dust, dirt and grease, then releases it when washed. Cloth can hold up to 7 times its weight.

Includes 3 towels. 231-675 \$14.95



## Wire Wheel Brush

If your car has wire wheels, you need this brush! Shaped to get around the spokes without damaging your knuckles, this heavy-duty brush makes wire wheel cleaning a snap.

Wire Wheel Brush 386-940 \$7.95



## Professional Car Duster

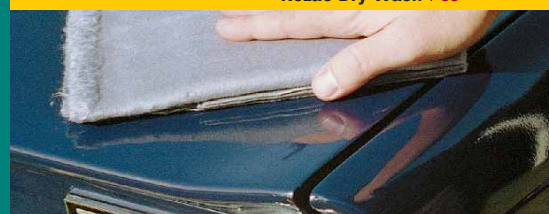
100% cotton dusting mop is treated with special wax to trap dust. Simply shake it out and it's ready to use again. 20" long. Comes with a protective carrying case. 231-670 \$16.95



## Mini Car Duster

Wax treated cotton fibers lift dust off surfaces. Simply shake the dust out after every use. Will not scratch finish. 231-671 \$7.95

## Kozac Dry Wash | 03



## (03) Kozac Dry Wash Cloth

Kozac's specially treated long cotton fibers are woven into a thick plush nap, which draws dust up away from your paint. Cleans without water.

231-620 \$11.95

## Novus Plastic Polish | 04



## (04) Novus Plastic Polish

Bottle #1 cleans and polishes plastics. Bottle #2 restores the original appearance of plastics.

Bottle #3 removes heavy scratches and abrasions from acrylic surfaces. Final finishing requires Novus #2. 8 fl. oz. bottles.

#1 Plastic Polish	220-605	\$5.95
#2 Plastic Polish	220-610	6.95
#3 Plastic Polish	220-615	8.95

## Rain•X



Will not damage wiper blades. Rain•X Anti Fog treats windows, mirrors, goggles and any other nonabsorbent surface.

Rain•X	221-550	\$6.95
Anti Fog	221-575	6.50

## Convertible Top Maintenance

The only top cleaning & protection system endorsed by Haartz. Recommended by Doug Robbins of Robbins Autotop. Keep your convertible top clean and protected, so it will last longer and stay new looking.



Top Cleaner	221-505	\$8.95
Fabric Protectant	221-510	14.95
Vinyl Protectant	221-515	11.95



# Car Care | A27

## & MAINTENANCE

### Auto Dry Blade | 05



#### (05) Auto Dry Blade

This 11.5-inch Water Wand swipes away surface water. The soft silicone T-bar contours to your vehicle's shape and glides over any paint surface without scratching the finish. Produces 15% less friction than terrycloth. 001-575 \$16.95

### Lockheed | 07



### Castrol | 08



### Classic Color Paints | 10



#### (10) Classic Color Spray Paints

Paints are ozone friendly. Bare metal must be primed to achieve satisfactory results. 12 oz. aerosol cans. Ground shipping only.

Dark Red Engine Paint 220-540 \$14.95

Silver-Grey Disc and Wire Wheel Paint 220-560 14.95

Black Wrinkle-Finish Paint: Dashboards, Wiper Motors, etc. 220-570 10.95

#### (11) Finnigan's Waxoyl

Your best defense against rust. Starter kit includes 2.5 liter can of Waxoyl, pump and sprayer.

2.5 Liter Waxoyl Kit 225-360 \$76.95

2.5 Liter Waxoyl Refill 225-365 40.95

5 Liter Waxoyl Refill 225-370 57.95

400ml Waxoyl Spray 225-375 16.95

### Connolly Hide Food | 06



#### (06) Connolly Hide Food

This is the famous "Hide Food", only the name has changed. Apply once a month to keep leather clean, soft and luxurious. Made in England.

Connolly Hide Food 220-210 \$16.95

#### Connolly Leather Cleaner

Used for decades by the world's premier car manufacturers. Easily removes difficult spots on your leather interior without drying the finish.

220-211 \$19.95

#### Lexol Leather & Vinyl Products

Leather Cleaner removes grime. Vinylex is designed for everything from dash tops to convertible tops.

Cleaner 220-190 \$14.95

Vinylex 220-185 15.95

Conditioner 220-195 14.95

Cond. Refill 220-200 12.50

#### Keyston Protectant

Formulated to beautify, moisturize and protect rubber and vinyl products.

220-180 \$11.95

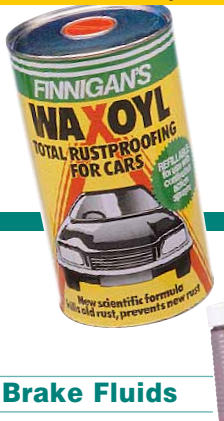
#### Simichrome Metal Polish

Highly recommended polishing paste for brass, aluminum and chrome. Leaves a super shine with a protective film for lasting brightness. 225-350 \$10.15

### Silicone | 09



### Waxoyl | 11



#### Brake Fluids

##### Castrol LMA & Lockheed Brake Fluid:

Both LMA Brake Fluids exceed all factory DOT specifications. Compatible with all British brake systems.

(07) Lockheed 1 pint 220-400 \$5.10

(08) Castrol 1 pint 220-455 5.50

Castrol gallon cans 220-505 44.95

**Silicone Brake Fluid:** Will not absorb moisture from the air like ordinary brake fluids, resulting in longer life for brake cylinders and hoses. One quart is sufficient for fluid change in one car.

(09) Silicone Brake Fluid 220-410 \$24.95

#### Water Wetter

A wetting agent which helps coolant "bond" to metal surfaces thus increasing heat transfer. Highly recommended for all climates.

220-115 \$9.60

#### Dashpot Oil

Specifically designed for both SU and Zenith carbs this oil will ensure your car's proper performance 125 ml. 220-225 \$8.95

#### Transmission Gear Oil

Effective in all manual transmissions. Also improves copper corrosion protection to prolong the life of brass and bronze synchro rings, bushes, and thrust washers. (1 quart)

220-145 \$9.95

#### Bosch Distributor Grease

Specially formulated for use in distributors. It will not interfere with spark or catch fire. Will not solidify with age. This is the ideal lubricant for rebuilding your distributor, and lubricating the lobes on the distributor shaft, which will extend the life of the rubbing block on the points.

221-535 \$11.95

**MOSS**

# A 28 | Maintenance & FLUIDS

## Assembly Lube | 01

## Cam Lube | 02

## Step 1 & 2 | 05



## Engine Assembly Aids

**"Ultra Slick" Engine Assembly Lube:** Use "Ultra Slick" during assembly of camshafts, lifters, engine bearings, timing components, valves and guides and rocker shaft assemblies.

(01) Assembly Lube 221-565 \$6.25

**Cam Lube:** To make sure your new cam lasts a long time, use our cam lube when installing a new camshaft or lifters.

(02) Cam Lube 221-570 \$10.95

**Hylomar HPF Gasket Dressing & Sealer:** Holds gaskets in place during assembly and allows repositioning useable seal after assembly. Useable in temperatures from 60° to over 600°F.

(03) Hylomar 221-555 \$7.95

**Wellseal Jointing Compound:** Made in England and specified by many workshop manuals, this non-hardening gasket sealant allows you to float the gasket into position while staying flexible under load.

(04) Wellseal 221-540 \$18.95

## ReLead & Stor-N-Start

Stor-n-start is an additive that prevents deposits from forming in fuel lines and carburetors. ReLead replaces the valve lubricating qualities of lead formerly used in gas.

Stor-N-Start 220-375 \$6.50  
ReLead 220-390 10.95

## Oil Spill Mat

Keep work area surfaces clean when changing the oils or taking on any job underneath your car.

Oil Spill Mat 221-605 \$18.95

## (05) Fuel Tank Restoration

**Step 1: Fuel Tank Restoration:** We recommend using this bio-degradable cleaner in conjunction with the etching liquid when planning to seal a fuel tank. 1-gallon.

220-620 \$35.45

**Step 2: Fuel Tank Restoration:** Use this bio-degradable etcher as a prep to our slushing compound to give maximum adhesion of the sealer. Our tank cleaner should be used first to remove oils or grime. 16 oz.

220-630 \$16.50

**Step 3: Fuel Tank Restoration:** This slushing compound fluid puts a protective film on the entire inside surface of your fuel tank to prevent rust and eventual fuel line blockage. Tanks should be cleaned with 220-620, then etched with 220-630 first.

220-450 \$35.95



## Fender Cover

Our top-quality fender covers are imprinted with the logo of your MG marque. Foam rubber backing.

241-725 \$24.95

## Tool Creeper

This creeper helps keep your tools and parts close when working. Includes a magnetic center strip to keep things from moving. The foldaway handle makes it easy to store. Dimensions are 13" x 13"

384-895 \$23.95



## (06) Self-Lifting Rolling Dolly Storage System

Slide the caster assembly under a wheel, press down on the pedal until the tire is gently lifted off the ground. The heavy duty casters allow easy movement to free up space in the garage.

Set of 2 Dollys 900-162 \$379.95

## (07) Wheel Dolly Set

Make your life less complicated with this handy space saver. An essential to every garage, our easy to use dolly set enables your car to be moved sideways for convenient storage.

Set of 2 Dollys 900-161 \$199.95



## (08) Auto Dolly

Wide heavy duty rollers and 6000 lb capacity makes maneuvering your car easy.

Set of Four Dollys 900-163 \$154.90

## Parksmart Parking Mat | 09



## (09) Parksmart Parking Mats

No more denting or scratching your bumper. The flat tongue uses the weight of your car to keep these mats in place. Sold individually.

Parking Mat 200-600 \$17.95

## Disposable Gloves | 10



## (10) Disposable Mechanic's Gloves

Biodegradable natural latex gloves are ideal for any messy job. Provides a natural grip and feel that fits either left or right hand. 100 gloves per box.

Disposable Gloves 228-690 \$10.95

## Nitrile Hypoallergenic Gloves

Resistant to many common auto chemicals. Non-latex and hypoallergenic. 100/box

228-695 \$12.95





# Workshop Tools | A29

## & EQUIPMENT

Self-Lifting Dolly | 06



Wheel Dolly Set | 07



Auto Dolly | 08



Alignment Gauge | 11



### (11) Alignment Gauge

When you work on your car's front end, the toe-in should be checked and adjusted. Take a measurement off the back of the front tires, measure again at the front and read the difference off the large scale, adjust your tie rod ends and measure again. 387-085 \$42.95

### Timing Degree Wheel

Plastic degree wheel accurately checks timing when installing a new camshaft.

384-910 \$6.90



### (12) SU Tool Kit

An assortment of handy tools for the included. Suitable for all cars with SU carbs. Includes jet wrench (386-400) below. 386-300 \$23.95



### SU Jet Wrench

Mixture adjustments on SU H and HS carburetors are much easier with the proper tool. 5/16" W (.600" nut) fits original carbs. 17mm (.669" nut) fits new upgraded carbs.

5/16" W Wrench 386-400 \$2.95

17mm Wrench 386-401 8.15

### (13) Carburetor Synchronizer

Used to synchronize airflow between multiple carbs, this is an indispensable tool for the serious home mechanic. 386-200 \$32.95

### (14) "Synchrometer" Flow Meter

Easy-to-read flowmeter allows accurate adjustment of multiple carburetor installations. Made in Germany. 375-321 \$48.95

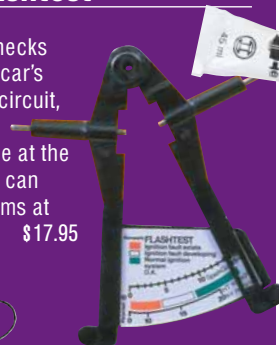
### Gunson's Colortune



A glass topped spark plug allowing you to see the color of combustion in your cylinders. Comes with special glass topped spark plug, viewing system for difficult plug locations, tuning procedure complete with troubleshooting guide. Gunson's Colortune 386-210 \$72.95

### Flashtest

Gunson's Flashtest checks the condition of your car's ignition high-tension circuit, by measuring the strength of the voltage at the spark plugs. This tool can detect voltage problems at the start. 386-875 \$17.95



### Exhaust Gas Analyzer

Tune your car for best performance and low emissions. Measures carbon monoxide in your exhaust to help tune for best performance and economy. New digital version. 386-220 \$244.95

386-220 \$244.95

SU Tools | 12



Synchronizer | 13



Synchrometer | 14



Jet Centering Tool | 15



Throttle Shaft Reamer | 16

### SU Jet Centering Tool

Jet centering is critical on older fixed needle SU carbs. This simple tool makes it a snap.

(15) Centering Tool 386-500 \$21.95

### SU Carburetor Piloted Throttle Shaft Bush Reamer

This special reamer is designed to open up worn 5/16" throttle shaft bushings to accept .010" oversize throttle shafts. For SU carburetors only.

(16) Reamer 386-385 \$139.95

### Bosch Distributor Grease

Specially formulated for use in distributors. It will not interfere with spark or catch fire. Will not solidify with age. This is the ideal lubricant for rebuilding your distributor, and lubricating the lobes on the distributor shaft, which will extend the life of the rubbing block on the points.

Distributor Grease 221-535 \$11.95

### Shop Apron

MG logo shop apron with adjustable straps and three deep pockets. 217-200 \$19.75



# A30 | Workshop Tools

## On-Board Battery Charger

- Attaches permanently to battery tray or fender well, mounting hardware included.
- Molded plastic sealed case resistant to water, gasoline, oil, solvents and acids.
- Charges & maintains 12-volt batteries.
- Totally automatic, if the battery drops 1 volt, the charger switches on, when fully charged it switches itself off.
- Every sports car owner who only uses his car part of the year needs one of these. Deep discharge appreciably shortens battery life.
- Operates from any regular 110-volt outlet. Unit remains in car. Dimensions: 5 1/2" x 3 1/2" x 1 1/2"



## Fire Extinguisher

2 lb. dry chemical extinguisher, U.L. rated 5-B:C to protect against electrical, fuel and oil fires. 11" x 3.5" size, mounting bracket included.

220-380 \$22.95



## Chrome Halon Fire Extinguisher

Every classic car should have an affordable onboard insurance policy in the form of a functional fire extinguisher. Carrying one is just common sense. Halon is an extremely effective fire suppressant and causes the least amount of residual damage and is safe for human exposure. Our compact 10" chrome extinguisher can be easily mounted to many surfaces with the included bracket.

Extinguisher 220-381 \$129.95



## Lift-the-Dot Hand Punch

Aimed at Professional installers, this tool would make a fine car club tool box addition. Punches center hole and prong holes for installation of Lift-the-Dot fasteners to make installation of tops and tonneau covers a cinch.

Lift-the-Dot Hand Punch 226-105 \$69.95



## Tilt Lift | 01



## (01) Oberg Tilt Lift

Allows easy adjustment of an engine's lift angle through a full 90° of movement. Adjust with 1/2" ratchet; 2,000 pound capacity with a 3:1 safety load factor. A positive lock ensures the engine stays put. All steel construction & small size.

386-730 \$75.95

## Clickadjust | 02



## Grease Gun | 03



## Clutch Alignment | 04



## Clikadjust

Adjusting tappets is never a pleasant chore. This British tool takes much of the effort out of this necessary job. Turn the handle, click and tighten. Your clearance is set! Replaces the clumsy screwdriver/wrench combination with a single easy to use tool. Requires a 1/2" drive socket to fit tappet adjustment nut.

386-205 \$80.95

## Grease Gun

For all those maintenance tasks.

386-710 \$38.95

## Clutch Alignment Tool

For easy engine/transmission assembly.

387-260 \$4.95

## Mityvac

This popular vacuum/pressure pump is perfect for bleeding hydraulic systems. Includes: vacuum/pressure pump, vacuum gauge, 1/4" tubing, automotive and brake bleeding adapter packages, reservoir jar and manual. Detailed instructions and ideas for additional uses.

386-215 \$39.95



## Steering Wheel Nut Socket

An absolute necessity for removing steering wheel retaining nuts. A worthwhile investment—offered in 1 5/16 and 1 1/2.

Wheel Nut Socket 384-906

\$17.95



## Rear Axle Hub Nut Socket



Special 8-sided 1 1/16" socket for the rear axle hub nut of the axle. This invaluable tool is a modern and affordable replacement for the expensive and hard to find Churchill tool.

Requires 3/4" drive.

384-905 \$49.95

## Snap Installation Tool

Install button snaps without damage.

386-980 \$9.85



## Mityvac Fluid Transfer Pump

Just what you need to add to your tool kit. Useful for transferring liquids or can be used as an inflator. Fill or drain gearbox or differential, includes hose reducer and pickup tube that will fit down many engine dipstick tubes.

386-275 \$15.95



## Vizibleed Bleeder

Place the hose over a bleeder screw, put the check valve in an empty container, open the bleed screw and pump the pedal until clean, air bubble free fluid flows through the hose.

Vizibleed

386-885 \$17.95





## Workshop Tools | A31

Air Powered Bleeder | 05



Eezibleed | 06

**(05) Professional Air Powered Bleeder**

Air powered hydraulic bleeder uses siphon to bleed hydraulic systems. Hook the unit to air source, set air pressure to desired power, open the bleed screw and squeeze the handle.

Air Power Bleeder 386-225 \$159.95

**(06) Eezibleed Kit**

Kit includes a pressure vessel to hold new fluid, a pipe with interchangeable caps to fit most hydraulic master cylinders and an air hose to connect to a tire. Instructions included.

Eezibleed Kit 386-868 \$64.95

**Brake Pipe Bending & Hose Clamp Tools**

Small tool bends up to 1/4" diameter. Large tool bends up to 3/8" diameter to a minimum radius of 3/4". Clamp tool clamps flexible brake hoses.

Large Pipe Bender 385-895 \$89.95

Small Pipe Bender 385-885 34.65

Clamp Tool 386-855 16.50

Engine Stand

**Roll Around Engine Stand**

This stand makes storing and moving that spare engine assembly easy. Knocks down for storage between engine builds.

Engine Stand 384-915 \$104.95

**Castrol Oil Collectables**

Classic Castrol Oil Cans look great in your den or garage.

2 Pint 216-565 \$26.95

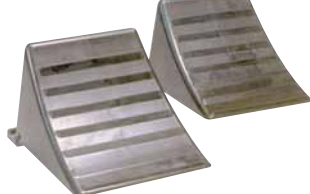
1 Pint 216-555 21.95

1/2 Pint 216-545 19.95

**Brake Lube Sachet**

Aids in the assembly of natural rubber brake components. Recommended for master cylinder boots or hydraulic expander assemblies where rubber is present. Use one sachet per wheel.

Brake Lube 220-440 \$2.10

**High Tech Wheel Chocks**

These wheel chocks have ridges on the ramp area and rubber pads under the leading edge to help stabilize tires to garage floor.

Set of two. 900-150 \$15.25

Portable Welder

**70 Amp Portable Arc Welder**

Dual range AC welder can handle 1/16" - 3/32" mild steel making it perfect for chassis and body repairs on a limited budget. Includes 6' cables, sample electrodes and welding mask. Requires 120 Volts, 15 Amps.

386-241 \$138.50

**Ignition Wrench Set**

High Quality Ignition Wrench Set by King Dick. Sizes 0 to 10 BA will handle most fasteners less than 1/4" on the car.

Wrench Set 385-000 \$58.70

**RhinoRamps**

Maximum-strength reinforced plastic. Full-depth internal ribs allow 12,000 pound gross vehicle weight. 17 degree incline angle (use on vehicles with low ground clearance), 6" working height, and 9 1/2" track width. Non-skid pads. Set of 2.

Ramps 400-800 \$64.95

# A32 | MG Regalia

& FUN STUFF

## (01) Vintage Lucas Poster

Reproduction of a circa 1930 Lucas advertising poster. Lithographed in full color on heavy poster stock. 16"x 23 1/2".

214-205 \$14.95

## (02) Metal Wall Plaque

Reproduced color, embossed advertisement. Metal with rolled edges.

MGA Wall Plaque 214-255 \$18.95

## Abingdon Auction Poster

Reproduction of the poster that announced the sad end of the famed MG factory. A little piece of history to hang in your den or garage.

Auction Poster 214-120 \$9.95



## MG Beer Glasses

Colorful logo glasses to toast your favorite marque. Set of 4.

230-931 \$19.95



## Jigsaw Puzzle

Great for gifts, or for those long winter evenings when it is too cold for driving or fiddling with the car. 308 pieces.

214-410 \$19.95

## MG Through The Ages

Over 25 years ago, British Leyland issued this collector's poster from Abingdon announcing the 1981 auction of the MG factory. Depicts over 30 models from 1924-'65.

214-200 \$4.95

## Classic Driving Gloves



Your Choice	\$34.95	33.95
<b>Black Leather</b>		
Small	228-700	228-800
Medium	228-710	228-810
Large	228-720	228-820
X-Large	228-750	228-830

## Logo Earrings

Brightly enameled miniature marque logos.

219-730 \$12.95



## Lucas Poster | 01



## Bar Stool | 03



## Metal Plaque | 02



## (03) Marque Logo Bar Stool

30" high, with padded 14" diameter seats covered with easy to clean vinyl. Chrome plated legs.

MG Logo Bar Stool 231-800 \$72.95



## Union Jack Flag

Made of light-weight polyester with metal grommets on the hoist.

217-070 \$16.95



## MG Parking Sign

9"x 12" Aluminum.

215-760 \$23.95



## Factory Dealer Signs

Multicolored and superbly screen printed, these signs look exactly like the rare originals!

MG Service (12"x 16") 214-320 \$23.95

BMC Parts (18"x 27") 214-230 62.95

BMC Dealer (18"x 27") 214-240 62.95

## Official Dart Board | 04



## Official Tournament Darts & Dart Board

Made in England to World Dart Federation specifications. The board features logo prominently. 18" diameter. All dart sets come as a set of three 23 gram darts. Includes point sharper, additional shafts and a dart mechanic tool for adjusting tips and shafts

MG Dart Board 229-780 \$43.95

Casino Royal Darts 229-675 30.95

Appollo Dart Set 229-690 32.75

Excalbar Dart Set 229-695 49.95

## Trunk Tote

Organizes your tools and other supplies. Made of heavy vinyl, with velcro covered wrench section and zipper pouch compartment for larger items. Size: 15"x 15".



## Vehicle Cargo Organizers

Space Master cargo organizers allow you to keep small items from rolling around your trunk or back deck area. Easily organize and store cleaning or repair items.

Folding 112-515 \$39.95

Soft Sided 112-516 27.95



## Flying Helmet &amp; Goggles | 06

**Classic Flying Helmet & Goggles**

(06)

Reproduction of the helmets and flying goggles worn by WWII pilots of the Royal Air Force.

RAF Goggles	219-945	\$109.95
RAF Helmet, Medium	219-980	149.95
RAF Helmet, Large	219-990	149.95
RAF Helmet, X-large	219-995	149.95

## MG Wine Glasses | 05

**MG Wine Glass Set**

(05)

Set of four Glasses. 230-968 \$26.95

**Waterproof Picnic Blanket & Umbrella**

A heavy fabric-backed vinyl outer shell with built-in carrying handles and snap closures so your blanket stays folded for easy storage. Inside, a wool picnic blanket which is removable for cleaning. Opens to 5' x 7'-1/2". For portable cover, our wood handled MG "brolly" has room for two underneath.

Blanket	231-445	\$179.95
Umbrella	231-420	79.95

**1:24 Scale Fine-cast Metal Model Kits**

These cast metal kits have a solidity and character not found in plastic kits.

MG M-Type	231-170	\$149.95
MG K3 Magnette	231-180	149.95



## Hoodie Sweatshirt | 07

**(07) Hoodie Sweatshirt with Logo**

100% Preshrunk Heavy Weight Cotton will keep your ears warm during cold snaps with the top down.

Medium	013-480	\$49.50
Large	013-481	49.50
X-Large	013-482	49.50
XX-Large	013-483	49.50

## Embroidered Pullover | 08

**(08) Embroidered Pullovers**

Night out with the top down, these poly fleece pullovers will keep you warm under the stars.

With MG Safety Fast logo \$56.95

Medium	Large	X-Large	XX-Large
013-355	013-356	013-357	013-358

**Embroidered Patches**

Add a splash of color to jackets, sweaters, caps, or anything else you can think of.

Large MG Patch	229-505	\$7.95
Small MG Patch	229-500	5.95
MG Patch	229-495	4.60
British Leyland Patch	229-560	5.95
Union Jack Patch	229-510	5.95
BMC Rondell	229-570	5.95

**"Gambler" Straw Hat**

Woven hats with embroidered logo band. Soft, cushion-stretch headband allows for a comfortable fit. 218-708 \$28.95

**Embroidered Hat**

Beige/navy hats with your favorite marque embroidered in contrasting thread.

219-822 \$20.95

**MG Letterman Jacket**

Varsity style jacket with black wool body, quilted lining, brown leather sleeves and brown leather collar treatment, inside pocket, ribbed bottom. Zipper closure with snaps at waist, neck and cuffs. Collegiate style logo. Cut full size.

Medium	013-440	\$184.95
Large	013-441	184.95
Xtra Large	013-442	184.95

**Pendleton Motor Robes**

Keep warm this winter with our big 52"x 70" Pendleton Mills 100% virgin wool blankets. Woven in a traditional Scottish plaid, they will keep you free from drafts and provide a touch of comfort at roadside picnics.

Red Lap Robe	231-400	\$71.95
Green Lap Robe	231-410	71.95
(09) Green Muffler	237-411	31.95

## Muffler | 09



# A34 | MG Regalia & FUN STUFF

Cheese & Wine Set | 01



Embroidered Shirt | 02



Union Jack Shirt | 03



## Embroidered T-Shirts

100% Cotton short sleeve allows comfortable fit and long-lasting durability. The embroidered shirt features an MGA & diagonal portion of British flag on the front left and Moss block below collar on back. The Union Jack shirt combines a graphic of your favorite car with a Union Jack for a shirt to be proud of.

### (02) Embroidered T-Shirts \$19.95

Medium	013-290	X-Large	013-292
Large	013-291	XX-Large	013-293

### (03) Union Jack T-Shirts \$18.95

Medium	013-420	X-Large	013-422
Large	013-421	XX-Large	013-423



## British Marque T-Shirts

Let them know where your loyalties lie. Union Jack made up of British Motor Car Marques. 100% pre-shrunk cotton. Your Choice \$18.95

Medium	013-430	X-Large	013-432
Large	013-431	XX-Large	013-433

## MG Ski Hat



These hats are serious cold-weather gear—perfect for top-down driving when it's chilly. They are made from heavy-weight acrylic and have an anti-pill polar fleece lining that makes a huge difference. Stay comfortable, and keep the top where it belongs ...

013-410 \$14.95



## Current Catalog Editions

- Austin-Healey 100, 100-6 & 3000  
[www.mossmotors.com](http://www.mossmotors.com)
- Austin-Healey Sprite & MG Midget  
[www.mossmotors.com](http://www.mossmotors.com)
- Jaguar XK120-140-150, XJ6-12, XJS, E-Type  
[www.mossmotors.com](http://www.mossmotors.com)
- MG TC-TD-TF  
[www.mossmotors.com](http://www.mossmotors.com)
- MGA  
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- MGB  
[www.mossmotors.com](http://www.mossmotors.com)
- Triumph Spitfire MkIV -1500 & TR7  
[www.mossmotors.com](http://www.mossmotors.com)
- Triumph TR2-TR3-TR4-TR4A  
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- Triumph TR250-TR6  
[www.mossmotors.com](http://www.mossmotors.com)
- Mazda Miata  
[www.miatamania.com](http://www.miatamania.com)
- Chrysler PT Cruiser  
[www.cruiserbits.com](http://www.cruiserbits.com)
- BMW Mini  
[www.mossmini.com](http://www.mossmini.com)
- Ford F150  
[www.F150store.com](http://www.F150store.com)
- Hummer H2  
[www.mossh2.com](http://www.mossh2.com)

## Coming Soon...

- 05 Ford Mustang  
[www.fordmustangstore.com](http://www.fordmustangstore.com)



## Traditional Wicker Picnic Baskets

Traditional English Wicker Baskets are made from hand woven willow and have a five-year workmanship warranty from the manufacturer. The workmanship, leather fittings, high-quality ceramic, porcelain and crystal set these baskets apart from bargain store brands. Picnic Basket Set includes: Ceramic plates, Matching mugs, Toughened glasses in willow tray, Thermos flasks, Cutlery, Waiter's friend, Coordinated 100% cotton napkins. The Cheese and Wine Picnic set includes: Ceramic plates, Crystal glasses, Cutlery, Cheese board, Cotton napkins and a Wine cooler.

### (01) Cheese & Wine Set

2 Person	231-760	\$324.95
4 Person	231-765	519.95

### Grasmere Pattern (below)

2 Person	231-751	\$209.95
4 Person	231-756	289.95

### Olive Pattern

2 Person	231-780	\$194.95
4 Person	231-785	259.95





# How To Order | A35

## SHIPPING RATES & PROCEDURES

### PAYMENT

VISA, Mastercard, Discover, American Express, certified checks, money order or personal checks (which may be held until cleared). \$10.00 minimum order. If paying by charge card we will require charge card number, expiration date, complete billing address and the CVV2 code on back of card.



### PRICES

All prices are subject to change without prior notice. Moss Motors reserves the right to correct any typographical errors.

### SHIPPING

- Orders received by 3 p.m. local time are normally shipped the same day.
- We will ship by ground unless Air Delivery is specified.
- Alaska, Hawaii, Puerto Rico please use 2nd Day or Next Day Delivery only - add \$5 to chart. (Delivery times not guaranteed.)
- Oversize Shipments – Shipments under \$1,200 and over 130" length plus girth will be charged actual freight.
- Each shipment will reflect the appropriate shipping charges, including handling and insurance, listed on the chart below, dependent upon the parts value in each shipment.
- Orders shipped to California or New Jersey will be charged state sales tax.

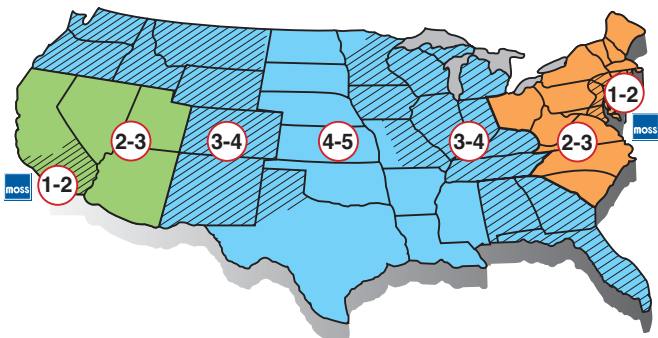
### FOREIGN ORDERS (Includes Canada)

Foreign orders are charged actual shipping charges. Shipping quotes provided on request. All duties and taxes are the responsibility of the customer. Foreign orders must be paid with a credit card or check in US funds. There is a \$10 charge to cover shipping and handling costs for catalogs shipped outside of the U.S. and Canada. One catalog per request.

### PARCEL DELIVERY SERVICE

Follow these simple steps to figure your exact total...

1. Determine parts total and choose Ground or Air Service.
2. Figure your ground shipping and handling charges based on your parts total and area using the map and chart below.
3. CA and NJ residents add sales tax. You now have your combined order total.



### Areas / Approximate Delivery Time (In Days)

- This map represents approximate working days for Ground Delivery. (As quoted by our carriers, not guaranteed.)
- It also assumes that we can ship from the nearest warehouse. Items shipped from the alternate warehouse will take longer.
- Back orders can be cancelled at any time prior to shipment.

#### US - Ground Rates (48 States)

Order Total	Western Area	Central Area	Eastern Area
\$10.00 to 20.00	\$6.15	\$6.95	\$6.85
20.01 to 50.00	8.75	10.25	9.95
50.01 to 75.00	10.95	12.95	12.65
75.01 to 100.00	12.95	15.30	14.95
100.01 to 150.00	14.95	17.60	16.95
150.01 to 200.00	16.95	19.95	19.35
200.01 to 300.00	19.45	22.95	22.15
300.01 to 400.00	21.95	25.95	25.20
400.01 to 600.00	24.95	29.35	28.50
600.01 to 1200.00	Free Ground Shipping in the contiguous 48 states. Oversize packages greater than 130" length plus girth and truck items will be charged actual freight.		
1200.01 and Up	Free ground shipping in the contiguous 48 states.		

### SHIPPING continued

#### GUARANTEED AIR DELIVERY SERVICE (48 States)

- Guaranteed Next Day Air, Next Day Air Saver and 2nd Day Deliveries available.
- Next Day Air & Next Day Saver orders must be pre-paid by VISA, AMEX, MasterCard, or Discover.
- Moss guarantees that orders received before 3 p.m. your local time will arrive on time (barring weather problems, or "Acts of God"), or shipping and handling charges will be refunded.
- 2nd Day Air is guaranteed to be delivered by end of day the second business day after shipment. Next Day Air Saver is guaranteed to be delivered by end of day the day after shipment. Next Day Air is guaranteed to be delivered by 10:30 a.m., noon or end of day the day after shipment, depending on destination.
- Rates apply to orders with a real (or dimensional) weight of 50 pounds or less. If over this amount we will contact you with your shipping options.
- Saturday Delivery: Next Day Air orders placed on Friday for Saturday delivery will be charged an additional \$12.50. Saturday delivery does not apply to Next Day Air Saver and is not available in all areas.
- A.P.O., F.P.O. and P.O. Box orders are not guaranteed and will be shipped Parcel Post.

#### US - AIR RATES (AK, HI, PR add \$5.00)

Order Total	2nd Day Air	Next Day Air Saver	Next Day Air
\$10.00 to 20.00	\$12.60	\$21.75	\$28.85
20.01 to 50.00	16.30	25.95	35.25
50.01 to 75.00	18.85	29.95	41.35
75.01 to 100.00	24.95	37.40	49.95
100.01 to 150.00	28.85	43.55	56.60
150.01 to 200.00	35.25	49.85	62.90
200.01 to 300.00	38.95	55.95	71.75
300.01 to 400.00	45.95	60.95	79.30
400.01 to 600.00	48.95	65.95	85.55
600.01 to 1200.00	37.75	54.85	72.95
1200.01 and UP	45.35	59.85	79.95

**WHEN YOUR ORDER ARRIVES** • Delivery of merchandise in good condition is the responsibility of the carrier. Should your order arrive in damaged condition, immediately inform a Moss Motors' customer service representative at 1-800-689-9313. You must make claims for damage during shipping to Moss Motors within 3 days. Keep original box and packing material. If your order was shipped truck freight, note damage on the bill of lading when signing the delivery receipt. If there is any other question about your order, contact customer service within 10 days.

**BACKORDERS** • Backordered items will be shipped and invoiced when available.

Backorders are shipped free but carry a handling charge of \$1 per \$50 of value. You may request "No Backorders" or cancel backorders at any time prior to shipping. Canadian backorders will be charged based on actual freight. Canada is the only foreign country we backorder to.

**WARRANTY** • All products are warranted against defects in material and workmanship by the original equipment manufacturer or Moss Motors, Ltd., for 12 months from the date of shipment. We will replace the product or refund your purchase price at our discretion. The warranty does not cover labor, failure of a related component, failure resulting from faulty installation, nor would the liability of Moss Motors exceed the cost of the original component.

**RETURNS** • You may return new and uninstalled products in resalable condition for a full refund excluding shipping and handling charges for up to 6 months from date of invoice. Returns over 6 months, but less than 12 months will be charged a 10% restocking fee to cover our processing costs. We reserve the right to charge up to 20% when no invoice is supplied and/or there is substantial work involved to process your return back into stock. Items over 12 months old are not returnable. Please remember to always inspect the parts upon receipt of your order to avoid any difficulties later on. To return a part follow the instructions printed on the back of the invoice. Make sure to package the products carefully to avoid damage during return and include all original packaging and a copy of the invoice. Refunds will not be issued for installed, damaged, incomplete, "Custom" or "Special Order" items. If a return is due to our error, we will reimburse reasonable freight charges. We will not reimburse additional charges for shipping/packaging services. Electrical items that have been installed are not returnable.

**CATALOG ERRORS** • Every effort has been made to provide accurate information in this publication. We will not be held liable for inaccuracy of pricing, description or application.

**800-667-7872 • Phone Orders**  
 Monday-Friday 6:00am to 7:00pm PST • Saturday-Sunday 7:00am to 4:00pm PST  
**805-692-2525 • Fax Orders**  
**805-681-3411 • Technical Support**  
**800-689-9313 • Customer Service**  
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## Restoration Parts

MGA





# MGA Restoration Parts Catalog

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## About This Catalog

This catalog covers parts for USA-specification left hand drive cars. In producing this catalog, our primary goal was to publish a listing of MGA parts which was as comprehensive, accurate and informative as possible for the USA market. In doing this, we have made every effort to correctly identify and include every part likely to be needed to repair, restore or maintain your car. Although some of the parts listed are not currently available, our Product Development staff is constantly seeking new suppliers and manufacturers of quality reproductions of otherwise obsolete items. The current Moss Motors website ([www.mossmotors.com](http://www.mossmotors.com)) pricing is always the best indication of availability.

Local laws and regulations relating to pollution, safety and lighting equipment vary considerably from state to state and country to country. Since we distribute parts for these cars on a worldwide basis, we are not in a position to advise what laws are in effect in each locality. We strongly encourage anyone contemplating any modifications to a vehicle intended for street use, to check local regulations before proceeding. We strongly suggest that you save all old stock equipment should reinstallation be necessary at a future date.

**NOTE:** In the body of this catalog, items with indented descriptions are components of the non-indented kit or assembly above them.

## Supersession and Rationalization of Parts

Most owners of British cars have, at one time or another, ordered an original "factory" part from an authorized dealer, only to find that the part received was different from the original, although it did work. This is the result of the supersession or rationalization of parts by the factory. Supersessions occur when a part is modified, and the original design or pattern is no longer produced. If old and new parts are interchangeable, even though they may appear slightly different, the old part is superseded by the new part. Rationalization is an attempt by the factory at efficiency in which one new part replaces several original parts, after which the original parts are no longer available.



This truck symbol indicates that the item is shipped by truck, freight collect, payable on delivery.

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Working on automobiles is inherently dangerous. Moss Motors, Ltd. is not liable for injury or damage due to incorrect installation or use of their products. All products are sold with the understanding that the safe and proper installation and use of the products is the customer's responsibility. Follow factory workshop manual procedures and instructions, but use current shop safety standards and common sense. Some tasks will require professional advice or services which Moss Motors cannot provide.



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## MGA Parts Catalog

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MGA

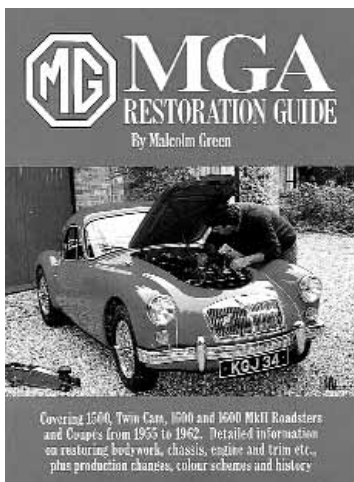
## Books / Manuals

### **MGA Restoration Guide**

by Malcolm Green

If you have an MGA, want to buy one, or are contemplating restoring one, this book is a "must have". Intended to supplement the factory workshop manual, this book gives particular attention to commonly encountered difficulties on all MGA models, including the Twin Cam. All aspects of dealing with the MGA are covered in detail: buying, body work and paint, mechanical and electrical rebuilding, and upholstery. Also the history of MGA development, production changes, and general information are included.

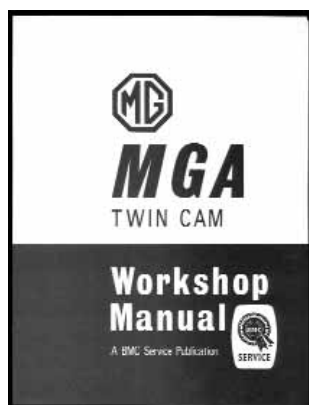
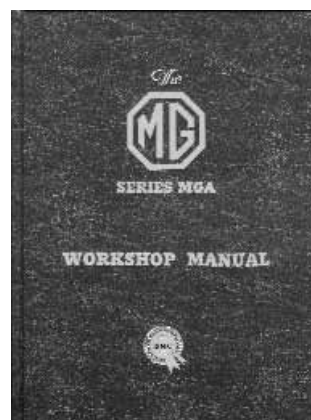
212-965 \$39.95



### **MGA Factory Workshop Manual**

Considering the cost and lack of availability of qualified service, why not maintain your own classic? An original factory workshop manual is the best source of mechanical repair and tuning data available. Everything from basic tuning data, to torque settings and complete component rebuilding are covered by this comprehensive reprint. Softbound.

210-415 \$54.95



### **MGA Twin Cam Factory Workshop Manual**

The only comprehensive workshop manual for these rare cars. Includes detailed illustrations and step-by-step instructions, covering all aspects of maintenance and repair. Reprint of original. 200 pages, softbound.

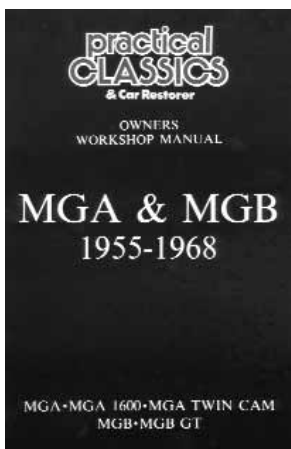
210-420 \$45.95



### **MGA Drivers' Handbooks**

Authorized reprints of the handbooks included with every new MGA. These handbooks cover operational and maintenance procedures, and should be considered absolutely essential for the first time MGA driver.

1500	210-800	\$16.95
1600	210-830	\$16.95
1600 MKII	210-820	\$16.95
Twin Cam	210-425	\$17.95



### **Glovebox Size Workshop Manuals**

Though not as complete as the full factory manual, this clever new manual is packed with enough information to keep your car on the road. Tune up data, repair and rebuilding information, dimensions and torque specs are all here in this compact 5 1/2" x 8 1/2" book.

212-460 \$25.95

### **MGA Special Tuning Manual**

A reprint of the original publication covering the factory developed and proven competition modifications.

211-000 \$5.95



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	MGA 1500	MGA 1600	MGA MK II	MGA TWIN CAM
<b>Vehicle Identification</b>				
Vehicle Number Location	Bulkhead, in front of heater	Bulkhead, in front of heater	Bulkhead, in front of heater	Bulkhead, in front of heater
Body Number Location	RH Firewall	RH Firewall	RH Firewall	RH Firewall
Engine Number Location	Right side of engine	Right side of engine	Right side of engine	Rear of engine block
Gearbox Number Location	Top of casing	Top of casing	Top of casing	Top of casing
Rear Axle Number Location	Front of LH axle tube	Front of LH axle tube	Front of LH axle tube	Front of LH axle tube
<b>Tune Up</b>				
Engine Firing Order	1342	1342	1342	1342
Valve Rocker Clearance	.017" hot	.015" hot	.017" hot	NA
Idle Speed	900-1100 rpm	900-1100 rpm	900-1100 rpm	900-1100 rpm
Static Ignition Timing	7 deg. BTDC	7 deg. BTDC	10 deg. BTDC to eng #4004, then 5 deg. BTDC	9.1:1 CR- TDC, 8.3:1 CR - 8 deg. BTDC
Dynamic Ignition Timing	NA	NA	NA	NA
Timing Mark Location	Timing cover & crank pulley	Timing cover & crank pulley	Timing cover & crank pulley	Timing cover & crank pulley
Distributor Make/Type	Lucas DM2	Lucas DM2	Lucas DM2	Lucas DM2 P4
Contact Breaker (points) Gap	.014-.015"	.014-.015"	.014-.015"	.014-.015"
Rotation of Rotor	anti-clockwise	anti-clockwise	anti-clockwise	anti-clockwise
Dwell Angle	60 +/- 3 degrees	60 +/- 3 degrees	60 +/- 3 degrees	60 +/- 3 degrees
Ignition Coil Make/Type	Lucas HA12	Lucas HA12	Lucas HA12	Lucas HA12
Spark Plug Make/Type	Champion N5	Champion N5	Champion N5	Champion N3
Spark Plug Gap	.025"	.025"	.025"	.025"
Carburetor Make/Type	Twin SU H4	Twin SU H4	Twin SU H4	Twin SU H6
Carburetor Main Jet	.090"	.090"	.090"	.100"
Carburetor Main Jet Needle	GS	6	6	OA6
Carburetor Piston Spring	red	red	red	red
<b>Vehicle &amp; Engine</b>				
Length	156"	156"	156"	156"
Width	58"	58"	58"	58"
Height	50"	50"	50"	50"
Ground Clearance	6"	6"	6"	6"
Track Front, disc wheels	47 1/2"	47 1/2"	47 1/2"	47 29/32"
wire wheels	47 7/8"	47 7/8"	47 7/8"	
Track Rear, disc wheels	48 3/4"	48 3/4"	48 3/4"	48 7/8"
wire wheels	47 7/8"	47 7/8"	47 7/8"	
Wheelbase	94"	94"	94"	94"
Turning Circle	28'	30' 6"	30' 6"	32' 6"
Toe-In	nil	nil	nil	nil
Curb Weight	1988 lbs. (roadster)	2016 lbs. (roadster)	2016 lbs. (roadster)	2185 lbs. (roadster)
Original Tire Size	5.60x15	5.90x15	5.90x15	5.90x15
Replacement Tire Size	165R15	165R15	165R15	165R15
Orig. Tire Pressure, Front (Cold)	23 psi	24 psi	24 psi	24 psi
Orig. Tire Pressure, Rear (Cold)	26 psi	26 psi	27 psi	26 psi
Engine Type	15GB, 15GD	16GA	16GC	BC16GB
Engine Displacement	1489 cc	1588 cc	1622 cc	1588 cc
Firing Order	1342	1342	1342	1342
Compression Ratio	8.3:1	8.3:1	8.9:1, 8.3:1	9.9:1, 8.3:1
Engine Bore	2.875"	2.968"	3.0"	2.969"
Engine Stroke	3.5"	3.5"	3.5"	3.5"
Number of Cylinders	4	4	4	4
Oil Pressure Idle	10-25 psi	15 psi	15 psi	10-15 psi
Oil Pressure Normal	50-75 psi	50 psi	50 psi	56-60 psi
Ignition Type	points	points	points	points
Fuel Pump Make/Type	SU electric	SU electric	SU electric	SU electric
Fuel Tank Capacity	12 gal (US)	12 gal (US)	12 gal (US)	12 gal (US)
Cooling System Capacity	12 pints (US)	12 pints (US)	12 pints (US)	16.2 pints (US)
Sump Capacity	9 pints (US)	9 pints (US)	9 pints (US)	14.4 pints (US)
Gearbox Capacity	4-3/4 pints (US)	4-3/4 pints (US)	5.6 pints (US)	4-3/4 pints (US)
Rear Axle Capacity	2.7 pints (US)	2.7 pints (US)	2.7 pints (US)	3-1/4 pints (US)

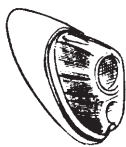
# General Information

## Identifying The MGA

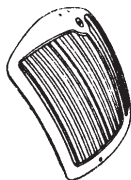
There are only five variations of the MGA. The 1500, 1600, MKII, Twin Cam and 1600 MKII DeLuxe. The coupes were a variation of the roadster and were not differentiated by the factory numbering system as to body style. The Twin Cam, a major undertaking at the time of its introduction, was identified separately while the DeLuxe, the most elusive of MGA models, was not distinctly identified. There are reliable production figures for all models except the DeLuxe.

The three major MGA models may be readily identified by their tail-lamp and grille configurations as well as their engine displacement.

The 1500 style tail lamps were common to many British cars of the period.



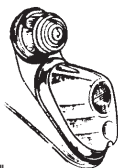
The 1500 style grille has slats that are set flush with the back of the shell.



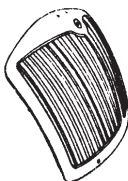
A 1500 will have the familiar single Lucas tail lamp, the flush style grille and no cowl or deck marking. Four-wheel drum brakes were fitted to this model only. Very early 1500s had different style gauge faces, an example of which can be found in the factory service manual and drivers handbook illustrations. The door rails on the first few cars were entirely of wood, as were the cockpit rear corners. There are few of these seen today. The 1500s did not have the starter hump on the passenger toe board or the windscreen mounted top clamp. The turn indicators were switched through a relay.



Front parking lamp lenses became "flat" and a separate turn signal lamp was added at the rear of 1600s.

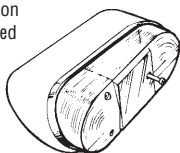


The front grille on 1600 models was identical to the one that was fitted to the 1500s.

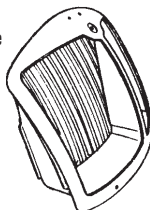


A 1600 is differentiated by the dual tail lamp with separate turn lamps, larger round parking lamps with flat lenses and a '1600' marker on the cowl and rear trunk lid. Disc brakes on the front greatly improved stopping power. The starter position was moved with the resulting hump on the passenger toe board.

Horizontal tail lamps on the 1600 MKII replaced the earlier vertical style tail lamps.



The 1600 MKII grille was very similar to the earlier version but had recessed slats.



The 1600 MKII received the closest thing to a face lift an MGA ever got. The famous flat grille was replaced with the 'pre-crushed' version. The Morris Mini tail lamps appeared horizontally below the deck lid and the vinyl covered dash and cowl and 1600 MKII badges were added. The chrome trim and dash escutcheon from the coupe finished off the dash. Seat belt anchors were added to the frame. 1600 MKII DeLuxe cars used the Twin Cam chassis with the push rod 1622 engine. Check all parts carefully, as MGAs have not always enjoyed the respect they do now, and parts have been freely exchanged with little regard for originality.

When re-wiring your car, be sure to order the harness that fits your body type, not engine type.

## MGA Paint Color Codes

### MGA 1500

#### Body Color

Old English White  
Black  
MG Red (dark red)  
Orient Red (light red)  
Mineral Blue (coupe only)  
Glacier Blue (roadster only)  
Island Green (coupe to 48979)  
Tyrolite Green (rdst. to 48979)  
Ash Green (from 48980)

#### Interior Color

Red or Black  
Red or Green\*  
Red or Black  
Red or Black  
Gray or Black  
Gray or Black  
Gray or Black  
Gray or Black  
Gray or Black  
Gray or Black

### After Market Codes

R-M	Ditzler
6642	8177
	9000
BM121R	71993
BM119R	71034
6600	12115
BM049	11825
6614	42607
BM104	42605
BM077	42642

\*Green interior is not available.

### MGA 1600

Old English White  
Black  
Chariot Red  
Iris Blue  
Dove Gray  
Alamo Beige

Red or Black  
Red or Tan  
Red, Beige or Black  
Black  
Red  
Red

R-M	Ditzler
6642	8177
	9000
9015R	71420
BM054	12235
6572	32085
9014	21973

## Painting MGA Sub-Assemblies

The fact that the MGA was built primarily of sub-assemblies makes it easy to properly detail each component before it is installed on the car. Here is a guide to help you detail your MGA.

The Moss Custom Color Spray Paints listed below are specially formulated by us to match the original colors as closely as possible.

Component	Paint Color
Engine Starter Generator	Moss MG Maroon (#220-540) Original installation was engine color Replacements from factory and Lucas were black.
Transmission	Natural, aluminum
Air Cleaners	Semi-Gloss Black
Fan	School Bus Yellow (Rustoleum) or Duplicolor T-211
Fan Pulley	Moss MG Maroon (#220-540)
Radiator, Heater	Black
Master Cylinder Casting	Natural, coat with clear to prevent rusting.
Chassis, all frame and suspension parts, bumper brackets & brake drums. Floor Boards Transmission Tunnel	Black
Convertible Top Frame	Moss Tan Top Frame Paint (#220-520)
Wheels, Wire & Disc	Moss Wheel Paint (#220-560)
Windscreen Washer Bottle Bracket	Tudor Blue, Krylon 3107
Body Panels Inner Fenders Splash Aprons Upper Dash Bulkhead Battery Cover Inside Trunk Engine Compartment Underside of Hood and Trunk Lid Inside Door	Body Color



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## MGA Production Data

Model	Production Period
MGA 1500	May 1955 to May 1959
Twin Cam	April 1958 to April 1960
MGA 1600	May 1959 to April 1961
MGA 1600 MKII	April 1961 to June 1962

## Special/Number Made

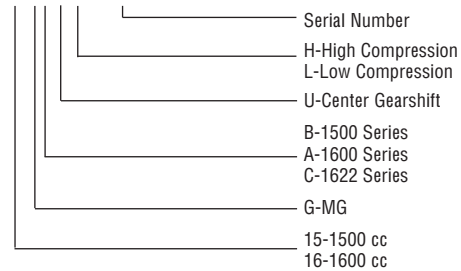
First MGA 10,101
First Twin Cam 501
First 1600 68,851
First MKII 100,352
Last MGA 109,070

The above dates are dates of production, not model year dates. Model year production began around October of the previous year for the U.S. market, and in November for the home market. Accurate figures are not available for the 1600 MKII Deluxe, which used the 1622 cc engine in the Twin Cam chassis. They were assembled and numbered along with the regular production. The actual series production number of your MGA can be determined by subtracting 10,101 from your car's chassis number. For example, car number 24,514 is actually number 14,413. Coupe production was: 1500, 6,272; 1600, 2,771; MKII, 521; Twin Cam, 323; for a total of 9,887.

## MGA Engine Serial Number Data

Use the following examples to de-code your engine serial number. Note: Early 1500 engines had numbers prefixed by BP15GB. (This applies to all MGA engines.)

Example: 15 GB/U/H 123456



## Chassis Numbers-1500

Chassis numbers for MGA 1500s are loaded with coded information about the car. For example, HDA43/10101 (the chassis number of the very first MGA 1500) tells us that the car is an MGA 2-seater, painted in black cellulose, for the North American market, and is MGA #10101. Use the following chart to decode your chassis number. (Acrylic lacquer is the modern equivalent of cellulose.) Not all listed colors and paint types listed were used on the MGA. Paint formula codes for the MGA can be found on page 4.

Example:

H	D	A	4	3	10101
MGA	2 Seats	Black	N. America	Cellulose	Car Number

### 1st Letter (Car Type)

H-MGA  
J-MG 1 1/4 litre  
K-Magnetite

### 2nd Letter (Body Style)

A-Saloon 4 door  
B-Saloon 2 door  
C-Tourer  
D-2 seater  
M-Coupe

### 3rd Letter (Exterior Paint Color)

A-Black  
B-Light Grey  
C-Dark Red  
D-Dark Blue  
E-Mid Green  
F-Beige  
G-Brown  
H-CKD finish (primer)  
J-Dark Grey  
K-Light Red  
L-Light Blue  
P-Ivory  
R-White  
S-Mid-Grey  
T-Light Green  
U-Dark Green

### 1st Number (Market)

1-RHD Home  
2-RHD Export  
3-LHD  
4-North America  
5-CKD/RHD\*  
6-CKD/LHD\*

### 2nd Number (Paint Type)

1-Synthetic  
2-Synobel  
3-Cellulose  
4-Metallic  
5-Primed  
6-Cellulosed Body/Synthetic Wings

\*Note: Car shipped unassembled and unpainted.

## Chassis Numbers-1600-1600 MKII

1600 and 1600 MKIIs did not provide as much information in their chassis numbers.

For example, GHNL2103779 stands for:

G	H	N	L	2	103779
MGA	1400-1999 cc	2 seat tourer	LHD	1600 MKII	Car Number

### 1st Letter (Car Type)

G-MGA

### 2nd Letter (Cubic Capacity)

H-1400 to 1999 cc

### 3rd Letter (Body Type)

N-2 seat Tourer  
D-Coupe

### 4th Letter\* (Specification)

L-LHD  
(None for RHD)

### 5th Prefix\* (Model Series)

2-1600 MKII  
(None for 1600)

\*For LHD MKII, 4th and 5th positions are reversed from what MG published as theoretically correct.

## Chassis Numbers-Twin Cam

Twin Cam chassis numbers give almost no information.

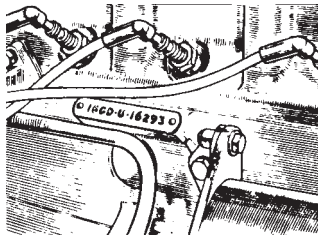
Some other chassis number prefixes were used for

CKD cars exported for final assembly elsewhere.

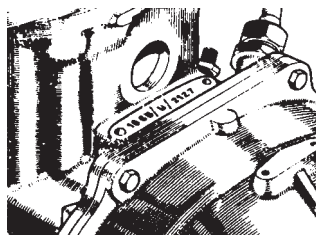
YD1	RHD Home market Tourer
YD2	RHD Export market Tourer
YD3	LHD Export market Tourer

YM1	RHD Home market Coupe
YM1	RHD Export market Coupe
YM1	LHD Export market Coupe

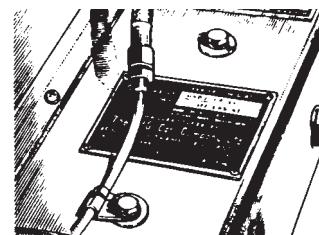
## Location of Serial Numbers



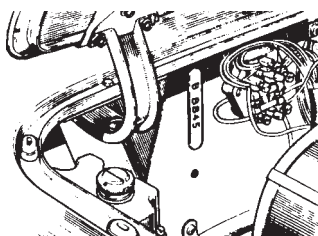
The Engine Number (pushrod engines) is stamped on a metal plate on the right hand side of the engine block...



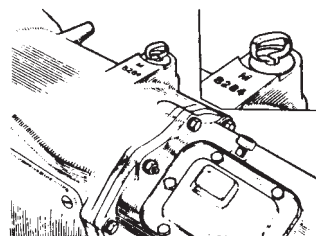
on Twin Cam engines, it is stamped on a metal plate on the rear of the engine behind the cylinder block.



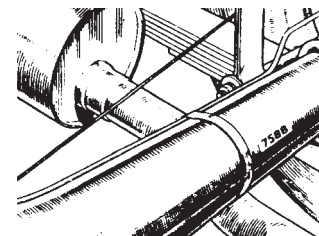
The Chassis Number (car number) is stamped on the identification plate on the left hand of the firewall shelf. It is also stamped on the R/H center chassis cross-member. (see pg. 44.)



The Body Number is stamped on a metal plate on the bulkhead between the right hand hood hinge and the fuse block.



The Gearbox Number is stamped on top of the gearbox case next to the dipstick.



The Rear Axle Number is stamped on the front side of the left hand axle tube.

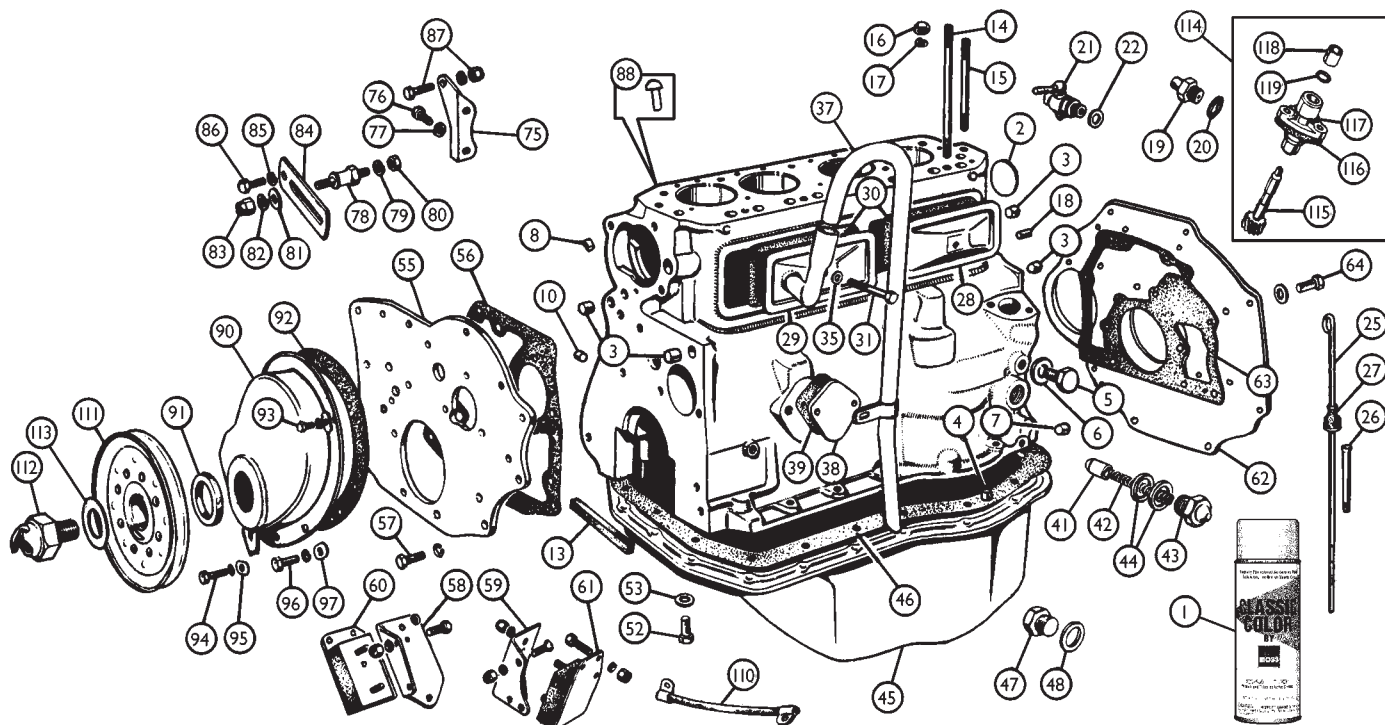
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FAX: 805-692-2525

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# External Engine



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	220-540	\$14.95	ENGINE PAINT, correct MG red		A/R
2	328-230	\$1.05	CORE PLUG		4
3	328-160	\$5.95	PLUG, oil gallery		4
4	328-170	NA	PLUG, crankcase oil hole		2
5	328-180	\$7.55	PLUG, transverse oil hole		1
6	324-626	\$0.40	WASHER, for plug #5		1
7	328-190	\$2.10	PLUG, below oil relief valve		2
8	328-160	\$5.95	PLUG, oil filter boss		1
10	328-200	\$2.25	PLUG, chain tensioner oil feed		1
13	296-360	\$0.90	CORK SEAL, main bearing cap		2
14	328-940	\$5.20	STUD, cylinder head, long, 6-1/4"		4
15	328-950	\$2.95	STUD, cylinder head, short, 4-1/2"		7
16	310-280	\$0.85	NUT, cylinder head		11
17	324-435	\$0.35	WASHER, cylinder head stock type		11
	324-725	\$0.80	WASHER, cylinder head, heavy		11
18	325-080	\$1.85	PIN, gearbox plate block		2
19	460-015	\$4.95	UNION, oil gauge pipe		1
20	324-626	\$0.40	WASHER, oil gauge union		1
21	470-240	\$19.95	TAP, water drain		1
22	324-670	\$0.60	WASHER, drain tap		1
25	451-315	\$24.95	DIPSTICK, straight	1500 & 1600 to (e)16GA/H9648	1
	451-350	\$32.95	DIPSTICK, "bent"	from (e)16GA/H9649	1
26	460-030	\$8.95	TUBE, dipstick in block		1
27	460-040	\$1.95	DUST CAP, dipstick		1
28	460-050	\$9.95	COVER, tappet inspection, rear		1
29	460-060	NA	COVER, tappet inspection, front		1
30	296-370	\$0.95	GASKET, tappet cover		2
31	322-440	\$0.80	BOLT, tappet cover		2
35	324-610	\$0.25	WASHER, tappet cover bolt		2
37	451-040	NA	BREATHER PIPE, w/ mounting clip	to (e)GB35808	1
	451-050	\$26.95	BREATHER PIPE, w/ mounting clip	from (e)GB35809	1
38	460-080	NA	PLATE, blanking	} to (e)GB51767	1
39	460-630	NA	GASKET, blanking plate		1
41	460-155	\$8.70	VALVE, oil pressure release		1
42	329-210	\$1.35	SPRING, release valve		1
43	460-870	\$2.60	CAP NUT, release valve		1
44	324-650	\$0.40	WASHER, cap nut		2
45	460-370	NA	OIL PAN		1
46	296-330	\$3.10	GASKET, oil pan		1
47	328-280	\$5.85	PLUG, oil pan	stock type	1
	328-282	\$4.95	PLUG, oil pan, magnetic	option	1
48	324-626	\$0.40	WASHER, drain plug		1
52	322-170	\$0.35	BOLT, oil pan to block		19
53	462-385	\$0.40	LOCKWASHER, oil pan bolt		19

No.	Part No.	Price (each)	Description	Application	Qty. Req.
55	460-380	NA	PLATE, front engine mounting		1
56	296-000	\$1.80	GASKET, front plate		1
57	322-040	\$0.45	BOLT, front plate	qty. reduced at (e)GB259	5/3
58	460-170	\$18.95	BRACKET, R/H engine mount		1
59	460-180	\$18.95	BRACKET, L/H engine mount		1
60	413-010	\$7.95	MOUNT, R/H		1
	413-030	\$17.95	MOUNT, R/H	Twin Cam & MKII Deluxe	1
61	413-020	\$7.95	MOUNT, L/H	all models	1
62		NA	PLATE, gearbox to engine	all 1500 w/ (e)GB prefix	1
	460-390	NA	PLATE, gearbox to engine	from 1500 (e)GD101	1
63	297-500	\$1.70	GASKET, gearbox plate		1
64	322-590	\$0.55	BOLT, gearbox plate, 3/8" dia		8
	322-040	\$0.45	BOLT, gearbox plate, 5/16" dia		4
75	460-310	NA	BRACKET, generator, mounting		1
76	322-040	\$0.45	BOLT		2
77	365-730	\$0.20	LOCK WASHER		2
78	460-320	\$9.05	PILLAR, adjusting link		1
79	324-040	\$0.25	LOCK WASHER		1
80	310-050	\$0.50	NUT		1
81	324-580	\$0.10	WASHER		1
82	324-040	\$0.25	LOCK WASHER		1
83	310-240	\$0.75	NUT		1
84	460-330	\$9.00	LINK, generator adjusting		1
85	365-730	\$0.20	LOCK WASHER		1
86	322-510	\$0.20	BOLT		1
87	321-598	\$0.60	BOLT AND NUT SET		1
88	325-245	\$0.50	DRIVE RIVET, engine number plate		2
90	*	NA	COVER, timing chain	to 1500 (e)GB258	1
	460-350	NA	COVER, timing chain	from 1500 (e)GB259 to 1622 (e)GC8262	1
	455-380	NA	COVER, timing chain	from 1622 (e)GC8263	1
91	121-500	\$1.95	OIL SEAL, felt	to 1622 (e)GC8262	1
	120-000	\$4.70	OIL SEAL, rubber	from 1622 (e)GC8263	1
92	296-510*	\$2.95	GASKET	to 1500 (e)GB258	1
	296-340	\$2.80	GASKET	from 1500 (e)GB259 on	1

\*Note: These parts fit only the very early engines without timing chain tensioners.

93	322-170	\$0.35	BOLT, timing cover, upper		3
94	322-230	\$0.35	BOLT, timing cover, lower		2
95	324-765	\$0.50	WASHER, timing cover bolt		5
96	322-040	\$0.45	BOLT, cover & plate to block		4
97	460-360	\$1.00	WASHER		4

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
To install a new felt timing cover seal (#121-500), remove the old seal and any gasket compound from the groove. Wash the cover in solvent. Soak the new seal in oil and carefully push it into the groove. Make sure that it is straight and not caught on the sharp edge of the cover. When seated, push the crank pulley through the cover and give it a turn or two to seat the seal. Prepare the cover gasket with a small amount of sealer and stick it to the cover or end plate. Push the pulley onto the crank and bolt up the cover. This method insures that the pulley is centralized, keeping oil seepage at a minimum. Note: Early and late covers may be interchanged but a late rubber seal cannot be fitted to an early cover.					
110	332-070	\$10.15	CABLE, ground engine to frame		1
111	460-450	\$94.95	PULLEY, crankshaft		1
112	460-460	\$23.95	NUT, crank dog		1
113	460-470	\$0.95	WASHER, lock tab		1
114	460-658	NA	DRIVE ASS'Y., tachometer		1
115	460-660	NA	PINION, tach drive		1
116	460-690	\$2.95	GASKET		1
117	460-665	\$74.95	HOUSING, tach drive pinion		1
118	460-680	NA	RING		1
119	460-670	\$8.10	SEAL		1

#### Gasket Sets

296-420†	\$24.65	GASKET SET, head set	1
296-430‡	\$19.95	GASKET SET, engine, less head set	1

† **Head Set**, #296-420, includes cylinder head, manifold, carb./heat shield, air filter, rocker cover, heater outlet, water outlet, thermostat gasket, and valve stem seals.

‡ **Engine Set**, #296-430, includes main bearing cap seals, gaskets for front and rear engine plates, timing cover, oil pump, oil strainer, chain tensioner, oil sump, water pump, oil pipe adaptor, tappet covers, crank case blanking plate, sump drain plug, oil filter and drain tap. (Late 1622 rubber oil seal not included.)

The two gasket sets include all gaskets required for the MGA engine.

Main bearing caps are a tight fit and care must be taken when removing them. In lieu of a 'factory' cap puller, insert a bolt in the threaded hole in the cap and pull on it with a slide hammer. Do not use screwdrivers or chisels to separate the caps as these inappropriate tools will damage the mating surfaces. Caps must fit with no clearance. If gouged, oil will pass through the mating surface and the bearing will have too much running clearance. When reinstalling main caps hold the bearing shell against the saddle and tap the cap home gently with a soft-face hammer. Use assembly lube to protect the bearing until oil reaches it.

As part of a rebuild, remove the core plugs and have the block hot tanked. If you are not sure that all the oil passages have been rinsed free of scale and casting sand, pressure wash the block with hot water and detergent. Follow with a hot water rinse and spray aerosol carburetor cleaner through the oil ways.

Warning: Hot-tanking will dissolve the aluminium engine number plate. MGA engine numbers are back-stamped onto a plain aluminum plate affixed with two steel drive rivets, our #325-245. When rebuilding an engine, carefully remove the plate by untwisting the drive rivets with a pair of vice grip pliers, as the plate would otherwise dissolve in the caustic solution. This extra effort will allow you to easily re-install the plate, preserving the history and originality of your MGA.

#### Speedi-Sleeve

Timing cover seal, used on crankshaft pulley "nose" (illus. # 111.)

When a new seal cannot compensate for excessive damage, this ultra-thin sleeve provides a new sealable surface. Instructions and installation tool are included in the kit.

520-515 \$34.45



#### Magnetic Oil Drain Plug

Safeguard your engine! Our magnetic oil drain plug collects harmful metallic particles before they get fed through your engine's oil system.

328-282 \$4.95

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## External Engine



#### Oberg Tilt Lift

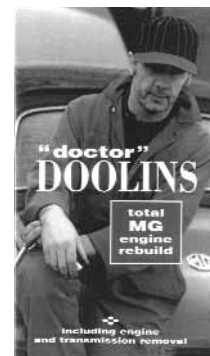
Tilt Lift allows easy adjustment of an engine's lift angle through a full 90 degrees of movement. Adjustment is easy, employing your 1/2" ratchet, and the 2,000 pound capacity – with a 3:1 safety load factor – is more than enough for any modern engine/tranny combination. A positive lock ensures the engine stays put. Tilt Lift's all steel construction ensures durability, and its small size (weighing four pounds) makes it ideal for small work areas. The mounting cleats are adaptable to any engine.

386-730 \$75.95

#### Total MG Engine Rebuild Video

This informative video covers engine removal, dismantling, reassembly, and installation. The 90 minute presentation by "Dr. Doolin" is loaded with valuable information for anyone rebuilding an MGA or MGB engine. VHS only.

211-140 \$72.95



#### "Ultra Slick" Engine Assembly Lube

Protect your rebuild by using "Ultra Slick" during assembly of camshafts, lifters, engine bearings, timing components, valves & guides and rocker shaft assemblies.

221-565 \$6.25

#### "Hylomar HPF" Gasket Dressing and Sealer

Holds gaskets in place during assembly and allows re-positioning, and a reuseable seal after assembly. Hylomar is resistant to all automotive fluids, including gasoline, and is useable in temperatures from 60° to over 600°F.

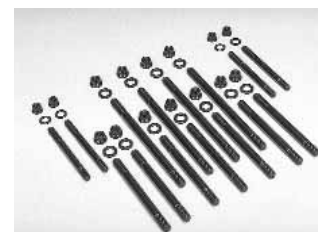
221-555 \$7.95



#### Competition Head Stud Kit

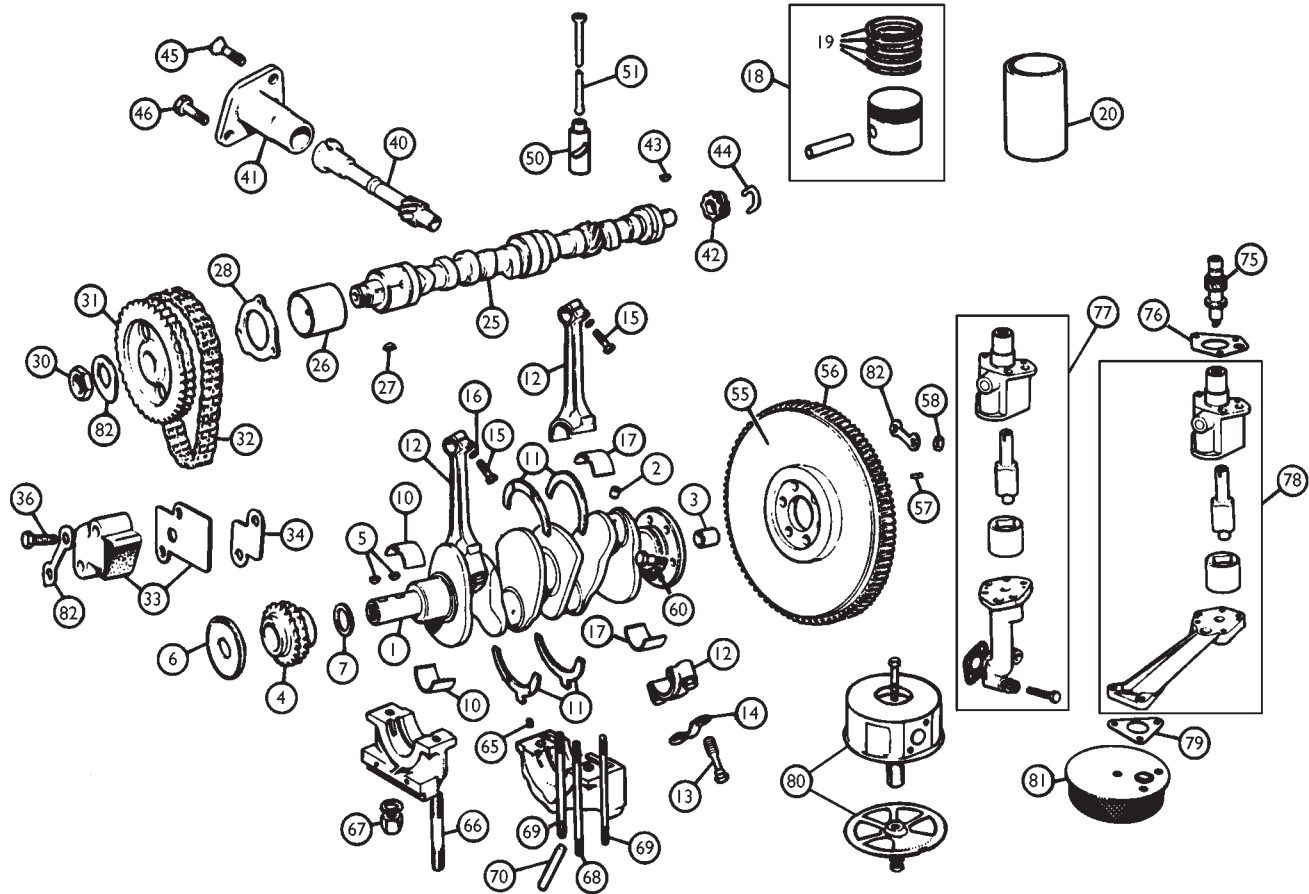
These high strength studs are rated at 190,000 psi – several times that of original studs. Included are head studs, rocker pedestal studs, nuts, and washers.

322-858 \$181.95



MGA

# Internal Engine



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	451-520	\$502.95	CRANKSHAFT, new	1500-1600	1
	451-560	NA	CRANKSHAFT	1622	1
2	460-410	NA	RESTRICTOR		4
3	330-160	\$2.95	BUSHING, spigot		1
4	460-420	\$19.95	CRANK SPROCKET		1
5	327-100	\$1.35	WOODRUFF KEY		2
6	433-815	\$1.75	OIL THROWER, crankshaft		1
7	460-440	\$1.45	SHIM, aligns sprocket heights, 0.006"		A/R
10	425-050	\$38.95	MAIN BEARING SET, standard	1500 - 1600	1
	425-100	\$38.95	MAIN BEARING SET, .010"		1
	425-150	\$38.95	MAIN BEARING SET, .020"		1
	425-200	\$38.95	MAIN BEARING SET, .030"		1
	425-250	\$38.95	MAIN BEARING SET, .040"		1
	425-300	\$26.95	MAIN BEARING SET, standard	1622	1
	425-350	\$26.95	MAIN BEARING SET, .010"		1
	425-400	\$26.95	MAIN BEARING SET, .020"		1
	425-450	\$40.95	MAIN BEARING SET, .030"		1
	425-500	\$52.95	MAIN BEARING SET, .040"		1
11	425-550	\$9.95	THRUST WASHER SET, standard		1
	425-600	\$9.95	THRUST WASHER SET, .005"		1
	425-650	\$9.35	THRUST WASHER SET, .010"		1
12	460-480	NA	CONNECTING ROD, #1 & 3	1500 - 1600	2
	460-500	\$56.95	CONNECTING ROD, #1 & 3	1622	2
	460-490	NA	CONNECTING ROD, #2 & 4	1500 - 1600	2
	460-510	\$103.95	CONNECTING ROD, #2 & 4	1622	2
13	322-840	\$13.25	BOLT, connecting rod cap		8
14	460-520	\$1.70	LOCK PLATE, (see locktab set #82)		4
15	322-480	\$2.35	BOLT, gudgeon pin	1500 - 1600	4
	322-140	\$2.80	BOLT, gudgeon pin	1622	4
16	365-730	\$0.20	LOCK WASHER		4
17	425-700	\$28.95	ROD BEARING SET, standard	all except Twin Cam	1
	425-800	\$28.95	ROD BEARING SET, .010"		1
	425-850	\$28.95	ROD BEARING SET, .020"		1
	425-900	\$28.95	ROD BEARING SET, .030"		1
	425-950	\$28.95	ROD BEARING SET, .040"		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
18	420-418	\$299.95	PISTON SET, standard	1500 (8.3:1 CR)	1
	420-428	NA	PISTON SET, .010"		1
	420-438	\$299.95	PISTON SET, .020"		1
	420-448	\$299.95	PISTON SET, .030"		1
	420-458	\$299.95	PISTON SET, .040"		1
	420-468	\$299.95	PISTON SET, .060"		1
	420-518	\$289.95	PISTON SET, standard	1600 (8.3:1 CR)	1
	420-528	NA	PISTON SET, .010"		1
	420-538	NA	PISTON SET, .020"		1
	420-548	\$289.95	PISTON SET, .030"		1
	420-558	\$289.95	PISTON SET, .040"		1
	420-568	\$289.95	PISTON SET, .060"		1
	420-618	\$294.95	PISTON SET, standard	1622 (8.3:1 CR)	1
	420-628	NA	PISTON SET, .010"		1
	420-638	\$294.95	PISTON SET, .020"		1
	420-648	NA	PISTON SET, .030"		1
	420-658	\$294.95	PISTON SET, .040"		1

Note: Rings are included with pistons. 9:1 high compression ratio pistons are not recommended due to lower octane rating of available fuels.

When installing new pistons and/or rings, always check all ring end gaps by pushing a ring about an inch into the bore and measuring the gap with a feeler gauge. The proper gap is listed in your factory manual. Build your engine to these measurements.

19	421-240	\$53.95	RING SET, standard	1500, 4-ring	1
	421-250	\$53.95	RING SET, .020"		1
	421-260	\$53.95	RING SET, .030"		1
	421-270	\$53.95	RING SET, .040"		1
	421-280	\$53.95	RING SET, .060"		1
	421-390	\$59.95	RING SET, standard	1500, 5-ring	1
	421-395	\$59.95	RING SET, .020"		1
	421-400	\$59.95	RING SET, .030"		1
	421-410	\$59.95	RING SET, .040"		1
	421-415	\$59.95	RING SET, .060"		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
	421-290	\$53.95	RING SET, standard	} 1600, 4-ring	1
	421-300	\$53.95	RING SET, .020"		1
	421-310	\$53.95	RING SET, .030"		1
	421-320	\$53.95	RING SET, .040"		1
	421-330	\$53.95	RING SET, .060"		1
	421-340	\$85.60	RING SET, standard	} 1622, 4-ring	1
	421-350	\$85.60	RING SET, .020"		1
	421-360	\$85.60	RING SET, .030"		1
	421-370	\$85.60	RING SET, .040"		1
	421-380	\$85.60	RING SET, .060"		1

20	426-050*	\$39.95	CYLINDER SLEEVE	1500	4
	426-060*	\$39.95	CYLINDER SLEEVE	1600	4
	426-070*	\$39.95	CYLINDER SLEEVE	1622	4

\*Note: These sleeves return worn or damaged cylinder bores to standard diameter. These must be fitted by a competent machine shop.

25	451-320	\$260.95	CAMSHAFT, stock type replacement	1
	222-270	\$329.95	CAMSHAFT, fast street grind	1
26	425-000	\$25.95	CAM BEARING SET	1
27	327-050	\$0.45	KEY	1
28	460-530	\$19.95	PLATE	1
30	311-500	\$4.50	NUT	1
31	460-540	\$19.95	CAM SPROCKET	1
32	460-590	\$9.95	TIMING CHAIN	1

33	460-560	\$9.95	TENSIONER ASSEMBLY	} from (e)GB259 on	1
34	460-580	\$0.25	GASKET		1
36	322-250	\$0.45	BOLT		2

Timing parts are often overlooked during an engine rebuild. Cam and crank gears must not have sharp 'pointy' teeth, and must fit their keys perfectly. Timing chain wear can be determined with the chain held parallel to the floor. It should not sag appreciably. The closer to horizontal, the better the chain. The Reynolds tensioner must not be deeply grooved. It is possible for a worn tensioner pad to fall into the chain, severely damaging the engine.

40	460-640	\$65.95	SPINDLE, distributor drive	1
41	460-300	NA	SLEEVE, distributor mounting	1
42	460-650	\$59.95	GEAR, tach drive	1
43	327-120	\$0.65	KEY	1
44	326-150	\$0.35	CLIP, end of camshaft	1
45	323-250	\$0.40	SCREW, sleeve to block	1
46	322-230	\$0.35	BOLT, clamping plate to sleeve	2
	460-638	\$99.95	TAPPET & PUSHROD SET (8 pr.)	1
50	460-600	\$7.95	TAPPET	8
51	460-610	\$4.95	PUSHROD	8

Note: Tappets and pushrods changed in length and diameter of the spherical mating surfaces at engine #15 GB5504. The later parts which we supply may be used in earlier engines in pairs only.

55	460-700	NA	FLYWHEEL, cast iron (stock)	1
	460-673	\$549.95	FLYWHEEL, aluminum alloy	1
56	190-040	\$44.95	RING GEAR	1
57	325-090	\$3.95	PIN, pressure plate locating	2

When separating the engine and transmission for any reason, be sure to check the condition of the ring gear teeth. If they are battered and worn, have the ring gear replaced. Ring gears should be replaced only by experts using professional equipment.

58	310-050	\$0.50	NUT, flywheel bolt	6
60	322-850	\$4.60	BOLT, flywheel to crankshaft	6
65	328-080	\$1.45	PLUG, rear main bearing cap	1
66	328-930	\$7.95	STUD, main bearing cap	6
67	311-000	\$1.40	NUT, main bearing stud	6
68	328-725	NA	STUD, oil pump, long	1
69	328-960	\$2.80	STUD, oil pump, short	2/3
70	460-620	NA	PIPE, drain, in rear bearing cap	1
75	460-720	\$69.95	SPINDLE, oil pump drive	1
76	460-725	\$0.95	GASKET, pump to crankcase	1
77	NA		OIL PUMP	1

(Note: The early pump and strainer are no longer available. The later pump and strainer, #460-730 & #460-760 listed below, may be used if used together.)

78	460-730	\$89.95	OIL PUMP	} from (e)GB46342	1
79	460-735	\$0.95	GASKET, strainer to pump		1
80	NA		STRAINER	to (e)GB46341	1
81	460-760	\$29.95	STRAINER	from (e)GB46342	1

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## Internal Engine

No.	Part No.	Price (each)	Description	Application	Qty. Req.
82	328-630	\$19.95	LOCK TAB SET		1
	460-520	\$1.70	LOCK PLATE, connecting rod bolts		4
	460-550	\$0.95	LOCK PLATE, cam sprocket nut		1
	460-570	\$0.95	LOCK PLATE, timing chain tensioner		1
	460-710	\$2.65	LOCK PLATE, flywheel		3
	460-470	\$0.95	LOCK PLATE, crank pulley		1



### Fast Street Camshaft

Your MGA should receive a boost in mid-range and top end power with this camshaft. Not a full-race cam, so around-town driveability is not lost, although your idle will have a slightly rougher bite. Top quality, manufactured in the U.S.A.

**222-270 \$329.95**



### Aluminum Alloy Flywheel

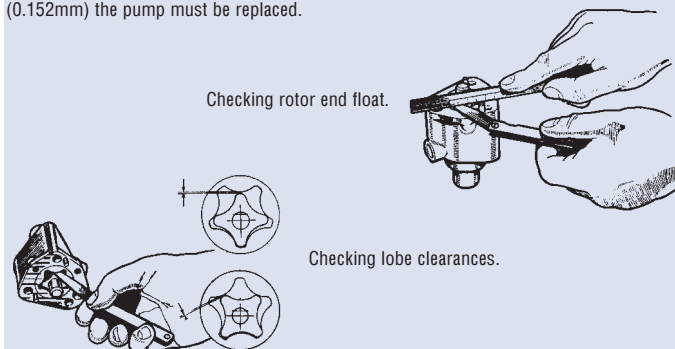
This 9 pound alloy flywheel features a replaceable steel clutch face and mechanically located ring gear.

**460-673 \$549.95**

### Checking Oil Pump Clearances

Remove the oil pump and drive spindle from the engine. Remove the bolts holding the pick-up tube/pump cover to the pump body. Withdraw the inner and outer rotors. Clean all parts, and inspect them for wear. The rotor end-float and clearances should be checked as follows:

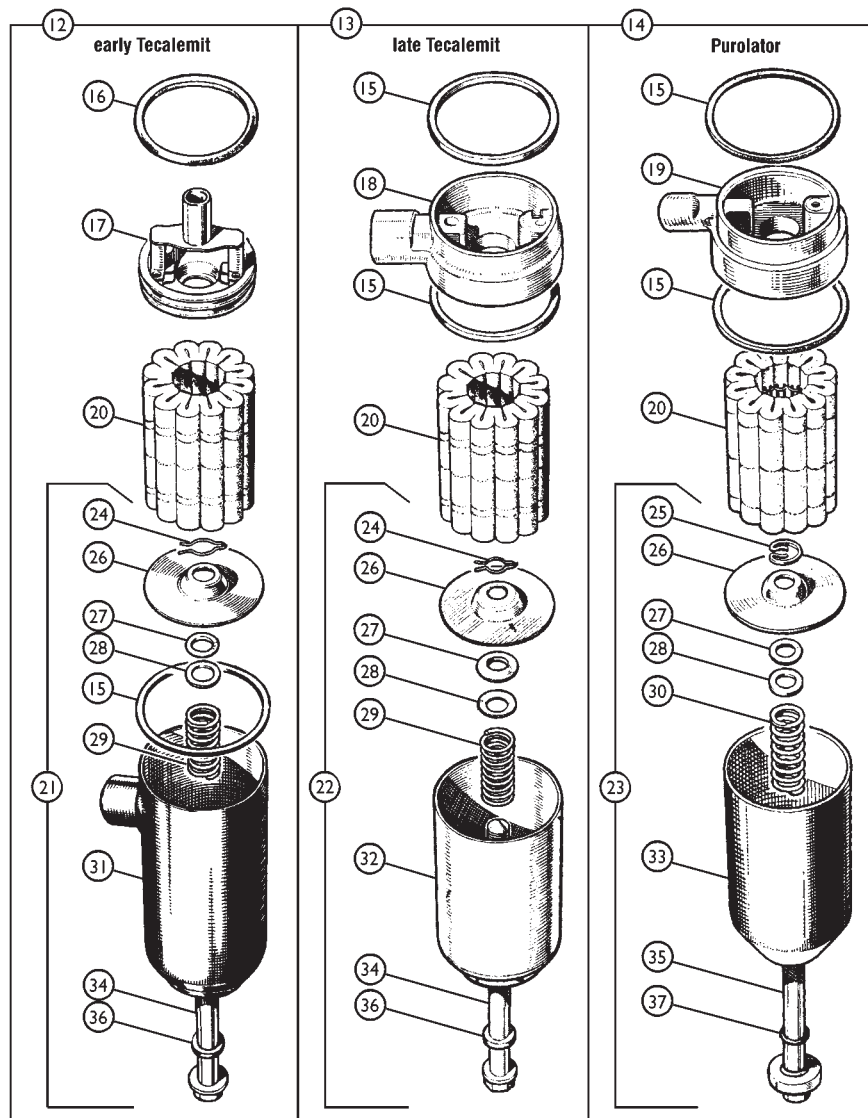
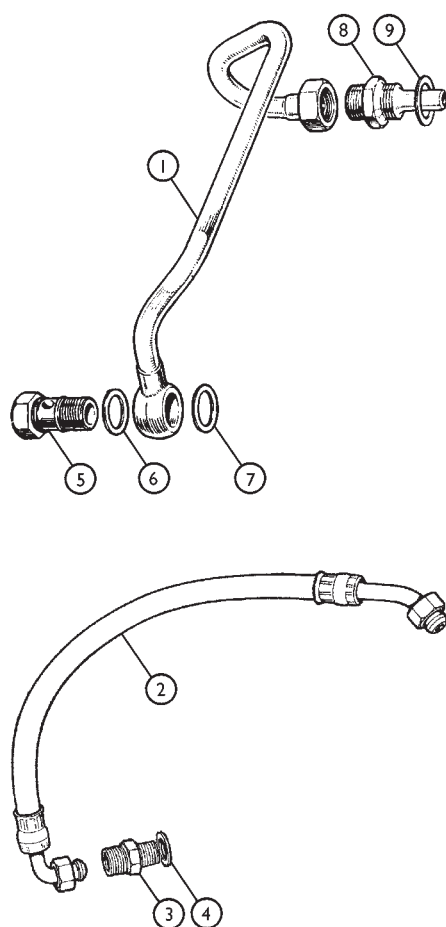
1. Install the rotors in the pump body, place a straight edge across the face of the pump body, and measure the clearance between the top face of the rotors and the under side of the straight edge. The clearance should not exceed 0.005" (0.127 mm).
2. Check the diametrical clearance between the outer rotor and the bore of the pump body. If this exceeds 0.010" (0.254mm) the pump assembly should be replaced.
3. With the rotors installed in the pump body, measure the clearance between the rotor lobes when they are in the positions shown below. If the clearance is in excess of 0.006" (0.152mm) the pump must be replaced.



If all is well, reassemble the pump with attention to the following points:

1. Lubricate all parts with clean engine oil.
2. Ensure that the outer rotor is installed in the pump body with its chamfered end at the driving end of the rotor pocket in the pump body.
3. After reassembling check the pump for freedom of action.
4. Refit the pump to the engine block with a new gasket.

# Oil System



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Oil Filter Components</b>					
1	NA		PIPE ASS'Y., filter to block	1500 to (e)GB26932	1
	460-830	NA	PIPE ASS'Y., filter to block	} from 1500 (e)GB26933 thru 1622 MKII	1
2	435-585	\$24.95	PIPE, flexible (rubber)		1
3	435-590	\$4.55	ADAPTER	replacement for above orig. pipes	1
4	324-800	\$0.65	WASHER, copper		1
5	460-840	NA	BANJO BOLT		1
6	324-800	\$0.65	WASHER, copper, inner		1
7	324-800	\$0.65	WASHER, copper, outer		1
8	NA		ADAPTOR	1500 to (e)GB11297	1
	460-820	\$30.95	ADAPTOR	} from 1500 (e)GB11298 thru 1622 MKII	1
9	324-800	\$0.65	WASHER, copper		1
12	*	NA	OIL FILTER ASS'Y., early Tecalemit	1500 to (e)GB26932	1
13	*	NA	OIL FILTER ASS'Y., late Tecalemit	alternatives from	1
14	*	NA	OIL FILTER ASS'Y., Purolator	1500 (e)GB26933 thru 1622 MKII	1
*Note: Complete assemblies interchange, provided the correct pipe (#1) or replacement rubber flex pipe (#2) with adapter (#3) and washer (#4) are used.					
15	435-335	\$1.90	SEALING RING	all	1/2
16	NA		SEALING RING, for #17	early Tecalemit	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
17	NA		HEAD ASS'Y.	early Tecalemit	1
18	460-900	NA	HEAD ASS'Y.	late Tecalemit	1
19	460-850	NA	HEAD ASS'Y.	Purolator	1
20	950-010	\$14.40	FILTER ELEMENT, felt, "Crosland" brand		1
	950-510	\$7.45	FILTER ELEMENT, felt (various manufacturers)		1
	950-030	\$9.80	FILTER ELEMENT, paper, "Crosland" brand		1
	950-530	\$5.95	FILTER ELEMENT, paper (various manufacturers)		1
21	NA		CANNISTER ASS'Y.	early Tecalemit	1
22	435-328	NA	CANNISTER ASS'Y.	late Tecalemit	1
23	435-338	NA	CANNISTER ASS'Y.	Purolator	1
24	NA		SPRING CLIP	Tecalemit	1
25	326-200	\$1.45	SPRING CLIP	Purolator	1
26	435-150	\$7.35	PLATE	} all	1
27	435-560	\$0.75	WASHER, felt		1
28	435-570	\$0.50	WASHER, steel		1
29	329-230	\$5.95	SPRING	Tecalemit	1
30	329-120	\$2.95	SPRING	Purolator	1
31	NA		CANNISTER	early Tecalemit	1
32	460-770	NA	CANNISTER	late Tecalemit	1
33	435-327	NA	CANNISTER	Purolator	1
34	460-790	NA	BOLT	Tecalemit	1
35	460-800	NA	BOLT	Purolator	1
36	460-805	\$0.95	SEAL	Tecalemit	1
37	460-815	NA	SEAL	Purolator	1

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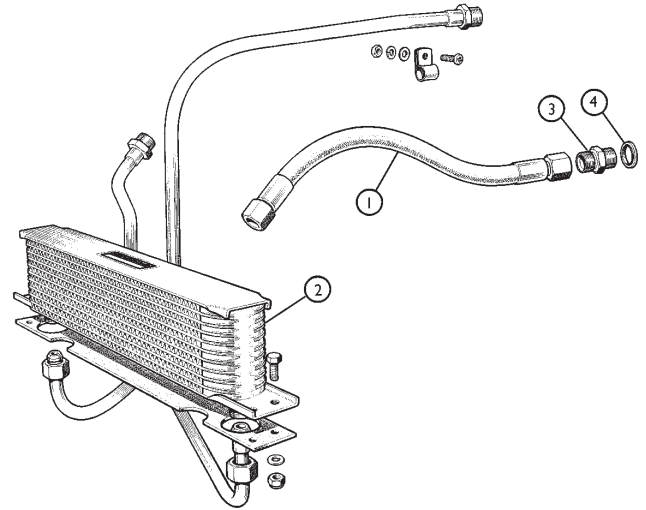




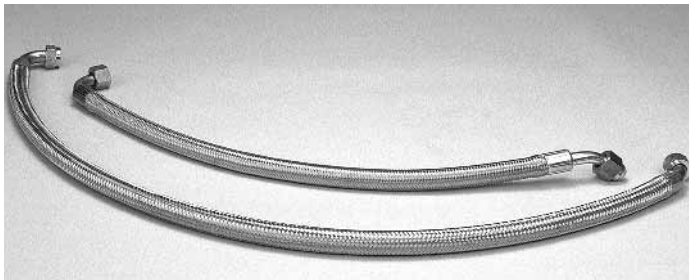
## Oil Cooler Kit, accessory type

Oil not only lubricates, but also plays an important role in cooling critical engine components. Lower engine oil temperature means lower overall engine temperature. If you live in a hot climate, or like to drive your sports car hard, an oil cooler will definitely prolong the life of your engine.

235-920	\$161.95	OIL COOLER KIT, with 13-row radiator
435-660	\$25.95	OIL HOSE, 45 1/2"
435-650	\$22.95	OIL HOSE, 26"
235-925	\$114.95	OIL RADIATOR, 13-row



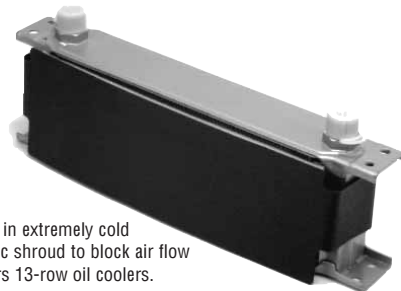
No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Oil Cooler Kit, original type</b>					
1	435-300	\$55.95	HOSE	factory option thru 1600 MKII to (c)102736 (std. equip. thereafter)	2
2	235-925	\$114.95	OIL RADIATOR (13-row)		1
3	435-590	\$4.55	UNION		1
4	324-800	\$0.65	WASHER		1



## Braided Stainless Steel Oil Cooler Hoses

Heavy duty (and attractive) alternatives to the stock plain rubber ones.

435-690	\$54.95	26" Braided Hose with 45°/45° ends
435-680	\$69.95	39" Braided Hose with 90°/45° ends
435-700	\$72.95	45 1/2" Braided Hose with 90°/45° ends
435-710	\$62.95	47 1/2" Braided Hose with 45°/straight ends



## Oil Cooler Shroud

To prevent over-cooling of your oil in extremely cold weather, use this sturdy ABS plastic shroud to block air flow through your oil cooler. Fully covers 13-row oil coolers.

235-805 \$16.95



## Spin-on Oil Filter Adaptor Kit

This is the cleanest and most "original" looking spin-on oil filter available for your MGA. The adaptor bolts directly to the block, replacing the original Tecalemit or Purolator filter head.

Makes routine oil changes much easier and a lot less messy. Filter sold separately.

<b>Adaptor Kit</b>	<b>235-940</b>	<b>\$32.95</b>
Spin-On Filter, Fram	235-880	\$5.95
Spin-On Filter, K&N	235-830	\$13.95
Spin-On Filter, Wix	235-855	\$11.95

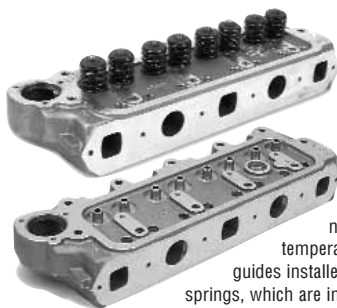
# Cylinder Head

## Cross-Flow Cylinder Heads

Recalling the classic racing head of the fifties, but with computer generated gas flow design, this head is opening new performance horizons for the venerable B-Series engine. Immediate performance and cooling improvements will be noticed even with stock 1-1/2" SU s, but from there the possibilities are still being explored. The heads are completely assembled with standard size MGB valves, bronze guides and hardened seats. The exhaust ports are in the original location so regular early manifolds or headers may be used. We recommend the MGA LCB header (454-855), as the manifold is highly visible. There are a number of intake options depending on your specific needs. 1-3/4" SU s offer the best balance of power and ease of operation. The Weber DCOE manifold kit and 45DCOE Carbs offer the highest flow possible for maximum power potential in modified engines. Weber Manifold kits do contain intake gaskets and some linkage components, but due to the variety of installations some fabrication may be required. (For these carburetor options, see our British Accessories Catalog at the front of this publication.) Accelerator cables are not supplied and must be fabricated. Valve interference must be checked, and "eyebrows" cut into the block for valve clearance if required.



451-690 \$1,799.95



## Alloy Cylinder Heads

Better than stock heads in many ways, our new aluminum alloy cylinder heads are sure to please. Nickel steel valve seats ensure trouble free use with unleaded gasoline, while better porting and combustion chamber design combined with the greater heat dissipating properties of aluminum result in a noticeable power increase and reduced operating temperatures. Supplied with silicon-bronze valve guides installed. These heads use stock MGB valves and springs, which are installed in the assembled heads. Engine block will need machining to ensure valve clearance.

assembled 451-806 \$1,299.95 bare 451-805 \$1,049.00

## Alloy Valve Covers

Dress up your engine bay and help muffle valve train noise with a good looking cast aluminum valve cover featuring a ribbed top and the MG Octagon.

Black texture finish 224-490 \$108.95

Polished 224-508 \$100.95

Replacement Cap (chrome)

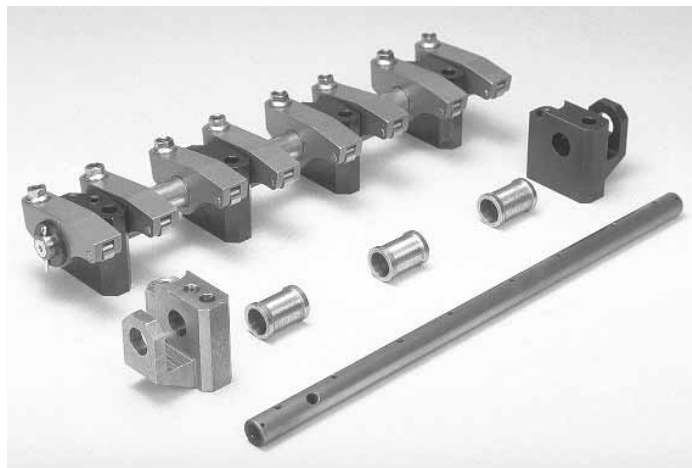
460-145 \$13.95



## MG Crested Brass Valve Cover Nut

Our beautiful, solid polished brass valve cover securing nuts look terrific with either stock or accessory alloy valve covers.

460-119 \$13.95



## Strengthened Rocker Shaft Outer Pedestals

These are to be used with a conventionally operating rocker shaft. They differ from original outer pedestals in being cast with additional outer supporting branches which allow the use of stronger valve springs and very high engine speeds without the rocker shaft flexing.

460-268 \$399.95

## Tufttrided Rocker Shaft

Tufttriding produces a harder wearing exterior coating on the shaft for improved reliability and is recommended for all MGAs using standard rocker arms.

433-725 \$79.95

## Rocker Shaft Spacer Set

These spacers replace the springs on the rocker shaft which would otherwise, to some extent, impede the rotation of the rockers and produce excess friction and power loss. They also ensure better location of the rockers which are positioned over the valve stem more accurately. Again, these are highly recommended. Supplied as an engine set of spacers.

460-365 \$44.95

## High Ratio Roller Rocker Kits

The ratio of these rockers is increased so that the valves are opened earlier for a longer duration, therefore making the breathing much more efficient (the standard ratio is 1.426 against the new high lift ratio of 1.625). The kit comes assembled for easy installation onto the cylinder head, and uses solid spacers between the rocker arms. Each rocker is fitted to the rocker shaft with twin needle roller bearings and uses a roller to make contact with the valve stem, lessening wear and reducing side loads on the valve stem. Caution: Installation of roller rockers must be carried out very carefully to ensure the safety and expected reliability of these parts.

451-460 \$1,199.95

## Competition Manifold Gasket

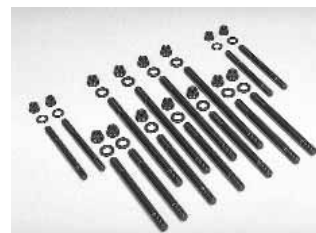
This special gasket has enlarged holes to match enlarged inlet and exhaust ports on modified cylinder heads.

297-545 \$11.95

## Competition Head Stud Kit

These high strength studs are rated at 190,000 psi - several times that of original studs. Included are head studs, rocker pedestal studs, nuts, and washers.

322-858 \$181.95



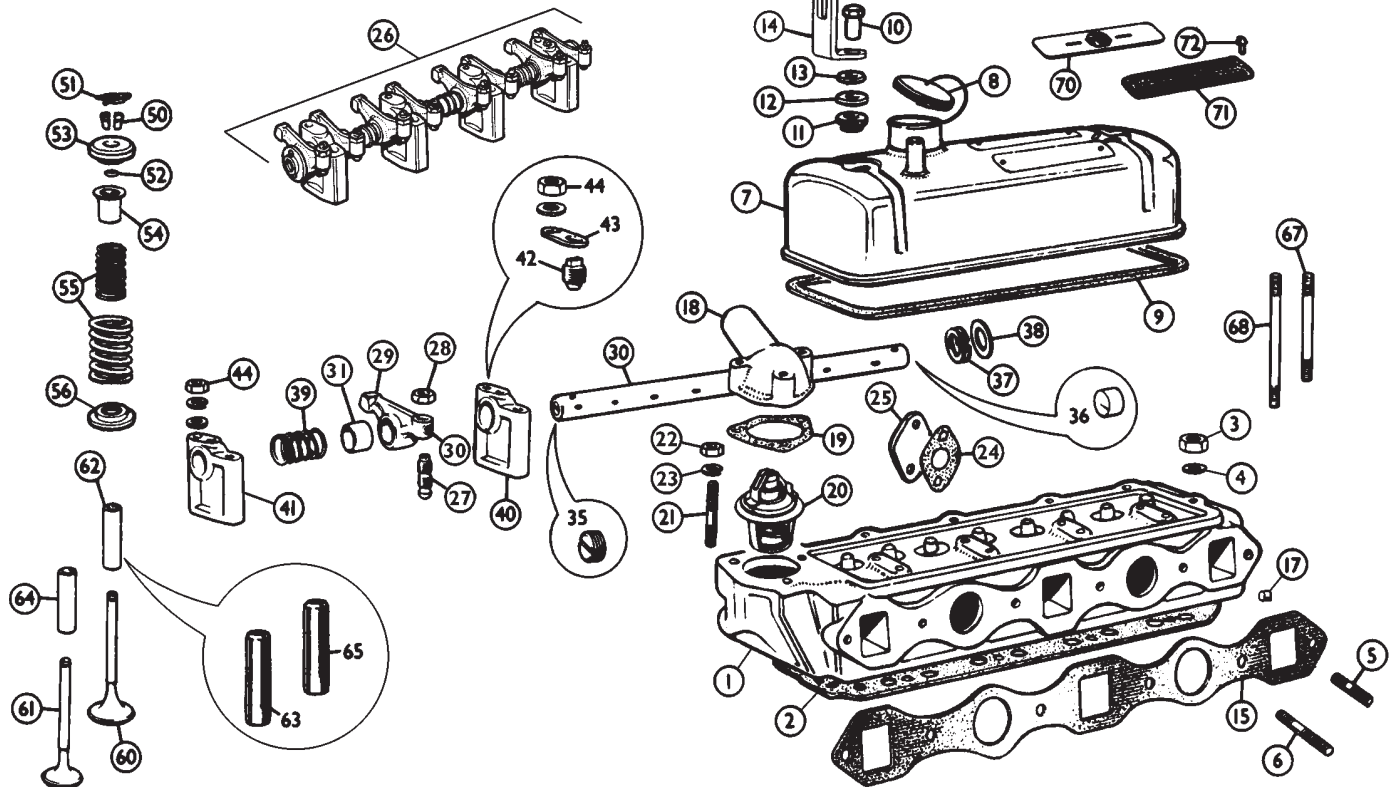
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# Cylinder Head

MGA



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	451-518	\$1,095.00	CYLINDER HEAD, new, replacement w/ valves & springs Almost identical to original 1600 MKII heads, this early MGB head is suitable for all MGAs except Twin Cam.		1
	296-420	\$24.65	HEAD GASKET SET, includes all items marked *		1
2	296-400*	\$19.50	GASKET, cylinder head		1
3	310-280	\$0.85	NUT, cylinder head stud		11
4	324-435	\$0.35	WASHER, cylinder head stud, stock type		11
	324-725	\$0.80	WASHER, cylinder head stud, hardened		11
5	328-900	\$1.75	STUD, exhaust manifold to head, short		2
6	328-910	\$1.05	STUD, exhaust manifold to head, long		4
7	NA		VALVE COVER (see accessory section for valve covers)		1
8	460-100	\$13.95	OIL CAP, stock type		1
	460-145	\$13.95	OIL CAP, chromed (no cable)		1
9	296-310*	\$2.80	GASKET, valve cover		1
10	460-110	\$2.95	CAP NUT, valve cover		2
	460-045	\$6.65	CAP NUT, valve cover, chromed		2
11	460-120	\$0.55	BUSHING, rubber		2
12	460-130	\$0.75	WASHER, cupped, plain		2
	460-135	\$1.85	WASHER, cupped, chromed		2
13	460-115	\$1.60	DISTANCE PIECE		2
14	386-745	\$7.75	BRACKET, engine lifting		2
15	296-410*	\$2.95	GASKET, manifold		1
17	328-270	\$0.60	PLUG, cylinder head oil feed		1
18	460-940	\$31.95	ELBOW, water outlet		1
19	296-380*	\$0.60	GASKET		1
20	434-156	\$38.95	THERMOSTAT, original type with sleeve		1
	434-180	\$4.95	THERMOSTAT, 165°	hot climates	1
	434-189	\$4.95	THERMOSTAT, 180°	standard conditions	1
	434-190	\$4.95	THERMOSTAT, 195°	cold climates	1
	434-135	\$22.95	SLEEVE, thermo. bypass blanking	(see page 17)	1
21	328-605	\$1.20	STUD, water outlet elbow		3
22	310-140	\$0.30	NUT for stud		3
23	365-730	\$0.20	LOCKWASHER for nut		3
24	697-360	\$1.20	GASKET, heater valve		1
25	460-140	\$4.95	COVER, heater valve port	(when heater is not fitted)	1
26	460-258	NA	ROCKER ASSEMBLY, new	(incl. #26 - 42 below)	1
27	460-260	\$2.30	SCREW, rocker arm adjusting		8
28	310-150	\$0.85	NUT, adjusting		8
29	460-250	\$22.95	ROCKER ARM		8
30	325-240	NA	PLUG, oil drilling		8
31	330-150	\$2.95	BUSHING (must be drilled for oil holes and reamed)		8

No.	Part No.	Price (each)	Description	Application	Qty. Req.
32	451-340	\$22.95	ROCKER SHAFT		1
35	328-080	\$1.45	PLUG, threaded		1
36	328-290	\$10.45	PLUG, plain		1
37	329-470	NA	WASHER, double coil		2
38	NA		WASHER, plain		2
39	329-220	\$2.90	SPRING		3
40	460-230	\$27.95	BRACKET, with tapped hole		1
41	460-240	\$15.95	BRACKET, plain		3
42	460-270	\$1.95	SCREW		1
43	460-280	\$2.75	LOCK PLATE		1
44	310-140	\$0.30	NUT, rocker bracket stud		4
50	460-210	\$8.95	VALVE COTTER (pair)		4
51	326-120	\$1.25	CLIP		8
52	297-108*	\$2.00	VALVE STEM SEAL SET (8)		1
53	460-205	\$3.40	VALVE RETAINER, replacement - do not use with #54)		8
54	433-020	\$7.25	OIL DEFLECTOR		8
55	423-430	\$32.95	SPRING SET, valve		1
56	460-220	\$1.20	COLLAR		8
60	423-130	\$6.95	INTAKE VALVE, 1.500" dia.	1500 - 1600	4
	423-140	\$9.95	INTAKE VALVE, 1.563" dia.	MKII (1622)	4
61	423-110	\$12.95	EXHAUST VALVE, 1.281" dia.	} 1500 - 1600	4
	423-115†	\$15.95	STELLITE EXHAUST VALVE		4
	423-150	\$9.95	EXHAUST VALVE, 1.344" dia.	} MKII (1622)	4
	423-155†	\$16.95	STELLITE EXHAUST VALVE		4
62	423-240	\$2.95	INTAKE GUIDE, stock		4
63	423-245†	\$5.50	INTAKE GUIDE, manganese-bronze		4
64	423-250	\$2.95	EXHAUST GUIDE, stock		4
65	423-255†	\$5.50	EXHAUST GUIDE, manganese-bronze		4
<p>†To reduce the frequency of valve jobs, we suggest the use of our Stellite-faced exhaust valves and manganese-bronze valve guides. Stellite is a very hard wear and erosion resistant alloy which retains these properties at very high temperatures, making it the ideal material for exhaust valves. The low friction and high strength characteristics of manganese-bronze produces valve guides which not only show extremely little wear after long service but produce much less valve stem wear than common guides. The combination of our Stellite exhaust valves and manganese-bronze valve guides cannot be beaten for reliability and longevity!</p>					
67	328-970	\$1.40	STUD, rocker bracket, short		2
68	328-980	\$1.80	STUD, rocker bracket, long		2
70	408-800	\$3.95	VALVE COVER PLATE, MG crest		1
71	408-810	\$4.95	VALVE COVER PLATE, patent number		1
72	458-765	\$0.45	RIVET, valve cover plates		4

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# Engine Tech. Notes

## Cylinder Head Inspection

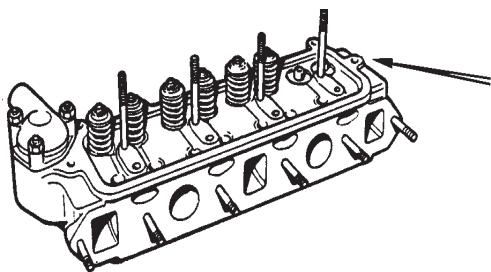
MGA cylinder heads are sturdy and will run acceptably well when far past their prime. In some aspects, this is not advantageous as faults such as bad valve guides, burned valves, and cracked seats are not discovered until they are fatal to the head.

Cracking is the most common problem with MGA heads. Improper torque and overheating are the prime cause of cracks found in the seats and the exterior casting between number two and three cylinders. A small crack may be successfully repaired by a machinist using a new seat. Welding is sometimes attempted, but do not expect a lot of success with cracks that appear on the exterior of the head or in the gas passages. Welds can fail unexpectedly regardless of the skill of the welder.

Before carrying out any work on the head, clean the combustion chambers and inspect the valves and seats for obvious problems such as burned valves and cracks.

An easy (on the bench) leak test can be done with solvent or carburetor cleaner. Pour a small amount of the fluid into the ports and set the head down on its face. After a few seconds lift the head, and observe how much fluid has seeped around the valves; the more fluid, the poorer the seal.

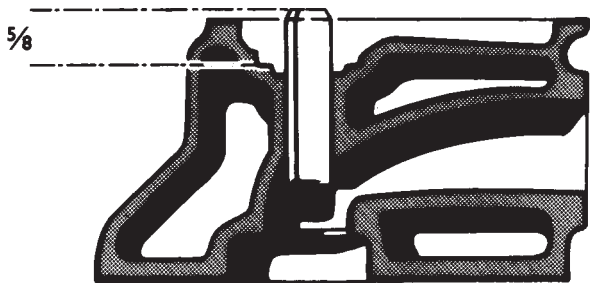
Before spending time and money on your head, have it magnafluxed at a machine shop. This is an inexpensive process that will reveal any cracks.



Since all MGA heads are virtually interchangeable you should know what you have on your car. Look to the rear of the head - there is usually a number cast in the surface between the stud holes. Generally a "15" denotes a 1500 or 1600 head and a "16" indicates a 1600 MKII (1622) head. An "18" is an MGB head. Many heads were unmarked and there are exceptions. Be sure not to order cylinder head parts by external appearances. Measure your valves and order accordingly.

The 1600 MKII carried a head with improved casting, greater port volume and larger valves. This was the pattern followed for the MGB 1800 heads.

When exchanging cylinder heads keep in mind that although the castings are interchangeable throughout the range, you should go 'up' not 'down'. For example, an 1800 is suitable for a 1500, but it is counterproductive to install a 1500 head on an 1800 engine.



## Valve Guide Installation

Be sure to check valve stems and valve guides for wear before grinding the valve faces. Worn guides can be driven out toward the combustion chamber side by using a 9/16" diameter steel rod or punch. Press the new valve guides into the head from the top until they are 5/8" from the spring seat as illustrated below. Intake guides are fitted with the widest bevel at the top and exhaust guides are fitted with the counterbored ends at the bottom.

## Installing the Cylinder Head

One of the most common complaints about the MGA is its leaky head gaskets. This need not be, and is usually a symptom of poor assembly, rather than a fault of the car. A few simple procedures will produce a leak free installation.

The first consideration is the method of removal. The proper sequence should be followed in slackening the head nuts as well as tightening them. Do not use sharp edged tools to pry at the edges of the head. If force is necessary, gently tap the head around its perimeter with a soft-faced hammer. If it is necessary to lever the head, the lug at the back and the thermostat housing may be used to brace the lever.

A good seal can be achieved only if the mating surfaces of the head and block are clean and

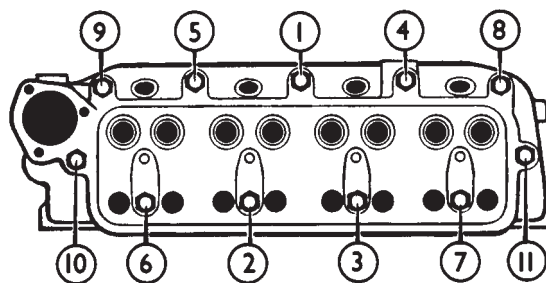
flat. A good, if rather tedious cleaning method is to scrape the surfaces with a single edge razor blade. Solvent or carburetor cleaner is used to help soften the old gasket. If the studs are removed, a sanding block with 80 grit waterproof paper is used to finish the surfaces. Low spots will show up as dark areas when the sandpaper block method is used. This method requires some care that the grit and particles do not enter the interior of the block or cylinders. The threaded holes must be cleaned out too. Cleanliness is a prime importance, although less critical if the assembly is to be hot-tanked and washed before reassembly.

Check the head and block surfaces for flatness. If the head is warped it will have to be planed. Unless you are building a modified engine, have as little metal as possible removed.

Your block may also have to be planed, and many shops will pass a block over the planer as a matter of course. See our engine section for tips on countersinking the stud holes, which is of primary importance if your block has been planed.

Installation, as the saying goes, is the reversal of the above procedure. Wipe the surfaces with a cleaner, and see that they remain clean and dry throughout the operation. Check the new gasket; it's usually marked for 'top' and 'front'. If not, it is an easy matter to line up everything to see that it will be installed correctly. Although instructions in the gasket package and in some of the shop manuals may say that no gasket sealer is required, a light coating of 'High Tack' or 'Kopper Kote' sprayed on the gasket will help prevent leaks. This is especially true with the composition gaskets supplied instead of the copper in many of today's sets.

While the gasket is drying, replace the studs and wipe any grit from the surface of the block. Studs only need to be torqued to twenty-five ft./lbs. or so. Check the studs carefully for stretched and damaged threads. Replace any that are damaged (#328-940, #328-950). By now, thirty or so years after manufacture, it is a good idea to replace the old studs and nuts. Place the gasket over the studs carefully. Lower the head into place, install the push rods, rocker assembly and washers and nuts. Now is where all the careful preparation can go wrong.



Torquing must be done accurately and in the proper sequence. Go around the head three or four times, increasing the torque each time. Start at twenty-five ft./lbs., go to forty ft./lbs. and finish up at fifty ft./lbs. Studs with a dot or the number 22 on the end will take more torque than the unmarked studs. It is safe to torque these to sixty ft./lbs., but only if all studs are so marked.



## Engine Tech.

**Running clearances** are most important to the success and longevity of your rebuild. Oil pressure problems traceable to improper running clearances are commonly found in the oil pump, main bearings, cam bearings and relief valve assemblies.

Check the **oil pump**...excessive wear and roughness of interior surfaces indicate the need for a new pump. Refer to page 9 for specifications and details.

Crankshaft **main bearing clearances**. Never attempt to compensate for excess main bearing journal clearance by installing oversize bearings on a crankshaft that has not been turned to accept them. Double check reground journals with Plastigauge while installing the crank. Bearing running clearances are listed in the factory shop manual. Wash the oil passages in the crank and block with aerosol carburetor cleaner before assembly. Always use a thin smear of an assembly lubricant. This protects the bearings until the oil reaches the journals. Never attempt to start a new or freshly rebuilt engine without first priming the oil system by removing the spark plugs and turning the engine over with the starter until pressure registers on the gauge.

Worn **cam bearings** are a prime source of low oil pressure. New bearings should be installed and finished to correct running tolerances by a competent machinist. Cam bearings must be replaced if you have your block hot tanked.

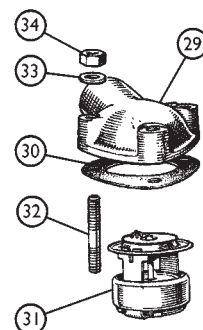
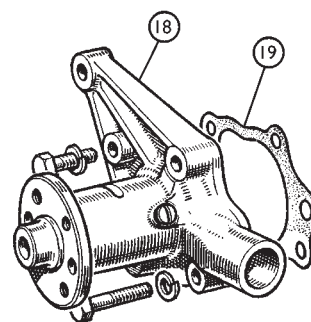
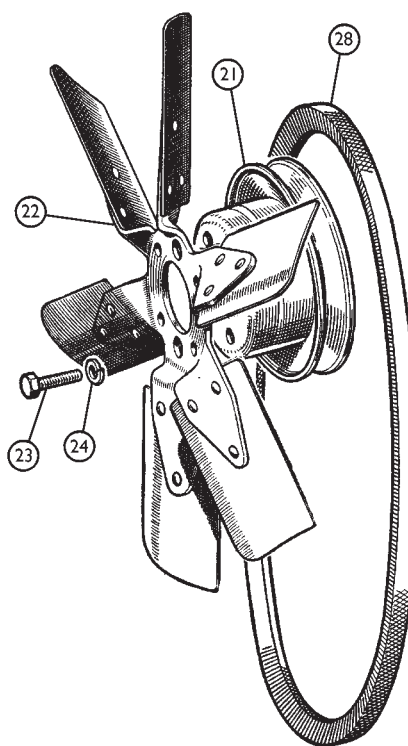
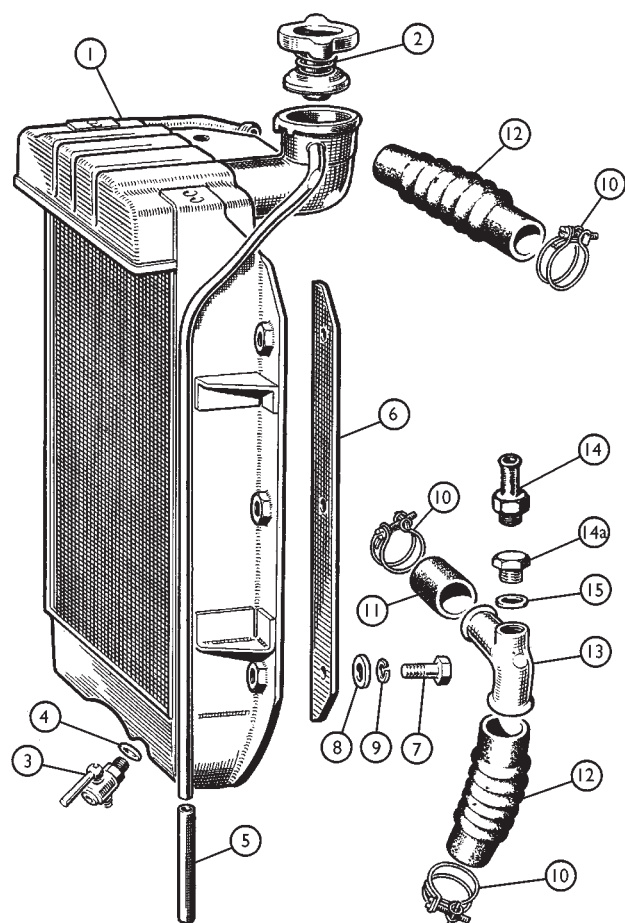
**Oil Pressure Spring and Valve Assembly**. The MGA oil pressure relief spring (#329-210) measures 3 inches in length. If the spring is shorter than this, low oil pressure will result. Do not stretch or shim the spring to adjust oil pressure. Replace the valve plunger if any wear is evident on the seating face.

The six **flywheel bolts** (#322-850) must be set in the crank before the crank is installed in the block. Once the main caps are in place, installing these bolts is practically impossible. Damaged and/or stretched flywheel bolts will result in improper torque and a loose flywheel. Replace any that are not in good condition. Use new nuts and a thread locking compound along with new lock tabs.

Check the **block deck** surface as well as the cylinder head surface for straightness. Use a steel straight edge and a feeler gauge to measure along the length and diagonals of the block. MGA blocks are commonly shallow between cylinders number two and three. Remove as little of the block surface as possible; .005 will usually suffice. Counter sinking the head studs will help make a good gasket seal. The studs typically pull up the topmost thread which holds the gasket away from the block surface. Use a suitably sized drill bit or countersink and just touch the hole to knock off the top thread. Always make sure your pistons do not stand more than .010 above the deck after installation. An often surfaced deck may allow new pistons to hit the head. Mill piston tops to remove excess metal.

Flywheel **ring gears** are prone to considerable wear and can result in starter motor pinion gears becoming jammed. A temporary fix is to rock the car backwards in first gear or use a wrench on the commutator end of early style starter motors. Since a permanent cure involves removing the engine, we recommend careful examination whenever it is removed for other maintenance, such as clutch replacement. Keep in mind that the ring gear wears mostly in two small areas relating to where the pistons come to rest in the cylinder bores. Ring gears are a heat-shrink fit and are best installed by your local automotive machine shop. The cost of replacement is not expensive and offers cheap insurance against a common problem.

# Cooling System



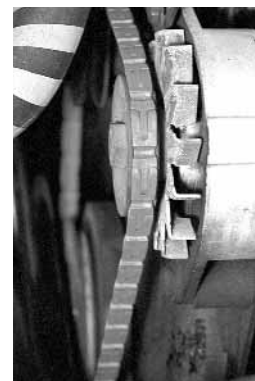
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	456-050	\$219.95	RADIATOR (reproduction, with overflow)		1
2	202-020	\$8.35	RADIATOR CAP, 4 lbs.	normal	1
	583-004	\$4.80	RADIATOR CAP, 7 lbs.	raises boiling temp.	1
3	460-020	\$18.95	TAP, radiator drain		1
4	324-670	\$0.60	WASHER, for drain tap		1
5	470-030	\$2.40	DRAIN TUBE		1
6	296-110	\$4.55	PACKING SET, radiator mounting		1
7	322-040	\$0.45	BOLT, radiator mounting		6
8	365-720	\$0.30	WASHER, flat		6
9	365-730	\$0.20	LOCKWASHER		6
10	326-408	\$6.45	CLAMP SET, 6 original wire clamps		1
	326-430	\$1.30	CLAMP, radiator hose		6
	470-278	\$16.95	RADIATOR HOSE SET		1
11	434-487	\$6.10	RADIATOR HOSE, pipe to pump		1
12	470-270	\$6.60	RADIATOR HOSE, upper & lower (replacement)		2
	470-275	\$31.95	RADIATOR HOSE, upper & lower (orig. manufacturer)		2
13	470-040	\$29.95	PIPE, water branch		1
14	473-080	\$10.40	NIPPLE (used when heater is fitted)		1
14a	328-040	\$9.40	PLUG (used when heater is not fitted)		1
15	324-660	\$1.15	WASHER		1
18	460-950	\$51.95	WATER PUMP, less pulley	all except Twin Cam	1
	460-960	NA	REPAIR KIT	} single bearing pump only 1 from (e)GB39365	1
	460-965	\$11.95	SEAL, rear		1
19	296-320	\$1.95	GASKET, pump to body		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
21	460-920	NA	PULLEY		1
22	460-930	\$86.95	FAN		1
23	322-230	\$0.35	BOLT, fan to pulley		4
24	324-020	\$0.20	LOCKWASHER		4
28	460-990	\$6.00	FAN BELT		1
29	460-940	\$31.95	ELBOW, water outlet		1
30	296-380	\$0.60	GASKET		1
31	434-156	\$38.95	THERMOSTAT, orig type with sleeve		1
	434-180	\$4.95	THERMOSTAT, 165° (summer)	} modern repl. type	1
	434-189	\$4.95	THERMOSTAT, 180° (std.)		1
	434-190	\$4.95	THERMOSTAT, 195° (winter)		1
32	328-605	\$1.20	STUD, thermostat housing		3
33	365-720	\$0.30	WASHER, flat		3
34	310-140	\$0.30	NUT		3

## Emergency Fan Belt

Emergency fan belt can be adjusted to any length. Thread the open belt over the pulleys, remove extra links and snap the ends together. Works on vehicle using standard 3/8" fan belts.

900-050 \$25.95



MGA water pumps incorporate a carbon race seal design which must be perfectly lapped against the impeller to insure a leak-free seal. For best results, new pumps should be installed and then run dry for approximately 30 seconds without coolant. Modern antifreeze mixtures are so efficient that they prevent the friction necessary to break in the seal.

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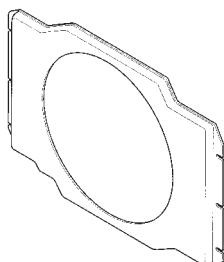




## Thermostat Bypass Blanking Sleeve

Fine reproduction of the original works competition part 11G176. For sustained maximum power and speed, such as under racing conditions, it is advantageous to remove the thermostat, but only when this sleeve is fitted.

434-135 \$22.95



## Fan Shroud

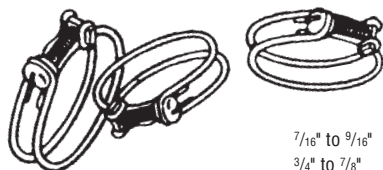
Significantly reduce overheating problems with the "missing link" of your MGA's cooling system. This sturdy unit attaches to your existing radiator mounts, and greatly increases the efficiency of the fan by forcing air to be pulled through the radiator instead of around it.

459-645 \$52.95

## Water Wetter

Cool your classic this summer or make your cockpit warmer this winter! Water Wetter is a wetting agent which helps coolant "bond" to metal surfaces thus increasing heat transfer. Increases the efficiency of water! Your car can run up to 15° cooler. Highly recommended for all climates.

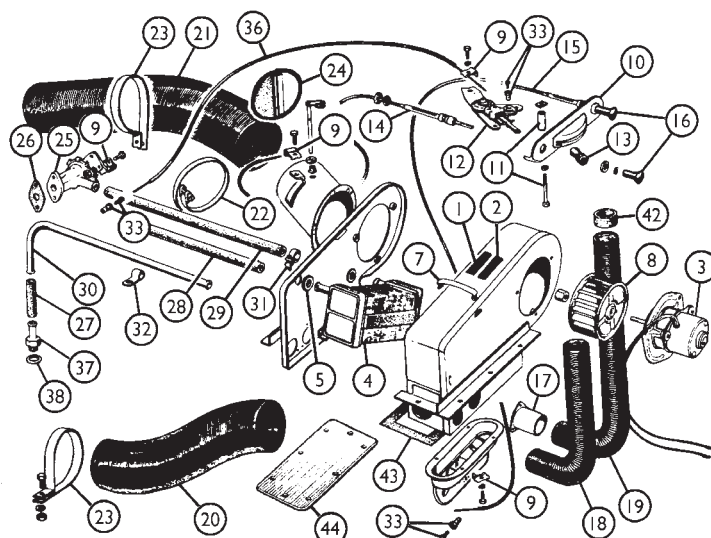
220-115 \$9.60



## Original-Type Hose Clamps

These wire-type clamps were original equipment on MGAs. Cadmium-plated for long-lasting durability and appearance, they're necessary for a correct restoration. Just measure the outside diameter of your hoses to determine which ones you need.

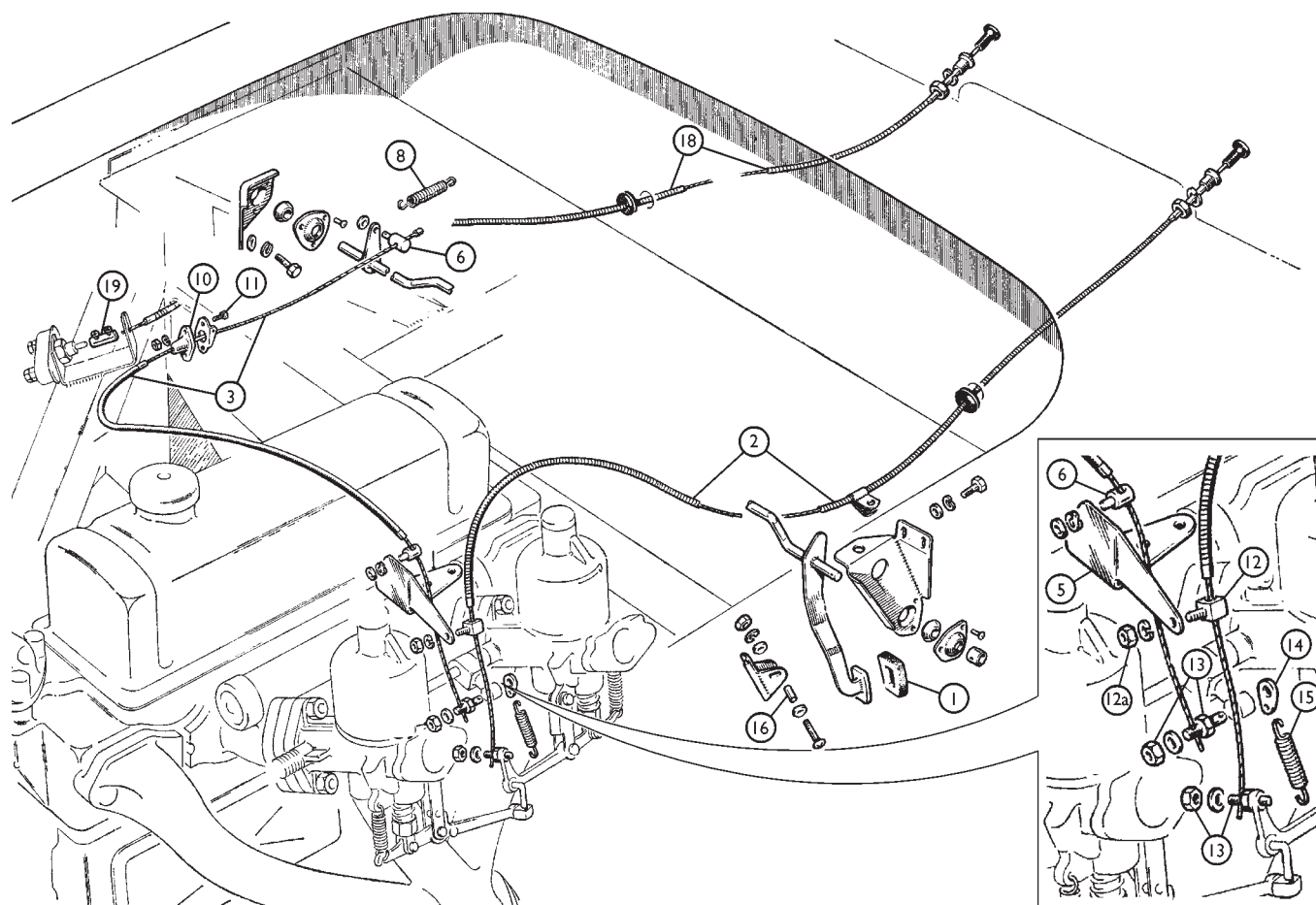
7/16" to 9/16"	326-475	\$1.20
3/4" to 7/8"	635-100	\$1.75
7/8" to 15/16"	635-060	\$2.95
1 3/16" to 1 3/8"	326-410	\$1.90
1 1/4" to 1 7/16"	326-465	\$2.80
1 3/8" to 1 9/16"	326-430	\$1.30
1 7/16" to 1 5/8"	326-440	\$2.70
1 11/16" to 1 7/8"	326-450	\$2.75
1 7/8" to 2"	031-724	\$1.95
2 1/4" to 2 7/16"	326-230	\$2.40
2 13/32" to 2 5/8"	326-460	\$2.35



MGA

No.	Part No.	Price (each)	Description	Application	Qty. Req.
	362-900	\$571.95	HEATER ASSEMBLY	(all except Twin Cam)	1
1	408-350	\$3.90	PLATE, 'Smiths'		1
2	408-360	\$3.40	PLATE, 'Caution'		1
3	363-040	\$83.95	BLOWER MOTOR, replacement		1
4	360-675	\$76.95	HEATER CORE		1
5	280-190	\$0.90	GROMMET		2
7	363-025	\$1.95	CLIP, side cover		5
8	473-010	NA	FAN		1
9	473-170	\$2.95	CLAMP, cable		4
10	360-450	\$13.95	PANEL, heater control		1
11	322-215	\$10.95	BOLT & SPACER		2
12	360-455	\$43.95	LEVER & SWITCH ASSEMBLY		1
13	150-810†	\$4.45	KNOB, heater blower, with letter 'B'		1
14	331-330	\$27.95	AIR CONTROL CABLE, less knob		1
15	331-320	\$28.95	DEMIST CONTROL CABLE, less knob		1
16	150-880†	\$4.45	KNOB, control cables		2
† Note: Our dash knob set, part #150-888 includes all 11 knobs. See page 63 for details.					
17	473-030	\$18.95	TUBE, defroster		2
	456-188*	\$79.95	AIR HOSE SET, 5 original type hoses		1
18	456-170*	\$6.95	AIR HOSE, 14", original type		1
19	456-185*	\$12.95	AIR HOSE, 25", original type		1
20	456-110*	\$19.95	AIR HOSE, 4" x 18", original type		2
21	456-120*	\$21.95	AIR HOSE, 4" X 31", original type		1
* Note: These hoses are supplied compressed in length, and must be stretched to correct length for installation.					
22	326-360	\$2.25	CLAMP, for 4" air hose		4
23	326-220	\$6.85	CLAMP, for 4" air hose		3
24	363-415	\$14.95	SEAL, air valve		1
25	360-410	\$30.95	VALVE, heater shut off		1
26	697-360	\$1.20	GASKET		1
	456-238	\$4.95	WATER HOSE SET		1
27	456-220	\$0.70	HOSE, 2-1/2"		1
28	473-050	\$2.50	HOSE, 12-1/2"		1
29	473-060	\$2.95	HOSE, 14"		1
30	473-040	\$16.95	PIPE		1
31	326-308	\$4.25	CLAMP SET, for #27, 28, 29		1
32	802-705	\$1.20	CLIP		2
33	473-070	\$1.95	CABLE STOP & SCREW		4
36	331-000	\$8.95	CABLE, water valve		1
37	473-080	\$10.40	NIPPLE		1
38	324-780	\$2.50	WASHER		1
42	473-220	\$3.10	ADAPTOR		2
43	282-750	\$4.35	SEAL, heater mounting, rubber		1
44	457-885	\$34.55	BLANKING PLATE (when heater is not fitted)		1

# Engine Controls



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	280-790	\$1.95	PEDAL PAD, accelerator		1
2	331-350	\$26.95	CHOKE CABLE		1
3	331-090	\$6.55	ACCELERATOR CABLE		1
5	372-160	\$36.95	BRACKET, cable		1
6	372-055	\$16.95	CABLE ANCHOR		2
8	329-025	\$3.45	SPRING		1
10	372-060	\$4.55	GUIDE, accelerator cable		1
11	322-940	\$0.65	SCREW, for guide		2
12	378-620	\$13.95	TRUNNION		1
12a	310-040	\$0.15	NUT		1
13	375-108	\$2.45	CABLE STOP, w/ nut		2
14	372-070	\$1.45	BRACKET, accelerator spring		1
15	329-015	\$4.15	SPRING, accelerator return		1
16	372-035	\$3.10	DISTANCE TUBE, pedal stop		2
	372-025	\$3.10	STOP, accelerator pedal (rubber)		1
18	331-340	\$26.95	CABLE, starter		1
19	161-500	\$5.45	COUPLER, starter cable		1

## Operating the Choke

The manual choke controls two distinct functions of the SU carburetors. The first third of the travel of the choke cable works the fast idle only. The second two-thirds controls the mixture enrichment, as well as the fast idle. The second function is the mixture enrichment. The colder the engine and surrounding air, the greater the need for more gasoline to be mixed with the air at the carburetor. As the engine warms, the need for a richer mixture lessens.

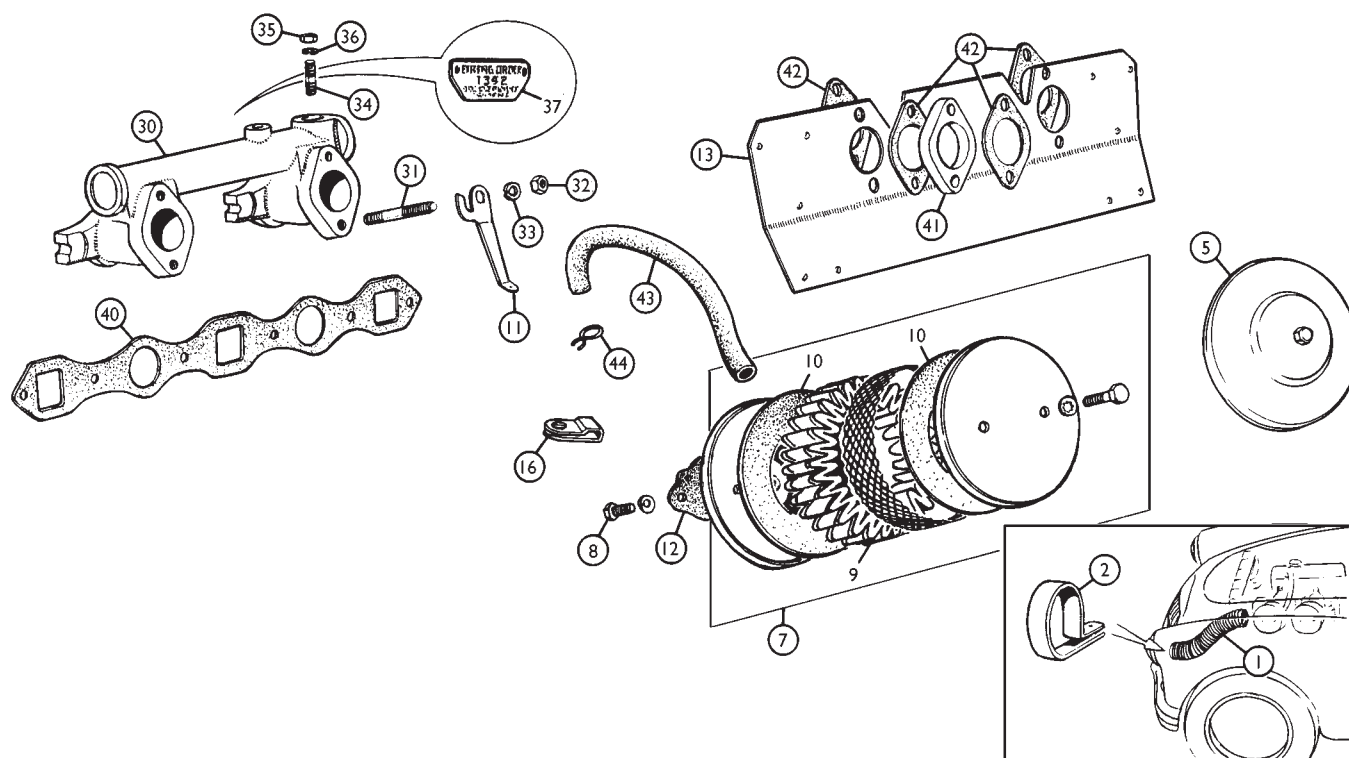
When starting from cold, always pull the choke completely out. Once the engine has started, the driver must gradually release the choke as the engine warms. If released too soon, the engine will cough and spit, especially under acceleration. If released too slowly, the engine will run rough, especially while idling.

By the time the temperature approaches 160°F, the choke can be released completely. If the choke is left out too long, the extra gasoline can mix with the engine oil by 'washing down' the cylinder walls. If your choke does not seem to be operating correctly, consult your workshop manual or our tech tip on mixture adjustment on page 23 of this catalog.

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	456-110	\$19.95	AIR HOSE, grille to carb., see page 17 for complete set		1
2	326-220	\$6.85	CLAMP, air hose		1
5	223-200	\$31.95	AIR FILTER, chrome, accessory		2
	226-010	NA	PLUG, valve cover, use with #223-200 filter		1
7	372-120	\$52.95	AIR FILTER ASS'Y., front, original type		1
	372-130	\$52.95	AIR FILTER ASS'Y., rear, original type		1
8	322-040	\$0.45	BOLT, air filter to carb.		4
9	372-040	\$18.95	ELEMENT, for original filter		2
10	372-045	\$15.95	FELT PAD SET, not included w/ air filters		1
11	372-140	\$22.95	BRACKET, accelerator spring anchor		1
12	294-800	\$0.90	GASKET, filter to carb.		2
13	451-000	\$50.95	HEAT SHIELD, w/ non-asbestos pads		1
16	372-610	\$2.30	OVERFLOW TUBE CLIP, on the side of the block		1
30	460-190	NA	INTAKE MANIFOLD		1
31	329-800	NA	STUD, carburetor mounting		4
32	310-050	\$0.50	NUT, carburetor stud		4
33	324-040	\$0.25	WASHER, carburetor stud		4
34	329-810	NA	STUD, accelerator bracket		2
35	310-070	\$0.45	NUT		2
36	365-730	\$0.20	LOCK WASHER		2
37	408-830	\$6.80	INFORMATION PLATE, intake manifold	1500	1
	408-835	\$8.95	INFORMATION PLATE, intake manifold	1600 & MKII	1
40	296-410	\$2.95	GASKET, manifold		1
41	372-030	\$5.25	SPACER, carb. to manifold		2
42	294-700	\$0.95	GASKET		6
43	372-050	\$8.75	BREATHING HOSE		1
44	326-210	\$1.50	CLAMP		2

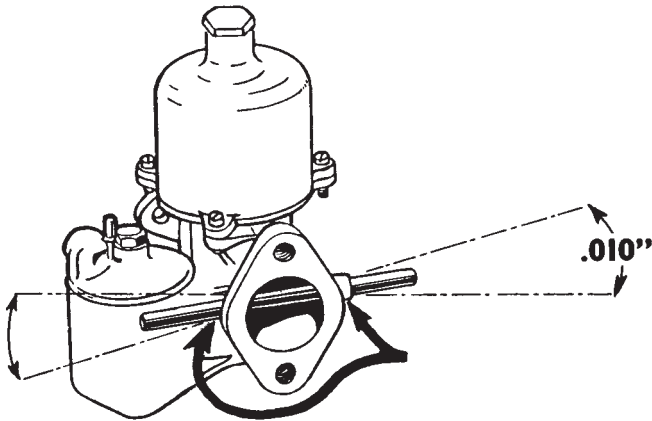
Accessory air filters are shown on page 21.

# Carburetor Tools

## Complete Carburetor Rebuild

Rebushing carburetor bodies and fitting new throttle shafts is a major part of a proper carb rebuild that is often overlooked. Vacuum leaks due to worn bodies and shafts cause rough idle, poor performance and poor fuel economy.

Checking the shaft and body clearance is a simple matter of wiggling the shafts up and down. Any appreciable play indicates wear on the bushings and shafts. Some wear is to be expected, but performance is seriously affected when clearances are over .010". Verification is done with the engine running at idle speed. Spray the joints of the shafts with an aerosol carburetor cleaner. If the engine speed changes, there is a leak around the shafts.



Quite often, the problem can be fixed by simply replacing the throttle shafts. Remove the couplings and springs from the shafts and clean the exposed portions of the shafts. Mark the butterfly plates with a felt-tip pen to record which way they face and which end is installed upwards, then remove the two securing screws. Pull the plates out, and slide the shafts sideways until a clean unworn section of the shaft is in each side of the body. Now wiggle them up and down and back to front to gauge whether any play is present. If none, a new pair of standard shafts should solve the problem. Oversize shafts (if not already fitted) can be purchased to take up a small amount of play. Standard shafts measure .310", while the oversize shafts are appropriately larger. (Not all oversize shafts are exactly the same size.) If the bodies and shafts are both worn, the carb bodies require rebushing. To rebush bodies, the old bushes (or the bodies, if your carbs don't have bushes) must be drilled out, just short of entering the venturi to a diameter just smaller than the bush diameter. Since each side of the carb must be drilled separately, accurate alignment of the two holes is difficult to maintain. We have found that an easy way to do this is to chuck the proper sized drill in a lathe, and run the carb body into the drill with the tailstock center. New bushes (#372-545) are then pressed into the bodies, and reamed to fit the new spindles with the minimum clearance which allows rotation of the spindle. This is best accomplished with a 5/16" adjustable reamer with a pilot long enough to ride in the opposing bush. Sometimes it is necessary to lap the spindle in the bushes. This is done by chucking the spindle in a hand drill and running it dry in the reamed bushes. Do not use any abrasive compound, the dark oxide that is formed will be enough. Add a drop of oil, and continue until the shaft rotates freely in the bushes. Refit the butterfly plates and drill the shaft for the adjusting levers, drill the taper pin holes with the throttle completely closed. The drilling is best done from the underside on a drill press with the parts clamped in a jig. The hole must be drilled exactly on center or the shaft will be spoiled.

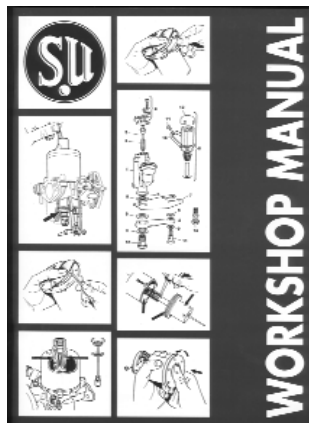
After reinstallation of the throttle plates and return springs, the rest of the carburetor rebuild is routine. Keep in mind the throttle plates must be centralized before the screws are tightened.

If all of this seems rather complex, it is. Rebushing carburetors takes patience, specialized tools, and experience. The easiest alternative for the average enthusiast is to buy a pair of new carburetors from Moss Motors.

## S.U. Workshop Manual

The official S.U. workshop manual covers trouble-shooting, disassembly, rebuilding, and testing of all common S.U. carburetors and fuel pumps, with all steps well described and illustrated. 84 pages, softbound.

211-305 \$26.70



## SU Tool Kit

An assortment of handy tools for the home mechanic. Includes instructions, jet centering button, air flow balancing tubes and wires, and jet adjusting wrench. Suitable for all cars with multiple SU carbs.

386-300 \$23.95

## SU Jet Wrench

Mixture adjustments on SU carbs (except

HIF type) are much easier with this proper tool. (Included in tool kit above.)

386-400 \$2.95

## Carburetor Synchronizer

Used to synchronize airflow between multiple carbs, this is an indispensable tool for the serious home mechanic.

386-200 \$32.95

## SU Jet Centering Tool

Jet centering is critical on older fixed needle SU carbs. This simple tool makes it a snap.

386-500 \$21.95

## SU Carb Rebuild Video

Anyone can tune or rebuild SU carbs with the help of our 2 hour and 40 minute video. This easy to follow video uses a combination of sights, sounds and simple conversational dialog to unravel the mysterious SU. A must for home mechanics.

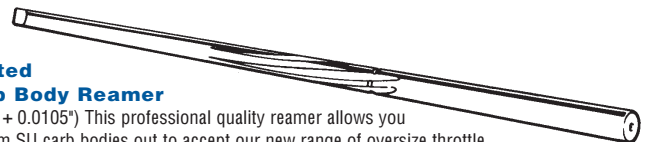
211-035 \$39.95



## Piloted Carb Body Reamer

(5/16" + 0.0105") This professional quality reamer allows you to ream SU carb bodies out to accept our new range of oversize throttle shafts. This is a non-adjustable reamer which cannot be used to ream carb bushes to standard size.

386-385 \$139.95

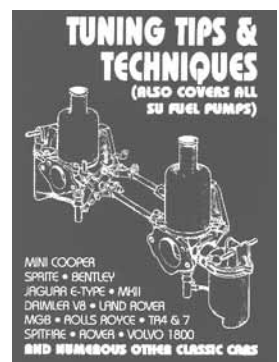


## SU Tuning Tips & Techniques

by G. R. Wade

If you only buy one book on SU carbs, this is a good one. Combining years of collected wisdom and factory published information, it'll help you solve all the standard SU carb problems.

211-345 \$29.95



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## Shorty Ram Pipe Set

A traditional accessory which fits all 1 1/2" SU carburetors. Improves breathing, and looks great too! Set of two, 2 7/8" long.  
372-410 \$44.95

## High Performance Ram Pipe Set

Most air horns are for looks, these are for serious performance. Using the same full radius design as those supplied to the Toyota Atlantic Series and the factory Dodge Viper team, our TWM racing air horns are the highest flowing design available for SU applications. Precision manufactured, light weight and robust. They measure two inches from mounting flange to bell. Try them on the dyno and you won't want anything else.

Sold individually.

1 1/2" SU Carbs	222-970	\$49.95
1 3/4" SU Carbs	222-975	\$49.95



## MG Crested Air Filters

Enhance your SU carbureted car with a pair of these attractive accessories. Fits all 1 1/2" SU carbs.

223-290 \$39.95 ea.

## K&N Air Filters

K&N air filters are designed to be washed and reused for the life of your engine. Ten year K&N warranty or one million miles (non-competition use).

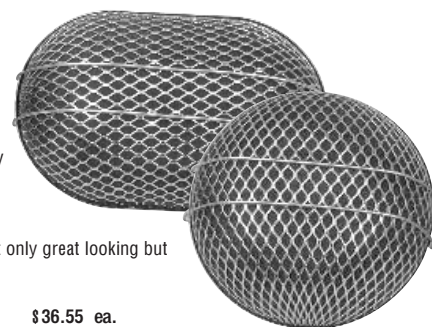
Chrome Filter for 1 1/2" SU carbs (1 3/4" deep)	222-935	\$67.95	ea.
Chrome Filter for 1 3/4" SU carbs (1 3/4" deep)	222-955	\$69.95	ea.
Filter Cleaning Fluid	231-480	\$9.95	ea.
Filter Oil Bottle (250ml)	231-490	\$5.80	ea.



## Accessory Foam Air Cleaners

The latest in after market air cleaner designs. These accessory air cleaners feature top quality chrome plating and washable dense foam elements. The mesh surface makes this air cleaner not only great looking but very practical as well.

Oval for 1 1/2" S.U.	223-220	\$36.55	ea.
Round for 1 1/2" S.U.	223-230	\$39.95	ea.



## Stellings & Hellings Style Filters

Exact reproductions of optional filters from the 1950s for MGs and other British sports cars. Chrome plated slim line filters.

Filter for 1 1/2" SUs	223-200	\$31.95	ea.
Filter for 1 3/4" SU	621-500	\$31.95	ea.



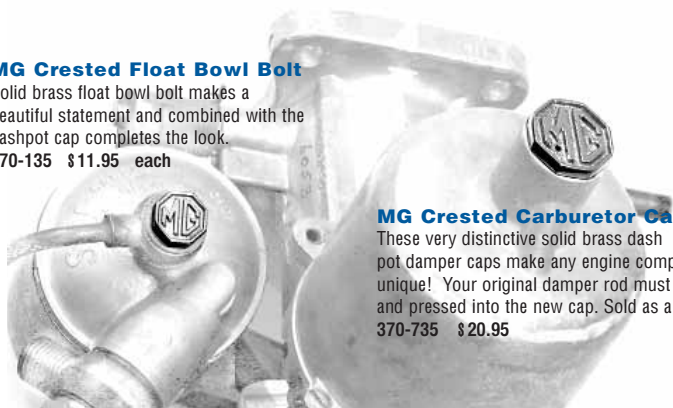
## MG Crested Float Bowl Bolt

Solid brass float bowl bolt makes a beautiful statement and combined with the dashpot cap completes the look.

370-135 \$11.95 each

## MG Crested Carburetor Caps

These very distinctive solid brass dashpot damper caps make any engine compartment unique! Your original damper rod must be re-used and pressed into the new cap. Sold as a set of two.  
370-735 \$20.95

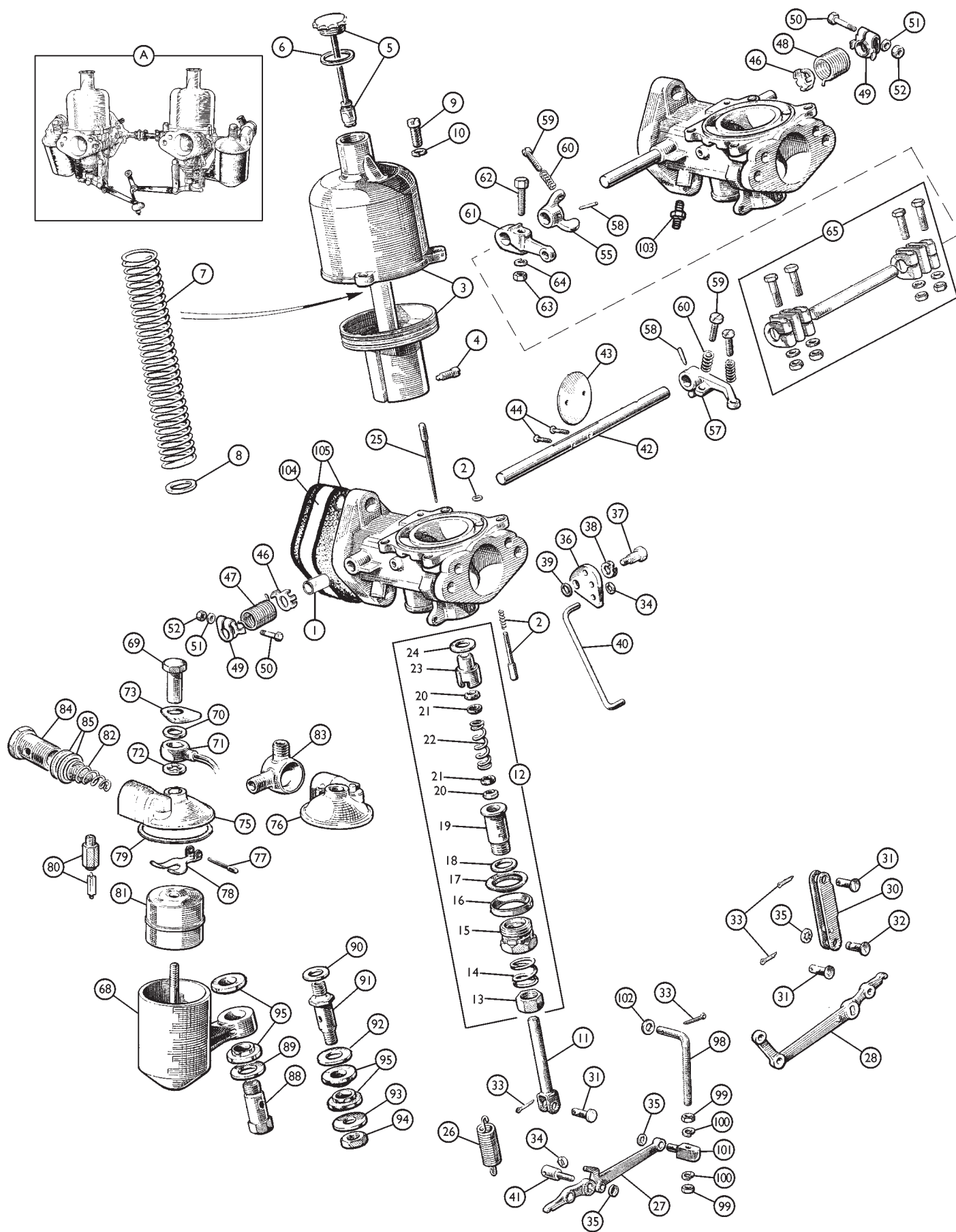


## Dashpot Oil

If you don't use the right oil in there, your car won't run properly. After years of tinkering with our own cars, we've finally found an oil specifically designed for both SU and Zenith carbs. 125 ml.

220-225 \$8.95







No.	Part No.	Price (each)	Description	Application	Qty. Req.
A	370-778	\$1,139.95	CARBURETOR PAIR, new	1500	1
	370-788	\$1,149.95	CARBURETOR PAIR, new	1600 & 1622	1
1	372-545	\$3.25	BUSH, in carb. body		4
2	375-048	\$6.60	PIN ASSEMBLY		2
3	370-730	NA	CHAMBER AND PISTON ASSEMBLY		2
4	370-180	\$1.80	SCREW, jet needle retaining		2
5	370-745	\$27.95	DAMPER, brass cap w/o vent	} 1500	2
	370-740	\$20.95	DAMPER, repl. plastic cap w/o vent		2
	370-765	\$30.95	DAMPER, brass cap w/vent	} 1600 & 1622	2
	370-750	\$16.95	DAMPER, repl. plastic cap w/vent		2
6	370-650	\$0.95	WASHER, damper		2
7	370-520	\$4.95	SPRING		2
8	370-360	\$1.20	WASHER (used with original tapered-end springs only)		2
9	370-290	\$0.90	SCREW		6
10	324-110	\$0.10	LOCK WASHER		6
11	370-760	\$11.95	JET, .090"		2
12	370-395	\$32.90	JET BEARING KIT		2
13	370-240	\$3.80	NUT, jet adjusting		2
14	370-210	\$1.05	SPRING		2
15	370-400	\$7.80	NUT		2
16	370-220	\$3.45	WASHER		2
17	295-000	\$1.85	CORK SEAL		2
18	370-410	\$0.95	COPPER WASHER		2
19	370-390	\$8.35	JET BEARING, bottom		2
20	295-200	\$0.95	JET SEAL, cork		4
	365-420	\$0.75	O-RING (replacement for #20 cork seal, not in #12)		4
21	370-230	\$1.20	WASHER		4
22	370-070	\$3.65	SPRING		2
23	370-380	\$13.30	JET BEARING, top		2
24	370-250	\$0.95	WASHER		2
25	374-120	\$12.95	NEEDLE, GS standard	} 1500	2
	374-040	\$16.95	NEEDLE, CC rich		2
	374-160	\$18.50	NEEDLE, 4 lean		2
	374-170	\$12.95	NEEDLE, 6 standard	} 1600 & 1622	2
	374-150	\$15.95	NEEDLE, RO rich		2
	374-010	\$10.70	NEEDLE, AO lean		2
26	370-550	\$3.55	SPRING, jet lever return		2
27	370-680	\$14.95	LEVER, front		1
28	370-690	\$14.95	LEVER, rear		1
30	370-630	\$14.40	LINK		2
31	325-110	\$1.80	PIN, with hole for cotter pin	A/R	
32	325-115	NA	PIN, no hole, uses starlock washer #328-270	A/R	
•NOTE: Application and use of these two pins varies. "Officially", the pin using the starlock washer was used from engine # 16GA31660.					
33	375-078	\$0.95	PIN SET (8 cotter pins)		1
34	378-265	\$0.65	WASHER, starlock (small)		3
35	378-270	\$0.85	WASHER, starlock (large)	(see note under illus. #32)	A/R
36	370-570	\$61.70	CAM		1
37	370-450	\$6.35	BOLT		1
38	370-460	\$1.10	SPRING		1
39	370-640	\$2.00	WASHER, plain		1
40	370-580	\$8.95	LINK		1
41	371-090	\$8.35	PIN, link		1
42	376-030	\$16.95	THROTTLE SHAFT, standard		2
	376-040	\$16.95	THROTTLE SHAFT, oversize	(fit to worn bodies)	2
43	370-370	\$14.95	DISC, throttle		2
44	370-090	\$0.65	SCREW		4
46	370-590	\$13.30	SPRING ANCHOR		2
47	370-610	\$5.65	SPRING, front		1
48	370-620	\$6.30	SPRING, rear		1
49	370-600	\$14.40	END CLIP		2
50	365-610	\$1.25	SCREW		2
51	365-620	\$0.35	WASHER		2
52	365-630	\$0.55	NUT		2
55	370-300	\$23.95	THROTTLE STOP		1
57	370-560	\$24.95	LEVER		1
58	370-190	\$1.45	PIN		2
59	370-340	\$1.85	SCREW		3
60	370-330	\$0.90	SPRING		3
61	370-110	\$10.95	LEVER		1
62	372-170	\$0.75	BOLT		1
63	311-030	\$0.40	NUT		1
64	324-110	\$0.10	LOCKWASHER		1
65	375-028	\$43.95	COUPLING KIT		1

**LOCAL & OVERSEAS: 805-681-3400**  
**FAX: 805-692-2525** [www.mossmotors.com](http://www.mossmotors.com)

**MOSS**

## Carburetors

No.	Part No.	Price (each)	Description	Application	Qty. Req.
68	370-480	\$109.95	FLOAT CHAMBER, front		1
	370-470	\$109.95	FLOAT CHAMBER, rear		1
69	370-150	\$4.95	CAP NUT		2
70	370-130	\$0.80	WASHER, aluminum		2
71	451-250	\$15.95	OVERFLOW PIPE		2
72	370-160	\$0.75	WASHER, fiber		2
73	408-470	\$9.40	CARB. I.D. TAG (AUC 784)	1500	2
	408-475	\$9.20	CARB. I.D. TAG (AUC 943)	1600 & MKII	2
75	375-068	\$102.90	COVER, front, with lever		1
76	375-058	\$102.90	COVER, rear, with lever		1
77	370-060	\$0.95	PIN		2
78	370-170	\$6.95	LEVER	for original lids	2
	371-030	\$3.80	LEVER	for replacement lids	2
79	294-900	\$0.95	GASKET, cover		2
80	371-060	\$13.30	NEEDLE & SEAT ASS'Y., brass tip		2
	373-626	\$9.40	NEEDLE & SEAT ASS'Y., "Viton" tip		2
	386-390	\$7.65	GROSE JET, superior replacement for original style needle & seat		2
81	370-010	\$19.95	FLOAT		2
82	370-270	\$4.95	SCREEN		2
83	370-140	\$12.95	BANJO "Y" UNION	rear carb.	1
84	370-350	\$5.65	BANJO BOLT, lid		2
85	370-650	\$0.95	WASHER		4
88	370-080	\$8.65	BANJO BOLT, mounting	} alternative to #90-94	2
89	370-030	\$1.05	WASHER		2
90	372-180	\$0.80	WASHER		2
91	372-190	\$9.30	STUD	late type	2
92	372-200	\$0.95	WASHER, upper	alternative to #88-89	2
93	372-210	\$1.25	WASHER, lower		2
94	311-230	\$0.65	NUT		2
95	370-020	\$2.95	RUBBER GROMMET		4
98	370-660	\$6.55	LINK		1
99	310-040	\$0.15	NUT		2
100	324-185	\$0.55	SPRING WASHER		2
101	370-670	\$5.45	TRUNNION		1
102	NA		WASHER		1
103	378-240	\$7.95	UNION, vacuum line		1
104	372-030	\$5.25	SPACER, carb. to manifold	early type	2
<b>Rebuild Kits</b>					
	375-518	\$149.95	MASTER REBUILD KIT, includes items marked §		1
	375-238	\$135.95	CARB. REBUILD KIT, 1500, includes items marked *		1
	375-248	\$135.95	CARB. REBUILD KIT, 1600/MKII, includes items marked *		1
	298-228	\$24.95	CARB. GASKET SET, includes items marked †		1
105	294-700	\$0.95	GASKET, carb. mounting		6
	294-800	\$0.90	GASKET, air cleaner mounting		2

§Master rebuild kit is a genuine S.U. kit which does not include metering needles, as one kit is suitable for several applications. Order appropriate needles separately.

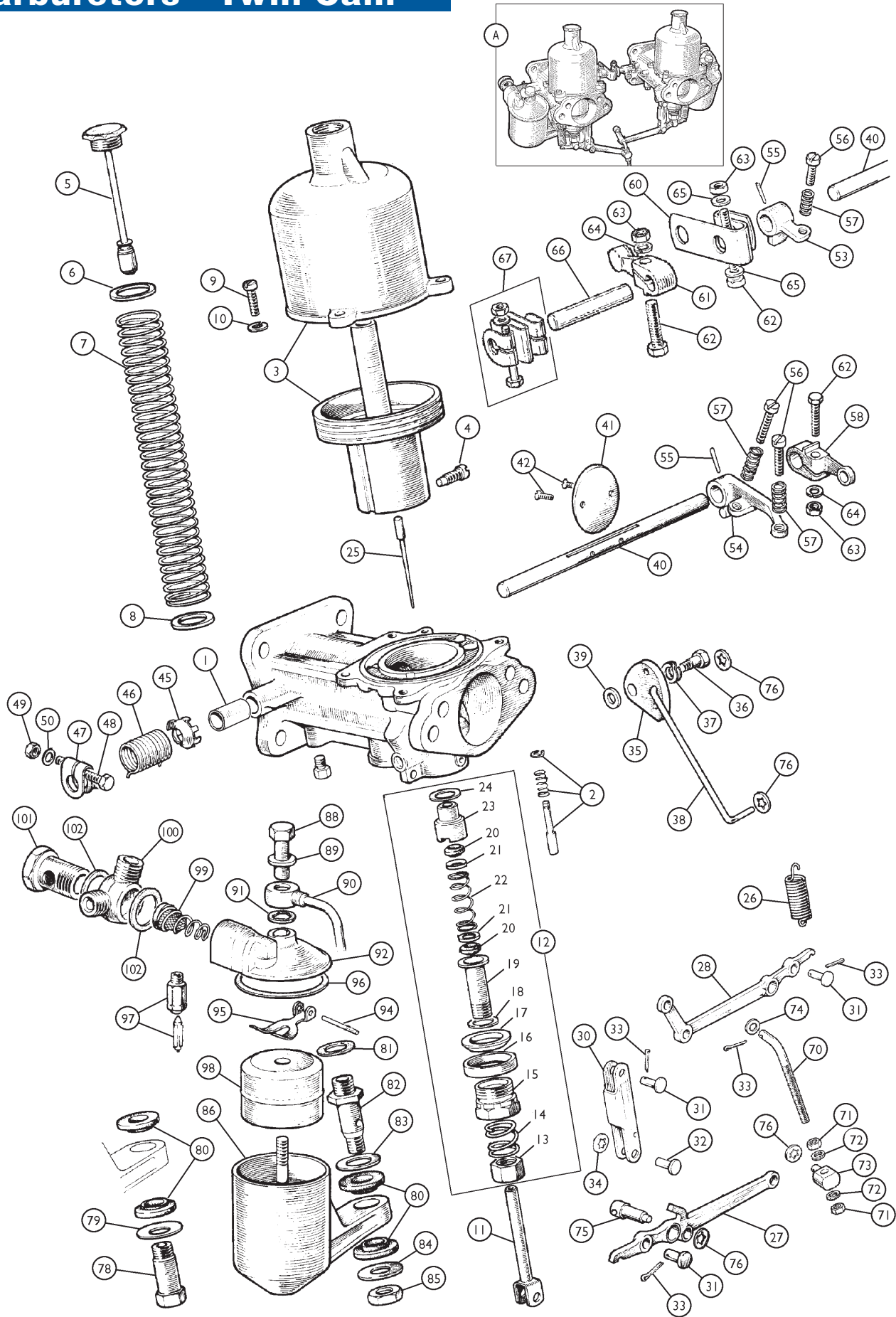
### SU Carburetor Choke Adjustment

Mixture adjustment and synchronization of SUs seems to be widely understood. Of equal importance is the adjustment of the choke mechanism. If set too rich, the carb. will fill the cylinders with raw fuel and dilute the engine oil, causing premature bearing, piston ring, and cylinder wear. If set too lean, the car starts hard, which drains the battery and overheats the owner.

Of first consideration is the fit of the clevis pins in the choke levers. If these holes are excessively worn, the chokes will not operate through their entire range. New levers (#370-680 & #370-690) and clevis pins (#325-110) are the cure for this problem. Once the new parts are fitted, adjust the slack out of the choke linkage at the interconnector link. Slacken the top and bottom so the linkage is "relaxed", then tighten the bottom nut so that just a bit of pressure is brought to bear on the lever. Do not over-compensate, as this will "preload" the chokes and cause over-rich mixtures. Once set to your satisfaction, run the top nut in the bottom as a lock nut. Now, hook up the choke cable. Give it a turn to the right to help the cable lock work, and don't get the cable too tight; leave a little slack.

The fast idle cam may be adjusted to suit weather conditions by moving the link rod to the appropriate hole. #1 opens the butterfly a small amount slowly. #3 opens it a large amount quickly. #3 is intended for colder weather, #1 for warmer climates. Yours may be set at #2, where the majority were set to begin with. If so, you may want to leave it alone, as the #2 setting seems to work in just about any climate. The fast idle screw should be set last of all and should be backed off completely when setting the idle, and synchronizing the carburetors. Set the screw so it is about about 1/32" shy of the cam. Smear a dab of light grease on the cam face. If the idle screws do not hold their setting, new springs are in order.

# Carburetors - Twin Cam



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# Carburetors - Twin Cam

No.	Part No.	Price (each)	Description	Application	Qty. Req.
A	370-798	\$1,149.95	CARBURETOR PAIR, new		1
1	372-545	\$3.25	BUSH, in carb. body		4
2	375-048	\$6.60	PIN ASSEMBLY		2
3	370-850	NA	CHAMBER AND PISTON ASSEMBLY		2
4	370-180	\$1.80	SCREW, jet needle retaining		2
5	370-765	\$30.95	DAMPER, brass cap w/vent		2
	370-750	\$16.95	DAMPER, repl. plastic cap w/vent		2
6	370-650	\$0.95	WASHER, damper		2
7	370-520	\$4.95	SPRING		2
8	370-360	\$1.20	WASHER (used with older tapered-end springs only)		2
9	370-290	\$0.90	SCREW		6
10	324-110	\$0.10	LOCK WASHER		6
11	378-350	\$10.95	JET, .100"		2
12	370-395	\$32.90	JET BEARING KIT		2
13	370-240	\$3.80	NUT, jet adjusting		2
14	370-210	\$1.05	SPRING		2
15	370-400	\$7.80	NUT		2
16	370-220	\$3.45	WASHER		2
17	295-000	\$1.85	CORK SEAL		4
18	370-410	\$0.95	COPPER WASHER		2
19	370-390	\$8.35	JET BEARING, bottom		2
20	295-200	\$0.95	JET SEAL, cork		4
	365-420	\$0.75	O-RING (replacement for #20 cork seal, not in #12)		4
21	370-230	\$1.20	WASHER		4
22	370-070	\$3.65	SPRING		2
23	370-380	\$13.30	JET BEARING, top		2
24	370-250	\$0.95	WASHER		2
25	374-220	\$9.55	JET NEEDLE, RH, rich		2
	021-077	\$11.95	JET NEEDLE, OA6, standard		2
	021-076	\$11.95	JET NEEDLE, OA7, lean		2
26	370-550	\$3.55	SPRING, jet lever return		2
27	370-680	\$14.95	LEVER, rear		1
28	370-690	\$14.95	LEVER, front		1
30	370-630	\$14.40	LINK		2
31	325-110	\$1.80	PIN, with hole for cotter pin	A/R	
32	325-115	NA	PIN, no hole, uses starlock washer #328-270	A/R	
•NOTE: Application and use of these two pins varies.					
33	375-078	\$0.95	PIN SET (8 cotter pins)		1
34	378-270	\$0.85	WASHER, starlock (large)	A/R	
35	370-570	\$61.70	CAM, fast idle		1
36	370-450	\$6.35	BOLT		1
37	370-460	\$1.10	SPRING		1
38	370-580	\$8.95	LINK		1
39	370-640	\$2.00	WASHER, plain		1
40	372-500	\$16.95	THROTTLE SHAFT, standard		2
	372-510	\$16.95	THROTTLE SHAFT, oversize (fit to worn bodies)		2
41	378-220	\$16.40	DISC, throttle		2
42	370-090	\$0.65	SCREW		4
45	370-590	\$13.30	SPRING ANCHOR		2
46	370-610	\$5.65	SPRING, rear		1
	370-620	\$6.30	SPRING, front		1
47	370-600	\$14.40	END CLIP		2
48	365-610	\$1.25	SCREW		2
49	365-630	\$0.55	NUT		2
50	365-620	\$0.35	WASHER		1
53	370-300	\$23.95	THROTTLE STOP, front carb		1
54	370-560	\$24.95	THROTTLE STOP, rear carb		1
55	370-190	\$1.45	PIN		2
56	370-340	\$1.85	SCREW		3
57	370-330	\$0.90	SPRING		3
58	370-110	\$10.95	LEVER, throttle		1
60		NA	COUPLER		1
61		NA	LEVER, coupler		1
62	372-170	\$0.75	BOLT		3
63	311-030	\$0.40	NUT		3
64	324-110	\$0.10	LOCKWASHER		2
65	373-210	\$0.55	WASHER, plain		2
66		NA	ROD, coupling		1
67	370-517	\$20.50	COUPLER		1

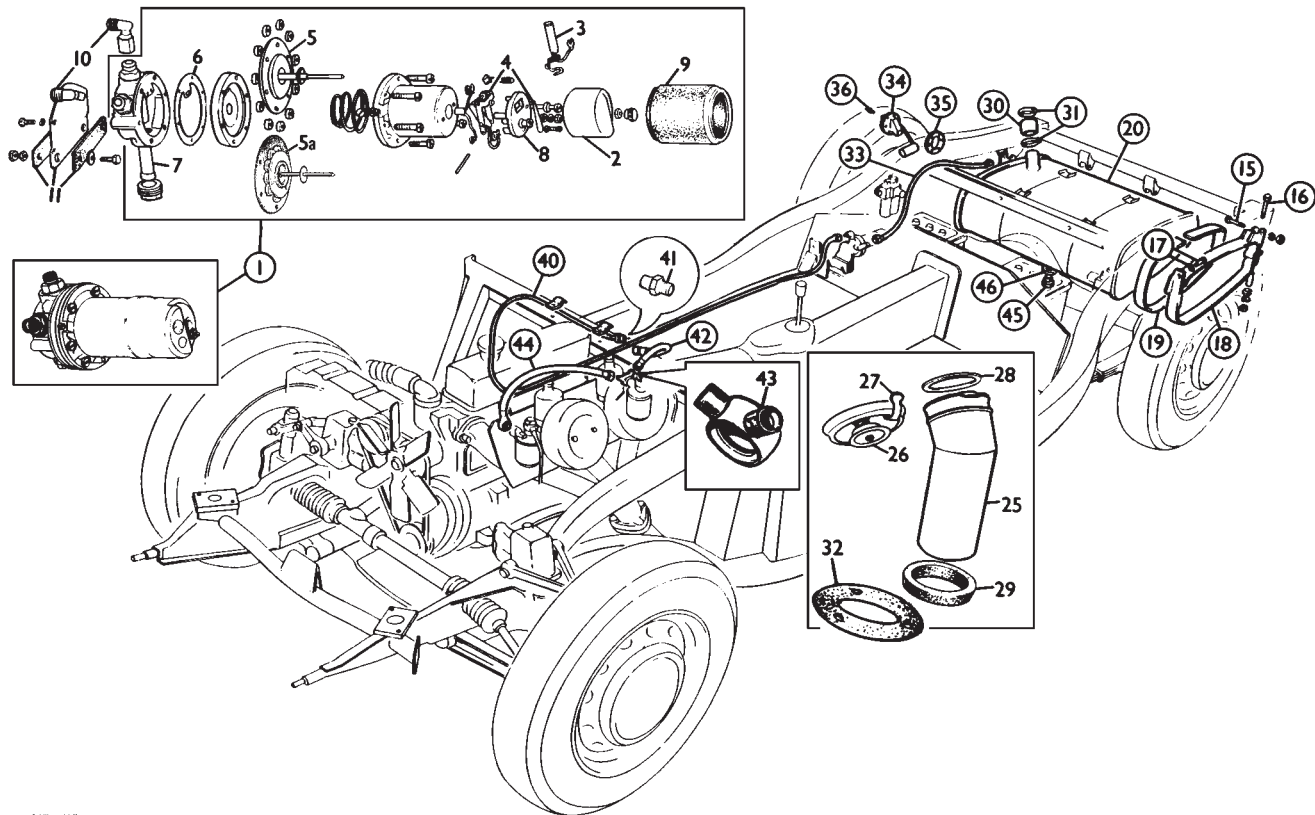
No.	Part No.	Price (each)	Description	Application	Qty. Req.
70	370-660	\$6.55	LINK		1
71	310-040	\$0.15	NUT		2
72	324-185	\$0.55	SPRING WASHER		2
73	370-670	\$5.45	TRUNNION		1
74		NA	WASHER		1
75	371-090	\$8.35	PIN, link		1
76	378-265	\$0.65	WASHER, starlock (small)		4
78	370-080	\$8.65	BANJO BOLT, mounting	} alternative to #81-85	2
79	370-030	\$1.05	WASHER, cupped		2
80	370-020	\$2.95	RUBBER WASHER		4
81	372-180	\$0.80	WASHER	} alternative to #78-79	2
82	372-190	\$9.30	BANJO BOLT		2
83	372-200	\$0.95	WASHER, upper		2
84	372-210	\$1.25	WASHER, lower		2
85	311-230	\$0.65	NUT		2
86	370-480	\$109.95	FLOAT CHAMBER, rear		1
	370-470	\$109.95	FLOAT CHAMBER, front		1
88	370-150	\$4.95	CAP NUT		2
89	370-130	\$0.80	WASHER, aluminum		2
90	451-250	\$15.95	OVERFLOW PIPE		2
91	370-160	\$0.75	WASHER, fiber		2
92	375-068	\$102.90	COVER, rear, with lever		1
	375-058	\$102.90	COVER, front, with lever		1
94	370-060	\$0.95	PIN		2
95	371-030	\$3.80	LEVER	for replacement lids	2
	370-170	\$6.95	LEVER	for original lids	2
96	294-900	\$0.95	GASKET, cover		2
97	371-060	\$13.30	NEEDLE & SEAT ASS'Y., brass tip		2
	373-626	\$9.40	NEEDLE & SEAT ASS'Y., "Viton" tip		2
	386-390	\$7.65	GROSE JET, superior replacement for original style needle & seat		2
98	370-010	\$19.95	FLOAT		2
99	370-270	\$4.95	SCREEN		2
100	370-140	\$12.95	BANJO "Y" UNION	rear carb.	1
101	370-350	\$5.65	BANJO BOLT, lid		2
102	370-650	\$0.95	WASHER		4

## Rebuild Kits / Gaskets

375-528	\$149.95	MASTER REBUILD KIT, includes items marked §	1
370-538	NA	REBUILD KIT, includes items marked *	1
698-010	\$8.30	GASKET SET, incl. items marked † (for 1 carb.)	2
696-010	\$0.95	GASKET, carb. mounting	2
696-020	\$0.95	GASKET, air cleaner mounting	2
386-400	\$2.95	JET ADJUSTING WRENCH	1
408-490	NA	CARB. I.D. TAG (AUC877)	2

§Master rebuild kit is a genuine S.U. kit which does not include metering needles, as one kit is suitable for several applications. Order appropriate needles separately.

# Fuel System



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Pumps</b>					
In our many years of experience, we've found that S.U. fuel pumps are normally reliable and give years of trouble-free service. S.U. pumps are still in production and are reasonably priced. More pumps, including SU electronic pumps are listed in the color section at the front of this publication.					
1	377-040	\$158.95	FUEL PUMP, positive ground, new S.U.		1
	377-041	\$158.95	FUEL PUMP, negative ground, new S.U.		1
2	377-120	\$8.35	CAP, stepped		1
	377-115	\$7.15	CAP, flat		1
3	377-110	\$9.95	CONDENSER		1
4	377-080	\$11.95	POINT SET		1
5	376-995†	\$32.95	DIAPHRAGM, 2 3/8" stem	flat center	1
5a	377-130†	\$30.95	DIAPHRAGM, 2 3/8" stem	stepped center	1
	377-140†	\$28.95	DIAPHRAGM, 3" stem		1
†Original pumps varied. Newer S.U. pumps use 377-130.					
6	377-100	\$1.00	GASKET, body		1
7	377-090	\$12.30	SCREEN, filter		1
8	377-150	\$17.50	PEDESTAL		1
9	282-015	\$10.95	BOOT, fuel pump cover		1
10	375-038	\$9.85	ELBOW, 3 - piece ass'y.		2
11	377-258	\$21.95	FUEL PUMP MOUNTING KIT		1
	281-148*	\$2.80	PAD SET, pump mounting		1
15	321-698	\$0.45	BOLT AND NUT		2
16	321-688	\$0.45	BOLT AND NUT		2
17	321-668	\$1.15	BOLT AND NUT		2
18	470-840	\$85.95	STRAP, tank mounting		2
19	280-300*	\$9.65	PACKING, fuel tank straps		1
20	456-800	\$319.95	GAS TANK, steel		1
	456-805	\$525.95	GAS TANK, aluminum		1
25	470-850	\$79.95	EXTENSION, original type		1
26	470-190	\$19.95	GAS CAP, original type		1
27	326-730	\$4.45	LEVER, gas cap		1
28	470-210	\$2.35	SEAL, gas cap (cork)		1
29	280-780*	\$4.15	FERRULE, extension to body (rubber)		1
30	470-220	\$6.25	HOSE, extension to tank		1
31	326-230	\$2.40	CLAMP, hose		2
32	282-720*	\$2.15	SEAL, filler pipe, on trunk floor		1
* See body rubber sets on page 50.					
33	454-090	\$27.95	FUEL PIPE, tank to pump		1
34	360-280	\$58.95	SENDING UNIT, fuel gauge		1
35	293-415	\$0.95	GASKET, sending unit		1
36	323-728	\$2.50	SCREW SET, sending unit to tank (six screws)		1
40	454-065	\$52.95	FUEL PIPE, pump to flex line		1
41	376-300	\$15.95	UNION		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
42	376-350**	\$18.95	FUEL LINE, pipe to carb.		1
43	370-140	\$12.95	BANJO UNION		1
44	376-070**	\$28.95	FUEL LINE, carb. to carb.		1
** Note: These fuel lines are braided stainless steel with a non-aging Teflon interior.					
45	328-280	\$5.85	DRAIN PLUG		1
46	324-626	\$0.40	WASHER, drain plug		1

## Diagnosing Fuel Pump Problems

Most fuel pump problems are best cured by a direct replacement of the pump. A brief trouble-shooting session will help you determine if a fuel pump is needed, or if you have a problem that can be easily fixed.

**No click:** Check the electrical supply to the pump. Check the ground connection and the fuse. Rap the pump. If the pump starts, the points need replacing or there is a bad electrical connection. Disconnect the fuel line at the carburetor. If the pump now works, it is likely that there is a stuck float needle valve.

**No fuel:** If the electrical parts check out okay and the pump either does not click at all, or stops clicking after a brief moment, the delivery line from the tank may be clogged. Check the line and the tank for foreign matter or obstructions. Blow through the delivery lines into the tank. If the pump runs again momentarily, the obstruction is probably in the tank. See that the filter in the pump is clean.

**Pump won't shut off:** If the pump will not shut off, there is an air leak. Air leaks are common at the inlet and outlet elbows. A float needle that is stuck open will also cause the pump to run. This will be immediately evident as fuel will pour out of the overflow. A set of Grose Jets (#386-330, 2 req.) will eliminate this problem. If you choose not to run Grose Jets, see that the overflow tubes are in good condition, as otherwise the fuel may spill onto the hot exhaust manifold and exhaust pipe. Occasionally a pump will be able to rid itself of air bubbles. After working on the fuel system, run the pump and loosen the front carburetor connection. Tighten this fitting as the pump runs. This will 'bleed' the fuel system of air.

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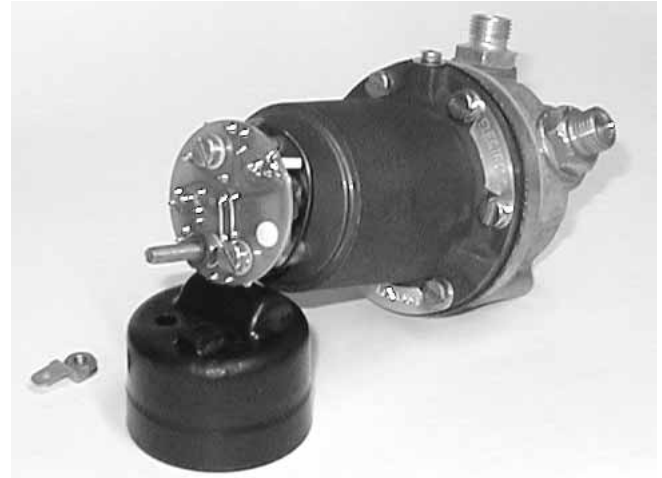
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TOLL-FREE ORDERS



## SU Solid State Fuel Pumps

New from SU - electric fuel pumps with modern reliable electronic, solid state switching and control which eliminates the use of contact breaker points. Now you can have a vintage looking SU fuel pump with peace of mind that only an electronic fuel pump can offer. Plus, the characteristic ticking is retained!

Negative ground	377-225	\$196.95
Positive ground	377-235	\$184.95



## SU Competition Double Ended Fuel Pumps

Double-ended SU pumps have been standard equipment for years on Aston Martins, Bentley and late model E-Types. Delivering twice the capacity of a standard MGA type pump, these units will keep on pumping even if one side fails. Well-suited for all high performance engines running SU carbs, as no pressure regulator is required. Available with traditional points or with solid state electronics.

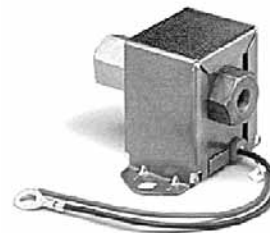
Std. Points, Neg. ground	377-035	\$362.95
Std. Points, Pos. ground	377-045	\$362.95
Solid State, Neg. ground	377-335	\$393.95
Solid State, Pos. ground	377-345	\$384.95



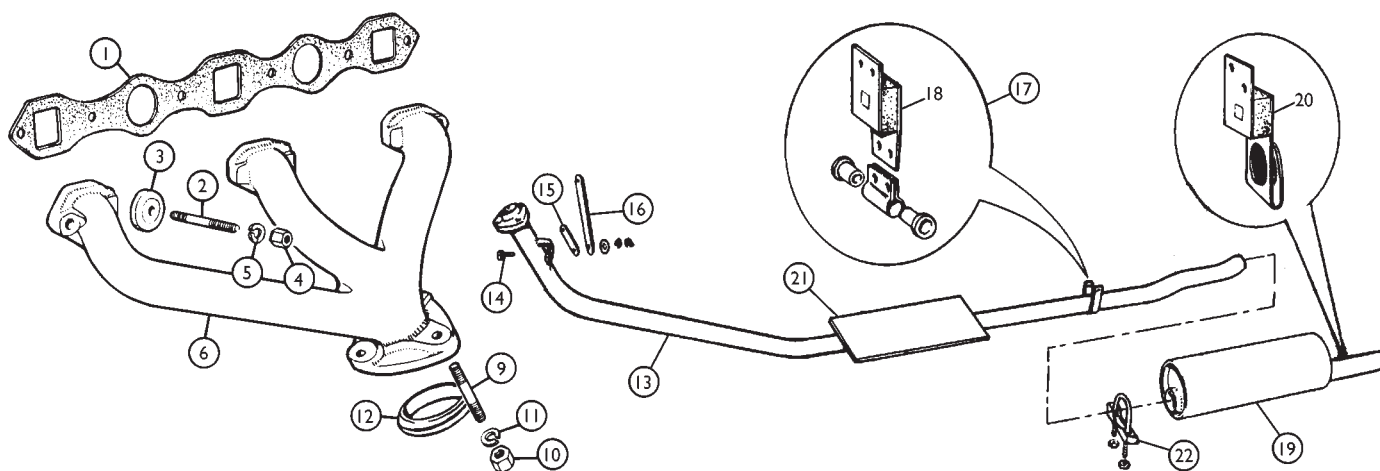
## Solid State Electric Fuel Pump

Solid State electronic fuel pumps can be used in conjunction with, or in place of your original pump. This solid state pump will push or pull fuel, from a hidden location under the car, through your original pump. It may be put in-line with a power switch and used as a backup. Works on positive or negative ground cars.

377-420 \$99.95



# Exhaust



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	296-410	\$2.95	GASKET, manifold		1
2	328-910	\$1.05	STUD, exhaust manifold to head, long		4
	328-900	\$1.75	STUD, exhaust manifold to head, short		2
3	460-090	\$1.95	WASHER, exhaust manifold stud		4
4	311-540	\$0.95	NUT, brass, manifold stud		6
5	365-730	\$0.20	LOCK WASHER, exhaust manifold stud		4
6	460-400	\$371.95	EXHAUST MANIFOLD		1
9	328-990	\$1.55	STUD, exhaust pipe flange		3
10	310-260	\$0.55	NUT, exhaust pipe flange (brass)	std.	3
	310-985	\$1.50	NUT, exhaust pipe flange, extra tall 9/16" (brass)	optional	3
11	324-040	\$0.25	LOCKWASHER		3
12	470-230	\$5.15	SEALING RING, pipe to manifold		1
13	454-845	\$65.95	FRONT PIPE, 2-piece with slip joint		1
14	321-798	\$0.70	BOLT AND NUT, strap to pipe		1
15	470-170	\$3.10	STRAP, short		1
16	470-160	\$5.70	STRAP, long		1
17	470-138	\$14.95	HANGER ASSEMBLY		1
	321-678	\$0.75	BOLT & NUT SET		1
18	412-080	\$8.95	MOUNT		1
19	454-580	\$50.95	MUFFLER		1
20	470-150	\$13.55	HANGER		1
	321-678	\$0.75	BOLT & NUT SET, rear hanger		1
21	451-728	\$43.95	EXHAUST PIPE HEAT SHIELD (accessory insulation, mounts under floor to keep floorboards from scorching or burning)		1
22	812-070	\$1.60	CLAMP, repl. type		1
	812-078	\$3.80	CLAMP, original type		1



## Performance Exhaust Headers

Our tubular exhaust headers are suitable for either vintage racing or the sporting enthusiast looking for a little extra performance through improved engine breathing and reduced back pressure. Headers are carefully jig-welded and designed for maximum performance. However, they do require some hand fitting and port matching, particularly for racing use.

454-855 \$417.95



## Performance Free-Flow Muffler

Give your car an aggressive look, as well as the deep mellow exhaust note characteristic of high performance sporting vehicles! This muffler is designed to give you an increase in both horsepower and gas mileage by reducing exhaust gas back-pressure. Constructed of heavy gauge steel, black with chrome-tipped ends. Does not include front pipe. (Hanger and bracket require repositioning to properly mount.)

454-590 \$99.95



## Muffler & Tailpipe Sealer

A "must have" to make a positive seal on exhaust pipe slip-joints, this sealer is also useful for temporary exhaust system leak repair.

221-545 \$2.95

## Stainless Steel Exhaust Systems

Constructed entirely of top quality stainless steel, this is the ideal system for your car, especially if you live where winter road conditions are harsh. Includes all pipes from the manifold flange back. Clamps and hangers are not included. Guaranteed for life against corrosion only.

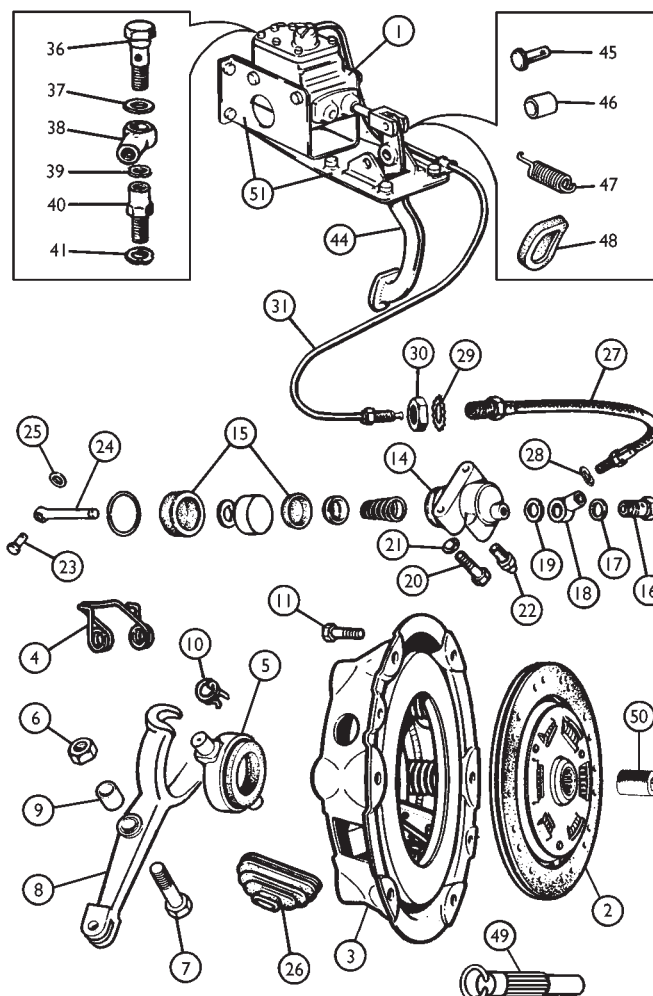
MGA pushrod engines 454-875 \$230.95  
MGA Twin Cam 452-100 \$389.95



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# Clutch



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1			MASTER CYLINDER, see page 40.		
2	190-140	\$52.50	CLUTCH DISC, new, 10 splines	} 1500, 1600 & MKII to (e)3928	1
	190-250	\$53.20	CLUTCH DISC, new, 23 splines		1
3	190-120	\$131.95	PRESSURE PLATE, new	} all	1
4	190-530	NA	RETAINER, release plate		3
5	190-290	\$24.95	RELEASE BEARING, stock type (carbon faced)		1
6	190-295	\$39.95	RELEASE BEARING, ball bearing type (heavy duty replacement)		1
7	310-070	\$0.45	NUT	1500 to (e)4524	1
	310-240	\$0.75	NUT	from (e)4525 thru MKII	1
8	190-555	NA	BOLT	1500 to (e)4524	1
	190-550	\$8.85	BOLT	from (e)4525 thru MKII	1
9	190-545	NA	LEVER, clutch release	1500 to (e)4524	1
	190-540	NA	LEVER, clutch release	from (e)4525 thru MKII	1
	330-290	\$2.65	BUSHING, in lever	1500 to (e)4524	1
	330-200	\$2.40	BUSHING, in lever	from (e)4525 thru MKII	1
10	190-310	\$1.95	RETAINER, release bearing		2
11	322-540	\$0.75	BOLT, plate to flywheel		6
14	180-720	\$99.95	SLAVE CYLINDER, Lockheed		1
	180-715	\$45.95	SLAVE CYLINDER, aftermarket		1
15	180-960	\$4.85	REPAIR KIT		1
16	180-390	\$9.35	BANJO BOLT	} 1500 to (c)11767	1
17	324-740	\$0.90	WASHER, large copper		1
18	180-050	\$39.40	BANJO		1
19	324-720	\$0.90	WASHER, small copper		1

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
20	322-670	\$0.60	BOLT, cylinder to gearbox		2
21	324-040	\$0.25	WASHER		2
22	180-080	\$2.80	BLEEDER		1
23	325-140	\$0.90	CLEVIS PIN		1
24	180-200	\$10.95	PUSH ROD		1
25	365-720	\$0.30	WASHER		1
26	461-010	\$4.75	BOOT, clutch lever		1
27	180-820	\$17.95	HOSE, clutch, stock type		1
	180-821	\$13.95	HOSE, clutch, aftermarket		1
	584-790	\$42.95	HOSE, clutch, stainless steel braid		1
28	324-720	\$0.90	WASHER, copper		1
29	324-180	\$0.45	LOCK WASHER		1
30	311-420	\$2.75	NUT		1
31	181-210	\$24.95	PIPE, master cylinder to hose	LHD only	1
	181-215	NA	PIPE, master cylinder to hose	RHD only	1
36	180-390	\$9.35	BANJO BOLT		1
37	324-740	\$0.90	WASHER, large copper		1
38	180-050	\$39.40	BANJO FITTING		1
39	324-720	\$0.90	WASHER, small copper		1
40	180-400	\$9.95	ADAPTOR, slave cylinder pipe		1
41	324-730	\$0.40	WASHER, copper		1
44	190-595	\$35.95	PEDAL, CLUTCH		1
45	325-150	\$1.20	CLEVIS PIN		1
46	330-180	\$4.15	PEDAL BUSH		1
47	329-350	\$1.95	SPRING, pedal return		1
48	280-770	\$3.45	PEDAL PAD, brake & clutch		2
49	387-250	\$4.95	CLUTCH ALIGNMENT TOOL	10 spline	1
	387-210	\$4.95	CLUTCH ALIGNMENT TOOL	23 spline	1
50	330-160	\$2.95	BUSHING, spigot		1
51			M/C BOX, PEDAL BOX	see page 40	

## Sorting Out Clutch Problems

Clutch problems fall into three categories:

a. The clutch does not release properly when the pedal is depressed, resulting in difficult engaging of gears.

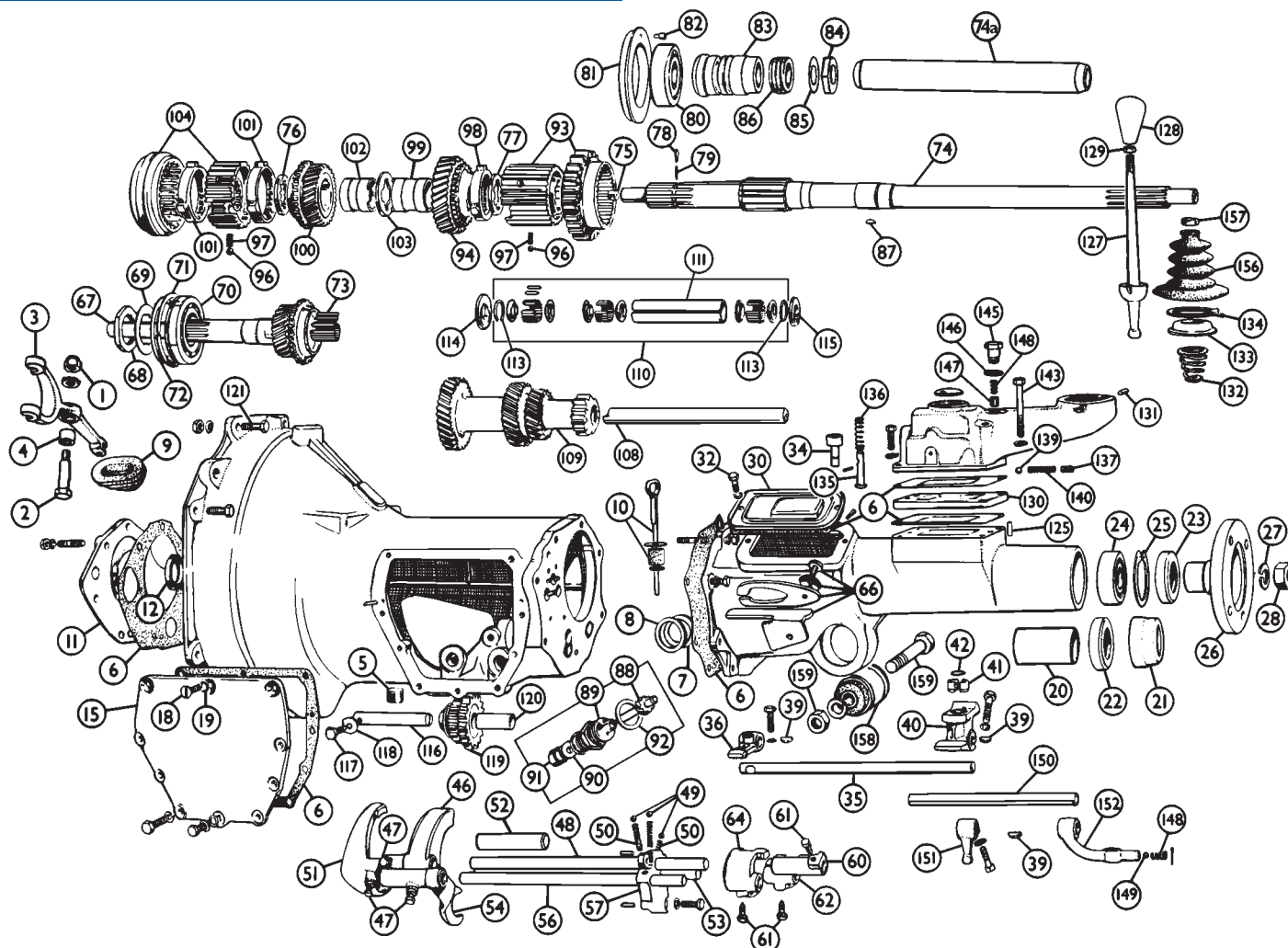
b. Clutch slip, a condition where the engine speed increases when you give the car gas while in gear, but the car does not speed up accordingly.

c. Clutch judder, where the clutch does not take up smoothly as you let the clutch out. Problem "a" is usually caused by faulty hydraulics. First, check that there is sufficient fluid in the clutch master cylinder. If the level is low, look for leaks at the master cylinder or slave cylinder, and rebuild or replace these cylinders as necessary. If the level is okay and there are no leaks evident, bleed the system to ensure there is no air present. Check that the flexible hose has not deteriorated; watch to see that it does not expand in diameter while a colleague pushes the clutch pedal. If the hydraulics are working properly, the end of the throwout fork arm should travel a minimum of 3/8". If the clutch does not release properly, even though the hydraulics are working correctly, either the throwout bearing is completely worn out (so the pressure plate is not being pushed far enough to release the disc), or the disc itself is hanging up. Either of these problems require that the engine be removed to inspect and remedy the situation.

Problems "b" and "c" both require that the engine be removed to get at the clutch. Clutch slip results from the disc being worn out or oily, (which also causes judder), or the pressure plate springs being weak. Since getting to the clutch is such a labor-intensive operation, we strongly recommend replacing the disc pressure plate and throwout bearing if you have a mechanical problem with your clutch. Also, check the clutch lever bushing and pivot bolt and replace if worn. Excess play of the lever will cause premature wear on the throwout bearing. A new throwout bearing has 11/64" of carbon thrust face exposed from the metal body; if yours has 1/8" or less, it should be replaced, too. If your disc has worn so far that the rivets are exposed, check the face of the flywheel for grooves. It must be removed and resurfaced if the surface is scored noticeably.

MGA

# Gearbox



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	310-070	\$0.45	NUT	1500 to (e)4524	1
	310-240	\$0.75	NUT	from (e)4525 thru MKII	1
2	190-555	NA	BOLT	1500 to (e)4524	1
	190-550	\$8.85	BOLT	from (e)4525 thru MKII	1
3	190-545	NA	LEVER, clutch release	1500 to (e)4524	1
	190-540	NA	LEVER, clutch release	from (e)4525 thru MKII	1
4	330-290	\$2.65	BUSHING, in lever	1500 to (e)4524	1
	330-200	\$2.40	BUSHING, in lever	from (e)4525 thru MKII	1
5	328-055	\$7.95	PLUG, oil drain		1
6	296-440	\$6.95	GEARBOX GASKET SET (does not include oil seals)		1
7	328-320	NA	PLUG, blanking		1
8	324-830	NA	WASHER, for #328-320 plug		2
9	461-010	\$4.75	BOOT, clutch lever		1
10	461-020	\$46.95	DIPSTICK ASS'Y.		1
11	461-000*	NA	FRONT COVER	to (G)A8010	1
	461-030	NA	FRONT COVER	}from (G)A8011 on	1
12	120-300	\$2.95	OIL SEAL, input shaft		1
* Early cars had no oil seal, later cover and seal may be used.					
15	461-040	NA	SIDE PLATE		1
18	323-290	NA	SCREW, countersunk		3
19	461-050	\$1.25	WASHER		3
20	461-060*	NA	BUSH, sliding spline mainshaft	non-flanged mainshaft	1
			* This bush must be honed to size after installation.		
21	121-000	\$39.95	SEAL, thick steel/rubber/felt, external	1500 to (c)20752	1
22	120-400	\$10.30	SEAL, thin steel/rubber, internal	{ 1500 from (c)20753 to end of 'GB' engine	1
23	121-100	\$5.65	SEAL, flanged type mainshaft		}from GD engine on
24	127-800	\$48.95	BEARING, flanged type mainshaft	1	
25	326-160	NA	CLIP	1	
26	461-800	NA	FLANGE	1	
27	324-100	\$0.40	LOCK WASHER	}from GD engine on	1
28	310-570	\$2.95	NUT		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
30	460-000	NA	COVER		1
32	322-645	\$0.70	BOLT		6
34	267-040	\$3.70	BREATHER		1
35	461-080	NA	SHAFT, remote control		1
36	461-090	NA	LEVER, front selector		1
39	327-030	\$0.75	KEY		4
40	461-100	NA	LEVER, rear selector		1
41	461-110	\$6.80	BUSHING, nylon replacement		1
42	326-170	NA	CLIP	for original brass bushing	1
46	461-120	NA	FORK, 1st & 2nd gear		1
47	461-760	\$4.80	LOCK BOLT		3
	462-410	NA	NUT, for #461-760 lock bolt		3
48	461-130	NA	SHAFT, 1st & 2nd fork		1
49	329-520	\$0.60	BALL		3
50	329-240	\$0.95	SPRING		3
51	461-150	NA	FORK, 3rd & 4th gear		1
52	461-140	NA	TUBE, spacing (on shaft #53)		1
53	461-160	NA	SHAFT, 3rd & 4th fork		1
54	461-170	NA	FORK, reverse gear		1
56	461-180	NA	SHAFT, reverse gear fork		1
57	461-190	NA	BLOCK, shaft locating		1
60	461-200	NA	SELECTOR, 1st & 2nd gear		1
61	461-770	\$2.25	LOCK BOLT		3
62	461-210	NA	SELECTOR, 3rd & 4th gear		1
64	461-220	NA	SELECTOR, reverse gear		1
66	461-230	NA	ARM ASSEMBLY, interlock		1
67	461-240	NA	SHAFT, input, 10 clutch splines	1500, 1600 & early MKII	1
	461-250	NA	SHAFT, input, 23 clutch splines	MKII from (e)16GC3929	1
68	461-260	\$9.95	NUT		1
69	461-270	\$4.60	LOCK WASHER		1
70	127-200	\$49.95	BEARING, input shaft		1
71	326-180	NA	CLIP		1
72	461-280	\$1.85	SHIM, .002"		A/R
	461-290	\$2.20	SHIM, .004"		A/R

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# Gearbox

No.	Part No.	Price (each)	Description	Application	Qty. Req.
73	442-298	\$14.95	ROLLER SET	} 1500 to (c)20752	1
74	451-365	NA	MAINSHAFT, sliding joint type		1
	451-375	NA	MAINSHAFT, sliding joint type	{ 1500 from (c)20753; (G) A101 to end of 'GB' eng.1	1
	451-370	NA	MAINSHAFT, flanged type	} from 'GD' engine on	1
74a		NA	SPACER, mainshaft		1
75	461-300	\$0.70	RESTRICTOR		1
The factory manual recommends 30 wt. engine oil for MGA gearboxes. Heavier oil will slow the gear change but its use is acceptable to quiet noisy gears. Use 40 or 50 wt. oil.					
76	461-310	\$4.95	WASHER, .157"		A/R
	461-320	NA	WASHER, .159"		A/R
	461-330	NA	WASHER, .161"		A/R
77	461-340	NA	THRUST WASHER, rear		1
78	461-350	NA	PEG, front thrust washer		1
79	329-250	NA	SPRING		1
80	127-900	\$39.95	BEARING, mainshaft		1
81	461-360	\$26.95	HOUSING		1
82	461-370	NA	PEG		1
83	461-380	NA	SPACER		1
84	461-395	NA	NUT	} 1500 to (c)20752	1
85	461-405	NA	LOCK WASHER		1
86	461-425	NA	GEAR, speedo drive		1
	461-385	NA	NUT	} 1500 from (c)20753	1
	461-365	NA	LOCK WASHER		1
	461-410	NA	GEAR, speedo drive	} to end of GB engine	1
	310-570	\$2.95	NUT	} 1500 from (e) GD101	1
	324-100	\$0.40	LOCK WASHER		1
	461-410	NA	GEAR, speedo drive		1
	461-410	NA	GEAR, speedo drive	1600 & MKII	1

The MGA rear oil seal changed three times. The first tailpieces were fitted with an internal flush seal made up of steel and rubber. The later, and by far most common 1500s used a flanged seal that mounted over the tailpiece end. The last change incorporated an internal flush fit seal similar to the first. Some care is needed to determine which seal is appropriate for your car, as the parts found in any particular MGA today are not always the same parts with which the car left the factory.

87	327-120	\$0.65	KEY		1
88	461-430	NA	PINION, speedo drive		1
89	461-440	NA	PINION HOUSING		1
90	461-445	\$4.50	SEAL, pinion		1
91	461-460	NA	RING		1
92	324-820	\$2.25	WASHER		1
93	461-470	\$262.95	FIRST GEAR ASS'Y., with hub		1
94	461-480	\$39.95	SECOND GEAR, improved type (use with #461-495 synchro ring only)		1
96	329-550	\$0.95	BALL		6
97	329-260	\$1.95	SPRING		6
98	461-490	\$21.95	SYNCHRO RING, 2nd gear, brass (use with original gear only)		1
	461-495	\$78.95	SYNCHRO RING, 2nd gear, steel (use with #461-480 gear only)		1
99	461-500	\$57.95	BUSHING, 2nd gear		1

Another source of lost motion is worn pedal clevises, and the slave cylinder rod and clevis. These should be replaced when wear becomes apparent, as a relatively small amount of movement works the entire system.

100	461-510	\$123.95	THIRD GEAR		1
101	461-520	\$28.95	SYNCHRO RING, 3rd & 4th gear		2
102	461-530	\$45.95	BUSHING, 3rd gear		1
103	461-540	\$9.95	RING, interlocking		1
104	461-550	\$99.95	SLIDING HUB AND DOG ASSEMBLY		1
108	461-560	\$44.95	SHAFT, laygear		1
109	461-570	\$299.95	LAYGEAR		1
110	461-878	\$59.95	BEARING KIT		1
111	461-580	\$15.95	TUBE, bearing spacer		1
113	326-190	\$0.80	CIRCLIP		3
114	461-590	\$12.95	THRUST WASHER, front		1

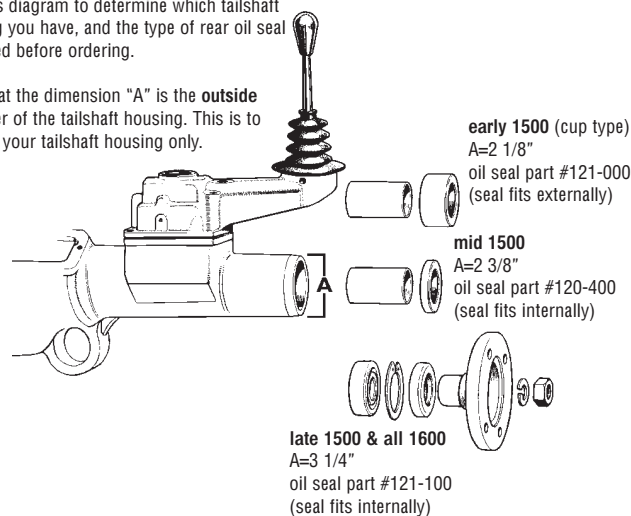
No.	Part No.	Price (each)	Description	Application	Qty. Req.
115	461-600	\$12.95	THRUST WASHER, rear .155"		A/R
	461-610	\$12.95	THRUST WASHER, rear .157"		A/R
	461-620	\$13.95	THRUST WASHER, rear .160"		A/R
	461-630	\$13.95	THRUST WASHER, rear .163"		A/R
116	461-640	NA	SHAFT, reverse gear		1
117	461-780	\$2.75	LOCK BOLT, reverse shaft		1
118	461-650	NA	TAB WASHER		1
119	461-660	\$28.95	REVERSE GEAR		1
120	330-170	NA	BUSHING		1
121	321-598	\$0.60	BOLT & NUT, gearbox to engine		7
125	325-060	\$0.70	PIN		2
127	443-065	\$76.95	GEARSHIFT LEVER		1
128	461-680	\$12.95	GEARSHIFT KNOB, reproduction of original		1
129	311-405	\$1.25	NUT, chrome plated		1
130	461-690	NA	PLATE		1
131	325-100	\$8.65	PIN		2
132	443-070	\$25.95	SPRING		1
133	443-080	\$7.65	RETAINER		1
134	443-090	\$8.95	CIRCLIP		1
135	461-700	NA	PLUNGER, reverse selector		1
136	329-270	\$1.60	SPRING, plunger		1
137	461-710	NA	PLUG, plunger		1
139	329-520	\$0.60	BALL, plunger		1
140	329-240	\$0.95	SPRING, plunger		1
143	322-460	\$0.50	BOLT, long		2
145	460-150	NA	CAP, remote damper		1
146	324-770	\$1.45	WASHER		1
147	443-030	\$8.35	PLUNGER		1
148	329-010	\$0.95	SPRING		2
149	329-510	\$0.55	BALL		1
150	461-730	NA	SHAFT, remote control		1
151	461-740	NA	LEVER, front		1
152	461-750	NA	LEVER, rear		1
156	280-760	\$8.95	GEARSHIFT BOOT		1
157	326-480	\$5.45	CHROME RING		1
158	413-040	\$12.95	REAR GEARBOX MOUNT		1
159	322-698	\$5.05	BOLT AND NUT, rear mount		1

Laygear shafts for early gearboxes are subject to excessive wear and can cause expensive problems if pitted bearing wear causes the laygear to seize. Removal and replacement of the layshaft is not difficult when the transmission is out for a clutch job. Proceed as follows: With the gearbox standing on its end and adequately supported, remove the gearbox front cover plate. This leaves the end of the layshaft exposed, and it can then be pulled straight up and out for inspection. Do not tilt the gearbox until the layshaft has been replaced, or realignment of the laygear and various thrust washers may be very difficult. If, upon inspection, the layshaft is heavily pitted, a complete teardown is recommended, as the laygear roller bearings will also be excessively worn. The ideal situation is to replace the layshaft just before it starts pitting. It's also a good idea to replace the 1st motion shaft seal (Moss #120-300).

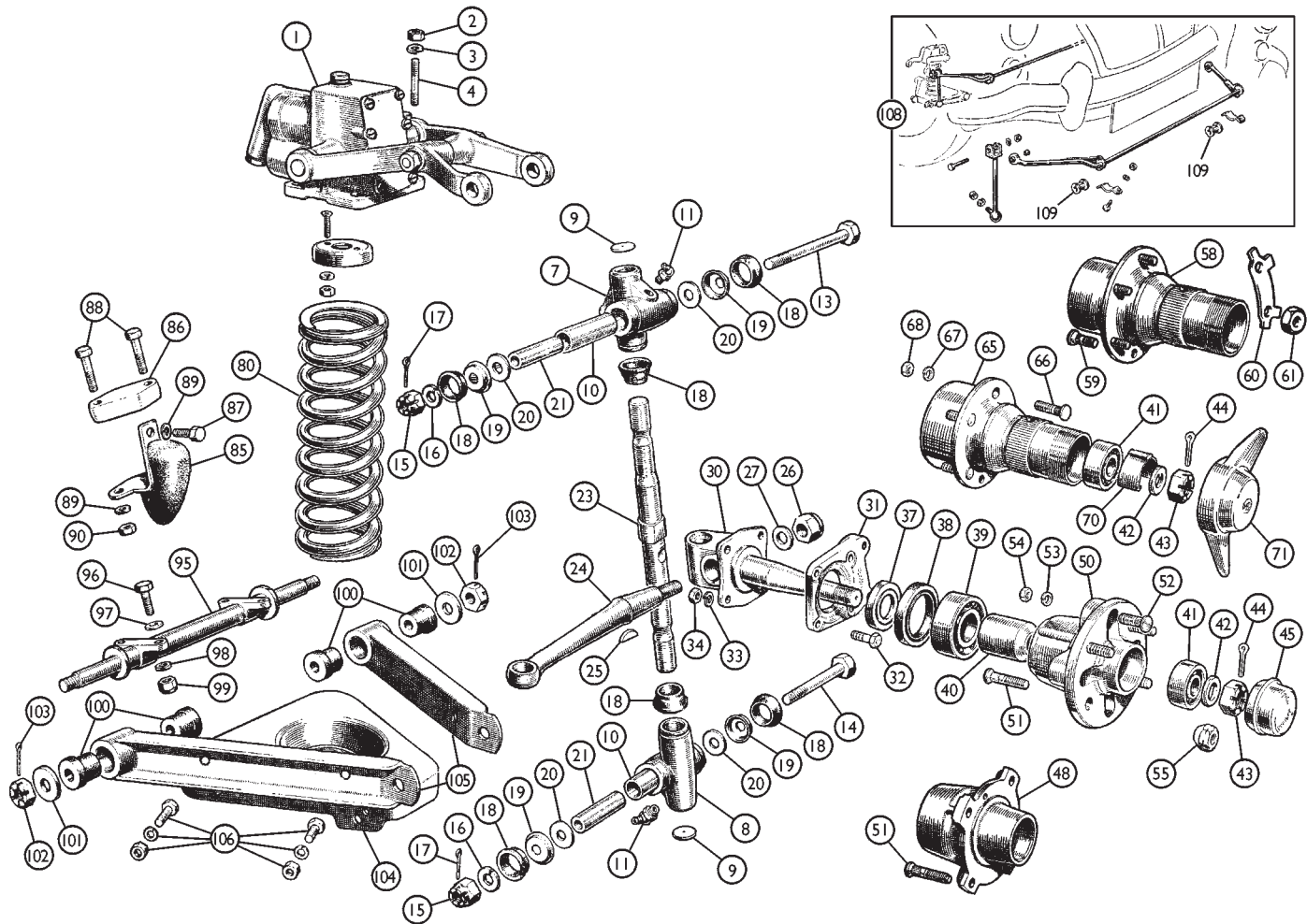
## MGA Gearbox Rear Oil Seal Identification

Use this diagram to determine which tailshaft housing you have, and the type of rear oil seal you need before ordering.

Note that the dimension "A" is the outside diameter of the tailshaft housing. This is to identify your tailshaft housing only.



# Front Suspension



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	264-358	\$122.95	<b>MAJOR SUSPENSION KIT</b>	includes all * items	1
	264-348	\$128.95	<b>MAJOR SUSPENSION KIT</b>	{ includes all * items, with heavy-duty MGB V8 lower bushes instead of stock.	1
	281-768	\$36.95	<b>SUSPENSION RUBBER KIT</b>	{ includes all "+" items on this page and page 37.	1
1	264-800	\$262.95	SHOCK ABSORBER, front, new		2
	264-805	\$99.95	SHOCK ABSORBER, rebuilt, exchange		2
		\$100.00	CORE CHARGE FOR 264-805 SHOCK ABSORBER		
2	310-050	\$0.50	NUT	} for original shocks	8
3	324-040	\$0.25	LOCKWASHER		8
4	264-530	\$1.75	STUD		8
	264-538	\$9.80	BOLT SET (4 bolts & lockwashers for 1 shock)	for replacement shocks	2
7	264-180	\$189.95	LINK, top R/H		1
	264-190	\$189.95	LINK, top L/H		1
8	264-200	\$189.95	LINK, bottom R/H		1
	264-210	\$189.95	LINK, bottom L/H		1
9	328-210	\$0.65	PLUG		4
10	330-140*	\$7.30	BUSHING		4
11	328-550	\$1.75	GREASE NIPPLE		4
13	321-568*	\$7.95	BOLT & NUT, upper		2
14	321-558*	\$6.80	BOLT & NUT, lower		2
15	310-405*	\$1.45	NUT, castellated		2
16	322-835	\$0.20	LOCKWASHER		4
17		NA	COTTER PIN		4
18	281-388*†	\$14.95	SEAL SET, 4 pin seals, 8 link seals		1
19	264-010*	NA	SEAL SUPPORT		8
20	324-510*	\$0.95	THRUST WASHER		8
21	264-070*	\$2.95	STEEL TUBE		4
23	264-220	\$113.95	SWIVEL PIN, R/H		1
	264-230	\$113.95	SWIVEL PIN, L/H		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	264-570	NA	LEVER, L/H	} 1500 to (c)54246	1
	264-560	NA	LEVER, R/H		1
	264-575	NA	LEVER, L/H	} 1500 from (c)54247	1
	264-565	NA	LEVER, R/H		1
	264-700	NA	LEVER, L/H	} 1600 & MKII	1
	264-690	NA	LEVER, R/H		1
25	327-060	\$0.55	KEY	} 1500 to (c)54246 from (c)54247 on	2
26	310-400	\$0.80	NUT		2
	310-500	\$2.00	NUT		2
27	324-400	\$1.15	WASHER		2
30	264-160	NA	STEERING KNUCKLE, R/H	} 1500 to (c)54246	1
	264-170	NA	STEERING KNUCKLE, L/H		1
	264-670	NA	STEERING KNUCKLE, R/H	} from (c)54247	1
	264-680	NA	STEERING KNUCKLE, L/H		1
31		NA	PLATE, caliper mounting, L/H	1600	1
		NA	PLATE, caliper mounting, L/H	1600	1
32	322-020	\$4.70	BOLT, brake back plate	1500	8
	320-115	\$0.95	BOLT, caliper mouting plate	1600	8
33	324-040	\$0.25	LOCKWASHER		8
34	310-050	\$0.50	NUT		8
37	264-080	\$22.95	SPACER, oil seal	} all except Twin Cam and MKII DeLuxe	2
38	120-600	\$3.55	OIL SEAL		2
39	125-500	\$20.95	BEARING, inner		2
40	264-090	\$23.95	SPACER		2
41	125-400	\$14.95	BEARING, outer		2

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TOLL-FREE ORDERS

# Front Suspension

No.	Part No.	Price (each)	Description	Application	Qty. Req.
42	324-450	\$5.95	WASHER		2
43	311-450	\$4.95	NUT, R/H (r/h thread)		1
	311-460	\$4.95	NUT, L/H (l/h thread)		1
44	NA		COTTER PIN		
45	264-120	\$11.95	CAP	all disc wheel	2
48	264-550	NA	HUB, disc wheel	1500	2
50	264-745	NA	HUB, disc wheel	1600 to (c)69504	2
	264-750	NA	HUB, disc wheel	1600 from (c)69505 & MKII	2
51	264-760	\$14.95	STUD	disc wheel, not T/Cam or DeLuxe	8
52	264-710	NA	STUD	1600 disc wheel thru (c)69504	8
	264-400	\$3.40	BOLT	1600 disc wheel from (c)69505	8
53	324-040	\$0.25	LOCKWASHER	1600 disc wheel	8
54	310-075	\$0.40	NUT	1600 disc wheel	8
55	264-770	\$1.95	LUGNUT	disc wheel, not T/Cam or DeLuxe	8
58	264-300	\$181.95	HUB, wire wheel, R/H	} 1500 wire wheels	1
	264-310	\$181.95	HUB, wire wheel, L/H		1
59	264-140	\$6.75	STUD		12
60	264-150	\$2.35	LOCKTAB		6
61	311-778	\$5.35	NUT SET (12 nuts)		1
65	264-720	NA	HUB, wire wheel, R/H	} 1600 wire wheel to (c)70275 (uses studs #66)	1
	264-730	NA	HUB, wire wheel, L/H		1
	264-740	\$181.95	HUB, wire wheel, R/H	} 1600 wire wheel from (c)70276 (uses bolts #66)	1
	264-735	\$181.95	HUB, wire wheel, L/H		1
66	264-710	NA	STUD	1600 wire wheel to (c)70275	8
	264-400	\$3.40	BOLT	1600 wire wheel from (c)70276	8
67	324-040	\$0.25	LOCKWASHER	1600 wire wheel	8
68	310-075	\$0.40	NUT	1600 wire wheel	8
70	264-410	\$9.85	RETAINER, grease	wire wheel	2
71	200-210	\$36.95	WHEEL NUT, wire wheel, R/H		2
	200-220	\$36.95	WHEEL NUT, wire wheel, L/H		2
80	264-100	NA	COIL SPRING	all except Twin Cam & MKII De Luxe	2
	264-375	\$33.95	COIL SPRING, replacement	(early MGB spring - use in pairs)	2
	264-390	\$33.95	COIL SPRING	Twin Cam & MKII DeLuxe	2
85	264-290	\$12.95	REBOUND BUFFER		2
86	264-060	\$6.35	SPACER, rebound buffer		2
87	NA		BOLT		2
88	NA		BOLT		4
89	365-730	\$0.20	LOCKWASHER		6
90	310-140	\$0.30	NUT		4
95	264-270	\$94.95	PIVOT		2
96	322-610	\$0.50	BOLT		8
97	324-860	\$0.35	WASHER		8
98	324-040	\$0.25	LOCKWASHER		8
99	310-240	\$0.75	NUT, NYLOC		8
100	281-398*†	\$9.85	BUSHING SET (8 each)	as original	1
	280-498	\$14.95	BUSHING SET, heavy-duty rubber/steel bush set as fitted to MGB V8s, recommended. (Incl. in major susp. kit #264-348.)		1
101	264-510	\$0.95	WASHER		4
102	310-410	\$1.20	NUT		4
103	NA		COTTER PIN		4
104	264-280	\$49.95	SPRING PAN		2
105	264-020	\$16.95	WISHBONE ARM, lower		4
106	321-578	\$6.95	BOLT & NUT SET (8), wishbone arms to spring pans		1
108	454-990	NA	SWAY BAR ASS'Y.	(see photo highlight on this page)	1
109	280-605	\$7.30	BUSH, swaybar	orig. sway bars	2

## Front End Rebuild

The four trunnion bushes (#330-140) must be pressed into the trunnions and reamed to size. If you are not equipped with a press and reamer, it is advisable to leave this job to a reliable machinist. Hammering the new bush into the trunnion will distort it and may crack the trunnion itself. Never attempt to remove or replace the trunnions with the tubes (#264-070) in place. Damage to swivel pin threads will result if you do.

The lower link bolt holes in the wishbone arms (#264-020) must not be worn oval. Extra play introduced by this condition causes premature tire wear and makes it impossible to align the front end. Left long enough, this can be dangerous, as the link bolts will have a groove worn in them.



## Sway Bars

A front sway bar can have a major influence in how your MGA handles. The MGB sway bars listed below may be mounted on an MGA. Some fabrication will be required to mount the swaybar brackets to the MGA frame. While the chart below indicates basic recommendations, the following observations should also be considered in selecting a sway bar.

1. Increasing the bar diameter will reduce body roll and understeer. Too strong a bar will develop understeer, and increase suspension harshness.
2. Larger tires & wheels may allow use of a larger bar due to the increased unsprung weight.
3. The amount of load transferred by the sway bar (ie., its stiffness) is proportional to the cross-sectional area, as shown in the chart below. It is easily seen that a small increase in bar diameter produces a large increase in the load transfer capacity.

			Dia.	lbs/in	%
9/16" Ft. Sway Bar	NA		9/16"	50	0
5/8" Front Sway Bar	454-965	\$66.95	5/8"	60	120
3/4" Front Sway Bar	454-945	\$84.95	3/4"	137	280
7/8" Front Sway Bar	454-955	\$164.95	7/8"	228	450

The following mounting kits allow installation of the above front sway bars. These kits include two wishbone arms (with reinforced holes for mounting the sway bar links), two sway bar links, two mounting bushes with brackets, and hardware.

Installation Kit for 5/8" Sway Bar 454-978 \$115.95

Installation Kit for 3/4" Sway Bar 454-948 \$106.95

Installation Kit for 7/8" Sway Bar 454-958 \$118.95

## MGB GT V-8 A-Arm Bushings

Originally supplied by the factory for the MGB GT V-8, these steel/rubber combination bushes locate your front suspension's lower a-arms positively and permanently. Set of four bushes replace the eight rubber ones which deteriorate so quickly. Installation instructions included. (1 set required per car.) 280-498 \$14.95



## Polyurethane A-Arm Bushings

If you're looking for that competition edge in your suspension, you'll want to purchase a set of these. Made of polyurethane instead of stock rubber, these will give you better road feel than even the V-8 bushings.

(8 required.) 280-485 \$2.95 each

## Nylatron Bushings

Nylatron, a compound of nylon and Molybdenum Disulphide, is an extra tough material for heavy loads with low rotational movement. These bushings require very little lubrication and produce good lateral control while allowing easier suspension movement. Bushings and pads are sold individually. (Some reaming and hand-fitting may be required on some bushes.)

A-Arm Bushing (8 required) 280-475 \$4.45 ea.

Rear Shackle Pin Bush (8 required) 267-545 \$4.95 ea.

Rear Axle Seating Pad (4 required) 267-555 \$7.95 ea.



## Moss Shock Absorber Fluid

Don't risk damaging your shocks with the wrong type of hydraulic oil! Our shock fluid is formulated specifically for British Girling and Armstrong lever action shock absorbers. The durable plastic bottle has a convenient flip-open pouring spout for easy shock refills. 16 fluid oz.

220-304 \$9.95

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

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# Steering



## Accessory Steering Wheels

Hand crafted steering wheels employ the finest bicolored wood laminations or Connolly leather over aircraft quality aluminum frames. Personalize your car with these classic steering wheels. Simply choose the wheel you want, then order the adaptor hub below. (adaptor hub sold separately.)

### Wood Rim Steering Wheels

14" with 3 Drilled Matte Spokes	489-070	\$219.95
15" with 3 Drilled Matte Spokes	489-060	\$219.95
15" with 3 Slotted Matte Spokes	489-080	\$219.95
15" with 4 Solid Polished Spokes	454-245	\$379.95

### Leather Rim Steering Wheels

14" with 3 Drilled Black Spokes	489-040	\$199.95
14" with 3 Drilled Matte Spokes	489-030	\$199.95
14" with 4 Solid Black Spokes	905-700	NA
15" with 3 Drilled Black Spokes	489-010	\$199.95
15" with 3 Slotted Black Spokes	489-050	\$199.95

Adaptor Hub (MGA)	454-337	\$87.95
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## Classic Steering Wheel

A slightly thicker rim than our other wooden wheels for a more positive grip (approx 28mm or 1.1" in diameter). It also features non-glare matte finish spokes and a rich solid Mahogany wood. This wheel requires adaptor hub 454-337 listed above.)

489-090 \$219.95



## Wood Rim Steering Wheel

Only for MGAs, this British-made reproduction of the light alloy "Italian Style" factory optional competition item is "the" wheel to have on your finely restored car. Includes integral steering column hub. Centerpiece not included.

Wood Steering Wheel	263-255	\$929.95
Centerpiece	263-110	\$27.95



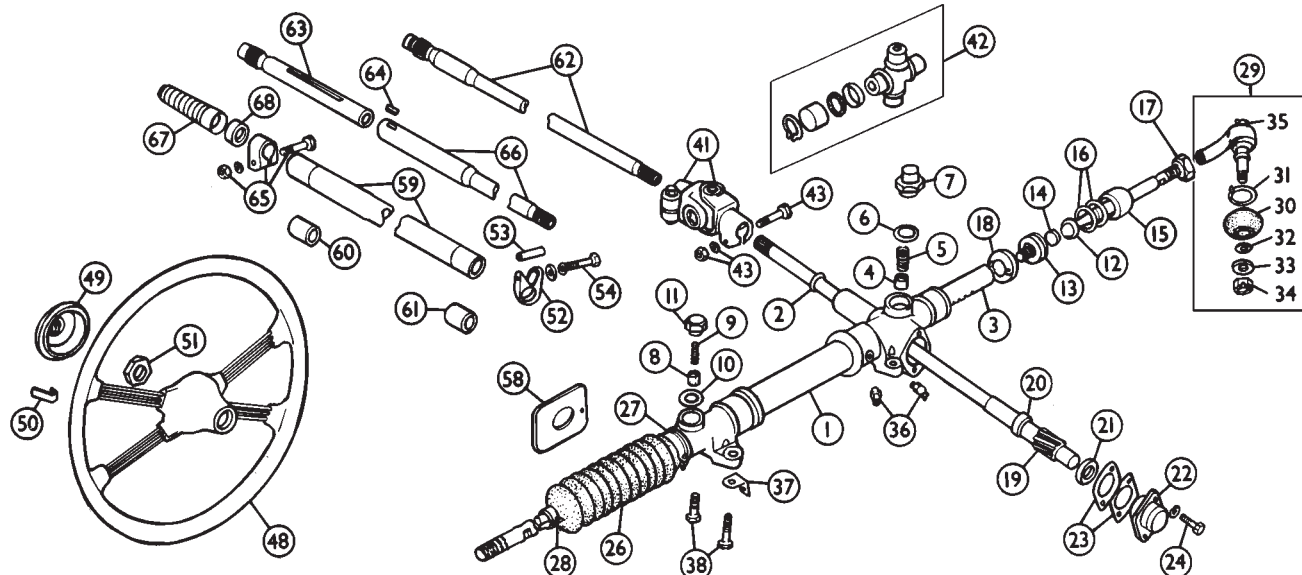
## "Brookland's" Steering Wheel

Classic period styling to make your MGA look just a little different without going too far. Includes integral steering column hub. Centerpiece is included.

Brookland's Steering Wheel 453-165 \$319.95



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
	263-100	NA	RACK & PINION ASS'Y.	LHD only	1
1	263-140	NA	RACK HOUSING	LHD only	1
2	262-030	\$2.15	SEAL, pinion shaft		1
3	263-160	NA	RACK	LHD only	1
4	262-190	\$17.95	PAD, rack damper		1
5	263-020	NA	SPRING, rack damper		1
6	262-120	\$3.15	SHIM, .003"	A/R	1
7	262-090	NA	CAP, rack damper		1
8	263-040	\$4.65	PAD, secondary rack damper		1
9	263-060	NA	SPRING, secondary rack damper		1
10	324-780	\$2.50	WASHER, secondary rack damper		1
11	263-050	NA	CAP, secondary rack damper		1
12	263-150	NA	TIE ROD		2
13	262-170	\$74.95	BALL HOUSING, male		2
14	262-100	NA	BALL SEAT		2
15	262-160	\$169.95	BALL HOUSING, female		2
16	262-130	NA	SHIM, .003"	A/R	1
	262-140	NA	SHIM, .005"	A/R	1
	262-150	NA	SHIM, .010"	A/R	1
17	310-490	\$0.75	LOCK NUT, tie rod		2
18	262-110	\$7.95	LOCK WASHER		2
19	263-170	NA	PINION	LHD only	1
20	263-220	NA	THRUST WASHER, upper		1
21	262-040	NA	THRUST WASHER, lower		1
22	262-230	NA	PINION BEARING CAP		1
23	262-010	\$3.10	SHIM, .005"	A/R	1
	262-020	\$3.80	SHIM, .007"	A/R	1
24	322-040	\$0.45	BOLT		2
26	263-010	\$8.95	RACK SEAL		2
27	263-230	\$1.65	CLAMP, large		2
28	326-325	\$1.05	CLAMP, small		2
29	263-288	\$32.95	TIE ROD END, pair		1
30	262-220	\$2.80	BOOT		2
31	262-210	\$1.95	CLIP		2
32	263-240	NA	RING		2
33	324-580	\$0.10	WASHER		2
34	310-320	\$0.75	NUT, nyloc		2
35	328-550	\$1.75	GREASE NIPPLE		2
36	328-550	\$1.75	GREASE NIPPLE, rack tube		2
37	263-130	\$2.95	SHIM, steering rack ass'y. to brackets	A/R	1
38	321-588	\$2.95	BOLT SET, 4 nuts & bolts		1
41	263-090	\$85.95	COUPLING JOINT ASS'Y.		1
42	263-265	\$26.95	U-JOINT, Hardy-Spicer, OEM		1
	263-260	\$9.45	U-JOINT, aftermarket		1
43	321-598	\$0.60	BOLT & NUT SET		2
48	263-250	\$192.95	STEERING WHEEL, original type		1

Moss spring spoke steering wheels are super quality reproductions that are actually better than the factory originals! Our wheels incorporate superior attention to detail and use modern (yet vintage feeling) crack-resistant plastic that is far more durable than the original – our centerpiece is also an excellent reproduction! (Centerpiece not included.)

No.	Part No.	Price (each)	Description	Application	Qty. Req.
49	263-110	\$27.95	CENTERPIECE, as original		1
50	263-200	\$0.45	CLIP		4
51	263-080	\$4.95	NUT, wheel to shaft		1
52	263-120	\$17.95	CLAMP		2
53	263-300	\$3.75	DISTANCE PIECE		2
54	321-608	\$0.80	BOLT AND NUT		2
58	263-310	\$2.95	SEAL, column & blanking plate		2
59		NA	OUTER TUBE	adjustable column	1
60	260-170	\$8.95	FELT BUSH, upper		1
	260-190	\$5.85	FELT BUSH, upper	non-adjustable column	1
61	260-160	\$8.95	FELT BUSH, lower	all	1
62	263-065	NA	SHAFT	non-adjustable column	1
63	263-070	\$120.95	SHAFT	adjustable column	1
64	327-080	\$6.15	KEY		1
65	263-320	\$10.95	CLAMP, chrome, w/ bolt & nut		1
66		NA	INNER TUBE		1
67	262-250	\$16.95	SPRING COVER, chrome		1
68	262-240	\$4.70	CAP, for cover		1

The MGA steering rack is to be lubricated with SAE 90 oil, not front end grease. The small pom-pom gun that is in so much demand by tool collectors is actually an oil gun and is used to fill the rack.

Front end clunks are caused by loose parts such as A-arm pivots, lower trunnion bolts or shock mounting bolts. A sharp cracking noise is sometimes caused by a stone caught under the coil spring in the spring pan.

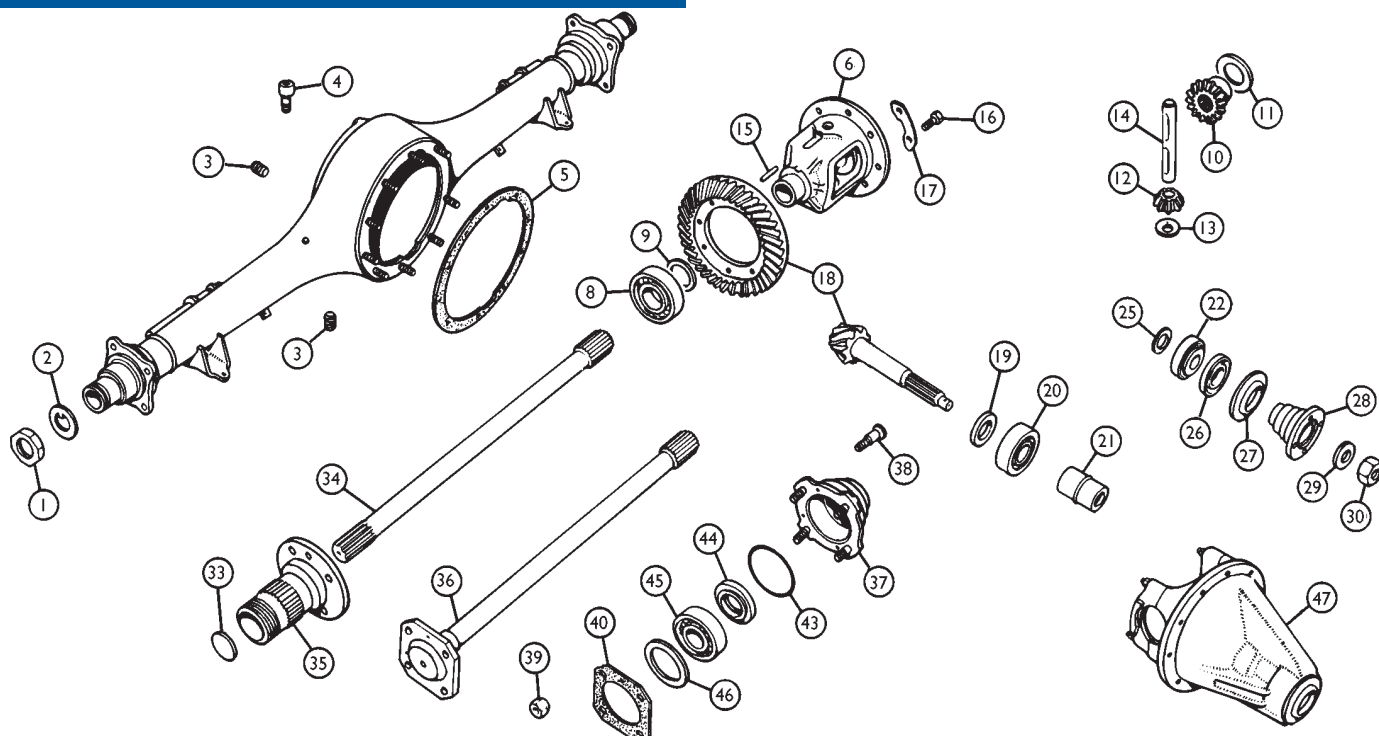
#### Grease / Oil Gun

Vintage style "pom-pom" gun is similar to the originals supplied as part of the standard tool kit of the MGA. This is the recommended tool to use for lubricating MGA steering racks.

386-710 \$38.95



# Rear Axle



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	267-440*	\$19.95	NUT, L/H (L/H thread)	} see note below	1
	267-430*	\$19.95	NUT, R/H (R/H thread)		1/2

\* Note: 1500 to (c)11540 used #267-430 (R/H thread) on both sides. All later cars used one #267-430 on the right side, and one #267-440 on the left side.

2	267-450	\$1.95	TAB WASHER		2
3	319-060	\$2.95	PLUG, oil drain & filler		2
4	267-040	\$3.70	BREATHER		1

Remember to clean the breather on top of your rear axle housing every so often. (It unscrews from the axle housing.) If it gets clogged, pressure builds up inside the housing, forcing oil past the pinion and hub seals.

5	296-200	\$0.90	GASKET		1
6	267-060	NA	DIFFERENTIAL CARRIER		1
8	127-700	\$48.95	BEARING, carrier		2
9	267-150	NA	WASHER, bearing packing, .002"	A/R	
	267-155	NA	WASHER, bearing packing, .113"	A/R	
	267-160	NA	WASHER, bearing packing, .004"	A/R	
	267-170	NA	WASHER, bearing packing, .006"	A/R	
10	267-070	\$119.95	DIFFERENTIAL GEAR	1500 (10 spline)	2
	267-080	NA	DIFFERENTIAL GEAR 1600 to (c)82892 disc wheel, (26 spline, 1.115" dia.) to (c)82748 wire wheel		2
	267-090	NA	DIFFERENTIAL GEAR 1600 from (c)82893 disc wheel, (25 spline, 1.075" dia.) from (c)82749 wire wheel		2
11	267-140	\$3.95	THRUST WASHER, differential gear		2
12	267-100	\$27.95	PINION, differential		2
13	267-130	\$2.95	THRUST WASHER, differential pinion		2
14	267-110	\$47.95	AXLE, pinion		1
15	267-120	NA	LOCKING PIN, pinion axle		1
16	320-640	\$1.65	BOLT, crown wheel to carrier		8
17	267-220	\$3.05	TAB WASHER		4
18	267-180	NA	GEAR SET, standard, (4.300:1, 10/43)		1
	267-185	\$342.95	GEAR SET, optional, (4.555:1, 9/41) requires parts below		1
	267-165	NA	GEAR SET, optional, (3.909:1, 11/43) requires parts below		1
	266-340	\$117.95	FLANGE	} for replacement gear sets above only	1
	310-575	\$3.20	NUT for flange		1
19	267-320	NA	THRUST WASHER, pinion, .126"	A/R	
	267-310	NA	THRUST WASHER, pinion, .124"	A/R	
	267-300	\$7.10	THRUST WASHER, pinion, .122"	A/R	
	267-290	\$6.95	THRUST WASHER, pinion, .120"	A/R	
	267-280	\$7.75	THRUST WASHER, pinion, .118"	A/R	
	267-270	NA	THRUST WASHER, pinion, .116"	A/R	
	267-260	NA	THRUST WASHER, pinion, .114"	A/R	
	267-250	NA	THRUST WASHER, pinion, .112"	A/R	

20	125-600	\$50.95	PINION BEARING, inner		1
21	267-230	\$29.95	SPACER		1
22	125-805	\$30.95	PINION BEARING, outer		1
25	267-330	\$1.60	SHIM, outer bearing, .004"		A/R
	267-340	\$4.50	SHIM, outer bearing, .006"		A/R
	267-345	\$2.95	SHIM, outer bearing, .008"		A/R
	267-350	\$3.95	SHIM, outer bearing, .010"		A/R
	267-360	\$2.95	SHIM, outer bearing, .012"		A/R
	267-370	\$2.95	SHIM, outer bearing, .020"		A/R
	267-380	\$2.95	SHIM, outer bearing, .030"		A/R
26	120-800	\$2.80	OIL SEAL, pinion		1
27	267-240	NA	DUST COVER		1
28	267-390	NA	FLANGE		1
29	324-100	\$0.40	WASHER		1
30	310-570	\$2.95	NUT		1
33	328-260	\$0.75	PLUG		2
34	453-320	\$255.95	AXLE, wire wheel	1500	2
	453-340	\$233.95	AXLE, wire wheel	1600 to (c)82748	2
	453-350	\$235.95	AXLE, wire wheel	1600 from (c)82749	2
35	267-485	\$172.95	REAR HUB, R/H wire wheel		1
	267-480	\$172.95	REAR HUB, L/H wire wheel		1
36	453-310	NA	AXLE, disc wheel-10 spline	1500	2
	453-330	NA	AXLE, disc wheel-26 spline	1600 to (c)82892	2
	453-360	NA	AXLE, disc wheel-25 spline	1600 from (c)82893	2
37		NA	HUB, disc wheel	} 1500	2
		NA	HUB, wire wheel		2
	267-400	NA	HUB, disc wheel	} 1600	2
	267-490	NA	HUB, wire wheel		2
38	267-410	\$5.95	STUD, disc wheel		8
	267-500	\$10.95	STUD, wire wheel		8
39	264-770	\$1.95	NUT, disc wheel		8
	310-300	\$0.45	NUT, brake drum to hub	wire wheel	8
40	296-100	\$1.10	GASKET, rear hub		2
43	121-405	NA	O-RING (1600 type may be used)	1500	2
	121-400	\$1.95	O-RING	1600	2
44	120-900	\$2.95	OIL SEAL		2
45	127-600	\$40.95	BEARING, hub		2
46	267-420	\$45.95	SPACER	disc wheel	2
47	267-050	NA	HOUSING, differential		1



## Speedi-Sleeve

When a new seal cannot compensate for excessive damage, these ultra-thin sleeves provide a new sealable surface. Instructions and installation tool are included.

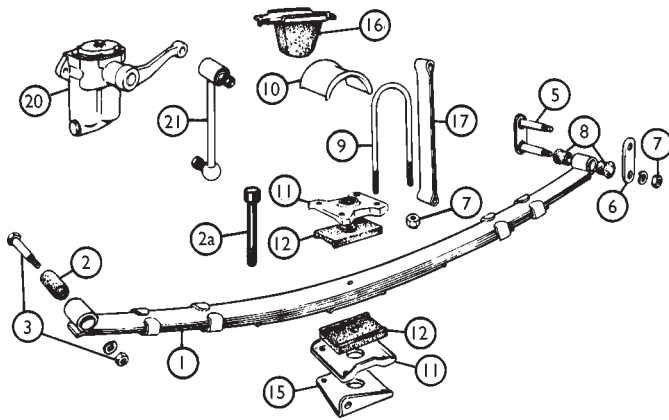
For differential flange #28 520-500 \$33.95  
For hub seal (end of axle tube) 520-520 \$34.95

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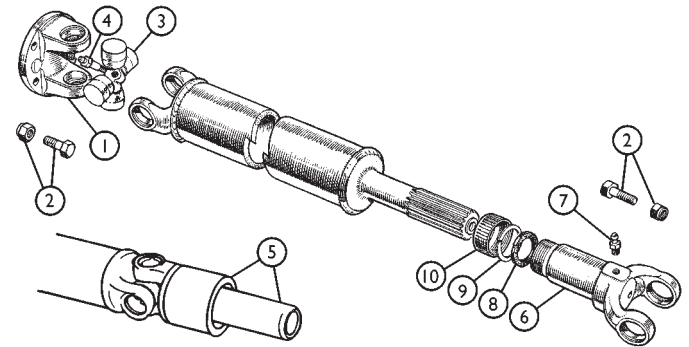
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# Rear Suspension & Driveshaft



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Rear Suspension</b>					
1	454-840	\$88.95	LEAF SPRING		2
2	267-510	\$9.35	SILENTBLOC BUSHING		2
2a	320-468	\$13.95	BOLT with spacer & nut		2
	320-460	NA	BOLT, spring center		2
3	321-738	\$3.10	BOLT & NUT		2
5	267-520	\$13.95	SHACKLE PIN & PLATE		2
6	267-530	\$4.95	SHACKLE PLATE		2
7	310-050	\$0.50	NUT, shackle & u-bolt		20
8	282-858†	\$9.45	BUSHING SET, shackle pins		1
9	267-550	\$7.95	U-BOLT		4
10	267-560	\$7.95	BUFFER PLATE, U-bolt		2
11	267-570	\$4.94	PLATE		4
12	281-598†	\$7.50	PAD SET, rubber		1
15	267-590	\$24.95	BRACKET, R/H		1
	267-600	\$24.95	BRACKET, L/H		1
16	267-650	\$8.95	BUMP RUBBER		2
17	267-610	\$8.95	CHECK STRAP		2
20	267-620	\$151.95	SHOCK, right, original Armstrong		1
	267-630	\$151.95	SHOCK, left, original Armstrong		1
	267-635	\$89.95	REBUILT SHOCK, right	rebuilt/exchange	1
		\$50.00	CORE CHARGE FOR 267-635 REBUILT SHOCK		
	267-625	\$89.95	REBUILT SHOCK, left	rebuilt/exchange	1
		\$50.00	CORE CHARGE FOR 267-625 REBUILT SHOCK		
21	267-640	\$28.95	SHOCK LINK		2
	322-928	\$1.75	BOLT WITH NUT, original shock mounting		2
	281-768	\$36.95	SUSPENSION RUBBER KIT, includes all items marked "†" on this page, and pages 32-33.		1



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Driveshaft</b>					
1	268-010	\$24.95	FLANGE	1600 uses 2	1/2
2	321-858	\$4.95	BOLT & NUT SET, driveshaft flange		1/2
3	268-060	\$16.95	U-JOINT		2
4	328-540	\$1.85	GREASE NIPPLE, U-joint		2
5	268-050*	NA	YOKE, front	1500	1
6	268-020	\$54.95	YOKE, front	1600 and MKII (washer #9 not req'd.)	1
7	328-530	\$1.05	GREASE NIPPLE, yoke		1
8	NA		SEAL, cork		1
9	268-045	NA	WASHER, steel		1
10	268-035	\$6.20	DUST CAP with rubber seal		1

\* Note: Some cars between (c)61037 and 61503 were fitted with the later type yoke and driveshaft.



## Rear Hub Nut Socket

Your local hardware store or travelling tool salesman won't have this special 8-sided 1 61/64" socket for your rear axle hub nuts. This invaluable tool is a modern and affordable replacement for the hard to find and very expensive Churchill tool #18G152. Socket has a 3/4" square drive hole, so you will need an adaptor unless you have 3/4" drive tools. A strong 9/16" diameter tommy bar may be used.

384-905 \$49.95

## Hex Head Setscrews

fine thread (threaded to head)

### 1/4" diameter

322-170	\$0.35	1/2"
322-645	\$0.70	5/8"
322-230	\$0.35	3/4"
322-247	\$0.30	1"
320-635	\$1.00	1 3/8"

### 5/16" diameter

322-040	\$0.45	3/4"
322-540	\$0.75	7/8"
322-290	\$0.45	1"
320-695	\$0.75	1 1/8"
322-350	NA	1 1/4"

### 3/8" diameter

322-590	\$0.55	3/4"
322-050	\$0.55	7/8"
320-285	\$0.50	1"
475-150	\$0.90	1 1/8"
320-520	\$0.85	1 1/4"

### 7/16" diameter

322-415	\$0.65	3/4"
320-425	\$0.50	1"
320-605	\$0.95	1 1/4"

### 1/2" diameter

320-515	\$0.95	1 1/2"
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## Hex Head Bolts

fine thread (threaded part way up shank)

### 1/4" diameter

322-247	\$0.30	1"
320-500	\$0.55	1 1/4"
320-080	\$1.10	1 3/8"
320-645	\$0.45	1 1/2"
322-260	\$0.50	1 3/4"

### 5/16" diameter

322-310	\$0.55	1 1/4"
322-430	\$0.45	1 1/2"
322-440	\$0.80	1 3/4"
322-450	\$0.60	2 1/4"
322-285	\$1.05	2 1/2"
322-460	\$0.50	2 3/4"
320-225	\$0.95	3"

### 3/8" diameter

322-075	\$0.55	1 1/2"
322-025	\$0.85	1 3/4"
320-345	\$0.75	2"
320-565	\$0.95	2 1/4"
320-575	\$0.95	2 1/2"
320-255	\$2.30	2 3/4"
320-275	\$0.95	3"
322-185	\$1.85	5 1/2"

### 7/16" diameter

322-715	\$1.95	3"
322-720	\$1.00	3 1/2"

### 1/2" diameter

320-535	\$1.05	2"
320-255	\$2.30	2 5/8"
320-010	\$2.60	3 3/8"
322-830	\$6.05	4"

## Hex Nuts

std. height, fine thread

310-760	\$0.55	1/4"
310-140	\$0.30	5/16"
310-050	\$0.50	3/8"
310-800	\$0.35	7/16"
472-347	\$0.30	1/2"
310-440	NA	9/16"
310-550	\$2.45	5/8"

## Hex Nuts

thin, fine thread (jam nuts)

365-740	\$0.30	1/4"
848-540	\$0.45	5/16"
310-070	\$0.45	3/8"
311-025	\$1.15	7/16"
310-390	\$0.50	1/2"
	NA	9/16"
310-490	\$0.75	5/8"

## Nyloc Nuts

std. height, fine thread

310-830	\$0.60	3/16"
312-000	\$0.45	1/4"
310-290	\$0.65	5/16"
310-240	\$0.75	3/8"
310-320	\$0.75	7/16"
310-400	\$0.80	1/2"
310-135	NA	9/16"
310-500	\$2.00	5/8"

## Nyloc Nuts

thin, fine thread

310-100	\$0.40	1/4"
310-105	\$0.45	5/16"
	NA	3/8"
310-650	\$0.85	7/16"
310-690	\$0.85	1/2"
310-605	\$1.10	9/16"

## Split Lockwashers

standard

324-855	\$0.15	1/4"
365-730	\$0.20	5/16"
324-865	\$0.15	3/8"
324-250	\$0.25	7/16"
324-060	\$0.20	1/2"
	NA	9/16"
324-080	NA	5/8"

## Split Lockwashers

square cross-section

324-020	\$0.20	1/4"
324-030	\$0.20	5/16"
324-040	\$0.25	3/8"
	NA	7/16"
324-050	\$0.20	1/2" (light)
322-835	\$0.75	1/2" (heavy)

## Lockwashers

double coil

324-185	\$0.55	3/16"
370-460	\$1.10	1/4"
315-180	\$0.40	5/16"
315-060	\$1.30	3/8"
	NA	7/16"
	NA	9/16"
329-470	NA	5/8"

## Flat Washers

standard

324-590	\$0.20	1/4"
365-720	\$0.30	5/16"
324-860	\$0.35	3/8"
324-475	\$0.35	7/16"
315-035	\$0.25	1/2"

## Fiber Washers

323-685	\$1.60	3/16"
315-185	\$0.25	1/4"
324-680	\$0.35	5/16"
315-100	\$1.10	3/8"
	NA	7/16"
324-670	\$0.60	1/2"
	NA	9/16"
324-065	\$0.95	5/8"



### Knockoff Sport Wheels

These wheels use standard wire wheel hubs and knockoffs. 15"x 5.5"  
455-385 \$349.95 ea.

### Bolt-On Sport Wheels

Exact replica of the original Mini-lite wheel is an alternative to steel wheels. Give your British sports car a modern, aggressive look. 15" x 5.5" Must be used with special lug nuts which are sold separately. (These do not fit on the front of MGA 1500 with drum brakes.)

Wheel 456-045 \$199.95 ea.  
Lug Nut 264-965 \$4.00 ea.



### Knock-Off Hammers

We stock types, weights and sizes for every possible application.

1 lb. Lead Knock-Off	386-020	\$29.95
2 lb. Copper / Rawhide	386-110	\$37.95
1-1/2 lb. Copper / Copper	386-000	\$28.95
2 lb. Copper / Copper	386-850	\$43.95
4 lb Lead	386-180	\$30.95



### Wire Wheel Spoke Wrench

With its wide face and long handle, this wrench is perfect for adjusting most spoke nipples without rounding them off.

385-800 \$9.95

385-930 \$28.95 Jack Bag

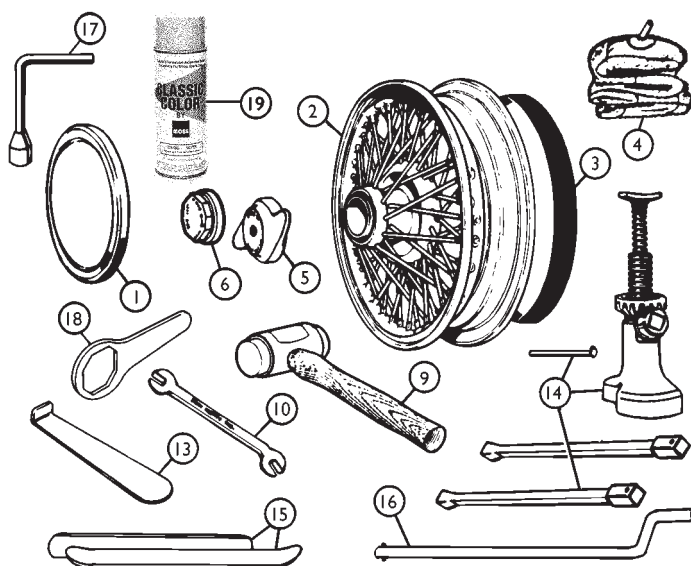


385-940 \$7.95 Tool Roll Strap  
2 required.



385-920 \$32.95 Tool Roll  
(tools not included!)

## Wheels & Tools



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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### Wheel & Tools

1	200-230	\$23.95	HUB CAP	disc wheel	4
2	454-610	\$198.95	WIRE WHEEL, painted	15" x 4", 48 spoke wheels factory option	5
	200-030•	\$6.25	SPOKE, long, outer		80
	200-040•	\$5.60	SPOKE, short, inner		160
	200-050	\$1.05	NIPPLE		240
	454-615	\$295.95	WIRE WHEEL, chrome plated		5
	200-032•	\$11.95	SPOKE, long, outer		80
	200-042•	\$11.95	SPOKE, short, inner		160
	200-052	\$1.80	NIPPLE		240
	454-620	\$188.95	WIRE WHEEL, painted	15" x 4 1/2", 60 spoke wheels optional	5
	200-070•	\$5.60	SPOKE, long, outer		100
	200-060•	\$6.10	SPOKE, short, inner		200
	200-050	\$1.05	NIPPLE		300
	454-630	\$299.95	WIRE WHEEL, chrome plated		5
	200-072•	\$10.30	SPOKE, long, outer		100
	200-062•	\$10.15	SPOKE, short, inner		200
	200-052	\$1.80	NIPPLE		300
3	452-750	\$13.95	RIM BAND	wire wheels	5
4	452-755	\$21.95	INNER TUBE (radial)	155-165/15 tires	5
5	200-210	\$36.95	WHEEL NUT, R/H, eared knock-off	wire wheels	2
	200-220	\$36.95	WHEEL NUT, L/H, eared knock-off		2
6	200-310**	\$36.95	WHEEL NUT, L/H, octagonal knock-off		2
	200-320**	\$36.95	WHEEL NUT, R/H, octagonal knock-off		2

\* Note: Individual spokes are supplied without nipples, which must be purchased separately.

\*\*Octagonal "safety" knock-offs are required in some countries. Use with spanner #386-030 (illus. #18).

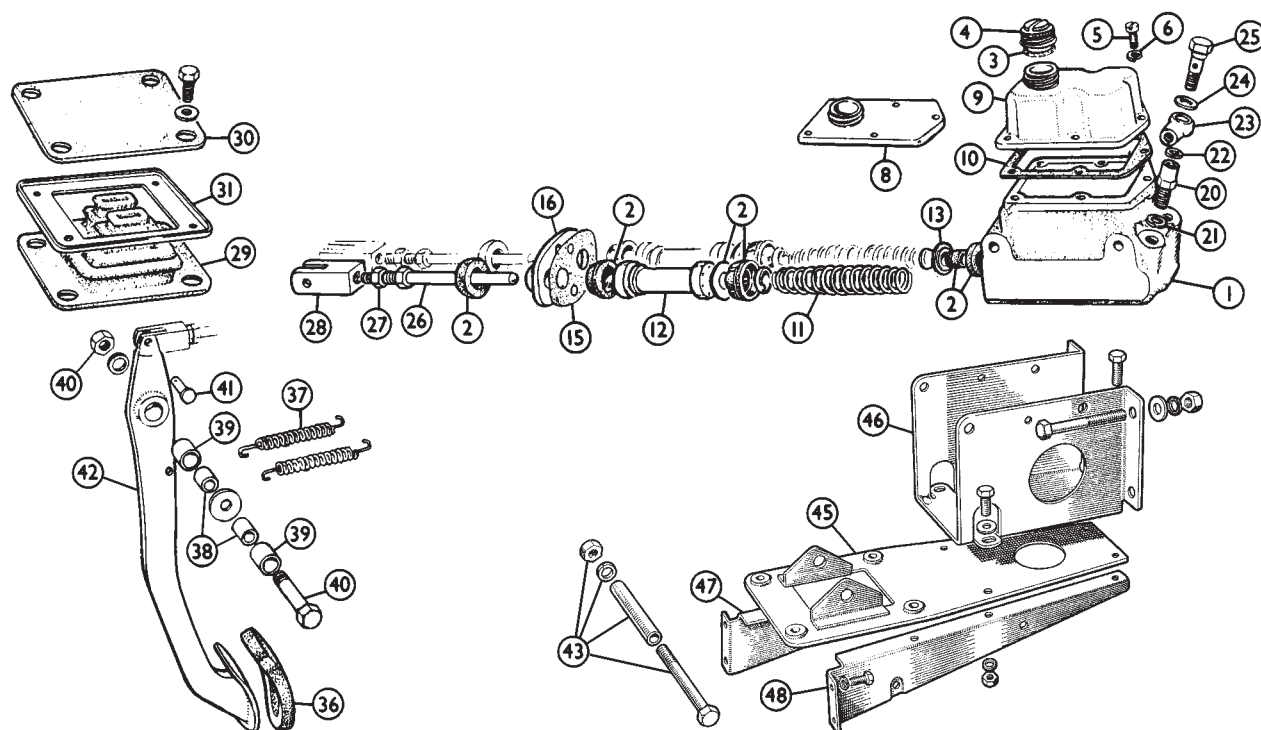
7	264-770	\$1.95	LUGNUT	disc wheels	16
9	386-000	\$28.95	WHEEL HAMMER, copper-faced, as original, 1-1/2 lbs.		1
	386-110	\$37.95	WHEEL HAMMER, copper/rawhide, 2 lbs.		1
10	385-800	\$9.95	SPOKE WRENCH		1
13	386-080	\$7.25	HUB CAP REMOVER		1
14	386-900	\$126.95	JACK, includes 2-piece handle & tommy bar		1
15	387-008	\$16.95	TIRE IRON SET		1
16	386-100	\$49.95	HAND CRANK, faithful repro. of original		1
17	386-935	\$33.95	LUG WRENCH	disc wheels	1
18	386-030	\$9.55	SPANNER for octagonal knock-offs		1
19	220-560	\$14.95	SPRAY PAINT, silver, wheel		A/R

LOCAL & OVERSEAS: 805-681-3400  
FAX: 805-692-2525 www.mossmotors.com

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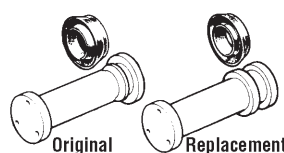


# Brake Controls



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	180-670†	\$466.95	MASTER CYLINDER, 7/8" bores	1500	1
	180-750†	\$499.95	MASTER CYLINDER, 7/8" bores	1600 & MKII	1
† Note: The two master cylinders are identical except for the covers. The 1500 master cylinder, #180-670, includes the correct 1500 cover. Because of production changes, the 1600 master cylinder no longer includes the cover. Some cars may be found with Sprite/Midget 3/4" bore master cylinders. Measure your cylinder bores before ordering internal parts!					
2	180-970	\$14.95	REBUILD KIT		1
3	180-450*	\$3.45	WASHER, filler cap*	for orig. metal caps only	1
4	180-210*	\$5.95	FILLER CAP*	plastic replacement	1
5	323-500*	\$1.00	SCREW*		7
6	462-385*	\$0.40	LOCKWASHER*		7
8	180-275*	\$19.95	COVER* (incl. cap #4)	1500	1
9	180-260	\$89.95	COVER (not incl. w/master cyl.)	1600 & MKII	1
10	180-270*	\$2.95	GASKET*		1
11	180-030	\$3.10	SPRING		2
12		NA	PISTON		2
13	180-195	NA	VALVE, non-return	brake side only	1
15	180-020	\$1.95	GASKET		1
16	180-010	NA	PLATE		1
20	180-400	\$9.95	ADAPTOR, slave cylinder pipe	for clutch pipe	1
21	324-730	\$0.40	WASHER, copper		1
22	324-720	\$0.90	WASHER, copper, small		1
23	180-050	\$39.40	BANJO		1
24	324-740	\$0.90	WASHER, copper, large		1
25	180-390	\$9.35	BANJO BOLT		1
26	180-040	\$10.95	PUSH ROD, does not include fork		2
27	310-150	\$0.85	NUT		4
28	180-300	\$12.95	FORK, push rod to pedal		2
29	280-710	\$9.95	EXCLUDER, fume & dust	all with dual master cylinder	1
	280-715	\$31.95	EXCLUDER, fume & dust	Twin Cam & MKII DeLuxe	1
30	181-640	\$2.95	RUBBER BLANKING PLATE, passenger side		1
31	181-650	\$8.35	RETAINING PLATE		2
36	280-770	\$3.45	PEDAL PAD, brake & clutch		2
37	329-350	\$1.95	SPRING, pedal return		2
38	190-625	\$4.15	SPACER		2
39	330-180	\$4.15	BUSHING, pedal		2
40	321-648	\$1.40	BOLT & NUT		1
41	325-150	\$1.20	CLEVIS PIN		2
42	181-635	\$35.95	BRAKE PEDAL		1
43	181-685	\$11.95	PEDAL STOP ASS'Y.		1
45	181-645	\$54.95	BASE PLATE/PEDAL BOX		1
46	181-655	\$34.95	BOX, master cylinder		1
47	181-665	\$13.50	SUPPORT BRACKET, R/H		1
48	181-675	\$13.50	SUPPORT BRACKET, L/H		1

\*NOTE: Parts marked \* are supplied with 1500 master cylinder, not with the 1600 cylinder.



## Master cylinder warning

Some master cylinders were rebuilt in the past with slightly oversize non-standard pistons, and different secondary seals. These non-standard seals are about 1/8" thick, and fit in a groove between two machined collars. We do not have rebuild kits or seals for these. The stock seals are about 3/16" thick, and fit over the inner machined collar on the pistons.

The master cylinder has a non-return valve in the brake side only. Make sure when rebuilding your cylinder that you double check the placement of this valve. It is common to forget the large rubber washer in the brake side of the cylinder or overlook it completely when disassembling the unit. Avoid this problem by reminding yourself that the clutch is on the left when the cylinder is mounted on the firewall and on the right when looking at the front of the cylinder.

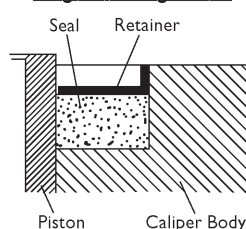
## Caliper Rebuild Kit Notes

Do not confuse the dust seals with the fluid seals in the #180-980 caliper rebuild kit. The larger ring with the "V" groove is the dust seal. It is virtually impossible to install the piston in the caliper with the seals in the wrong grooves.

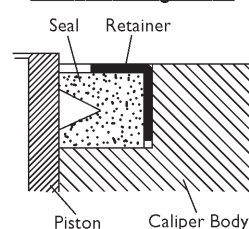


**Warning:** The metal seal retainers and seals in rebuild kits are of modified design. The metal retainers must be installed differently than the originals, and differently than shown in the workshop manual. Refer to the drawing below for correct installation. Lockheed made this design improvement years ago. The metal seal retainer is easily damaged. Make sure that it is pressed into place using equal pressure at opposite sides.

## Original Configuration

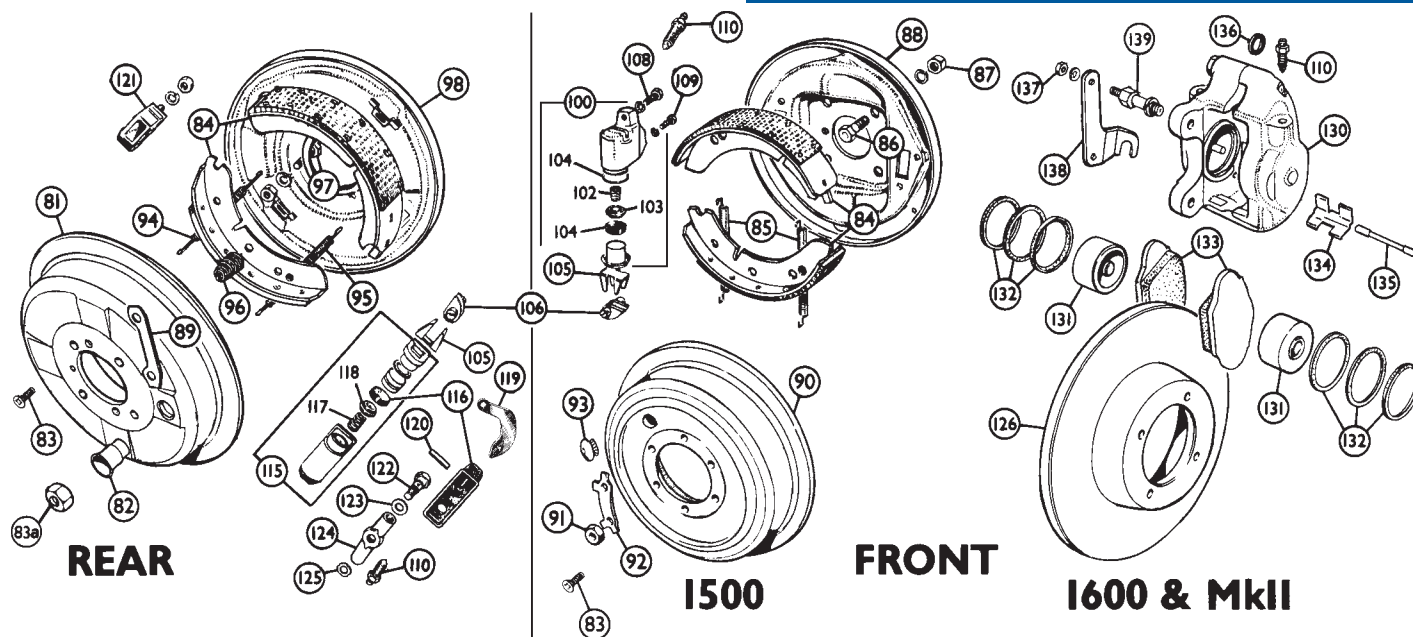


## Modified Configuration



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
81	264-790	\$129.95	BRAKE DRUM, all rear, & 1500 disc wheel, front		2/4
82	264-520	\$4.15	PLUG, 1/2"	} disc wheels	A/R
	264-525	\$4.15	PLUG, 3/4"		A/R
83	323-250	\$0.40	SCREW, front 1/2"	1500 disc wheels	4
	323-255	\$0.75	SCREW, rear 5/8"	disc wheel	4
83a	310-300	\$0.45	NUT, rear	1500 & 1600 wire wheel	8
84	182-150	\$38.95	SHOE SET, 4 shoes		1/2
85	181-450	\$4.95	RETURN SPRING	} 1500	4
86	322-020	\$4.70	BOLT, plate to steering knuckle		8
87	310-050	\$0.50	NUT		8/16
88	NA	NA	BRAKE PLATE, R/H front		1
	NA	NA	BRAKE PLATE, L/H front		1
89	267-460	\$2.05	TAB WASHER, for #264-790 drum		4/8
90	264-780	\$160.95	BRAKE DRUM, front	} 1500 wire wheel (disc wheel uses drum #81)	2
91	311-778	\$5.35	NUT SET (12 nuts)		1
92	264-150	\$2.35	TAB WASHER		6
93	328-390	\$0.55	PLUG, 1/2"	} wire wheels	A/R
	328-400	\$0.60	PLUG, 3/4"		A/R
94	181-460	\$3.15	RETURN SPRING, thin	} all rear	2
95	181-450	\$4.95	RETURN SPRING, thick		2
96	181-340	\$2.95	ANTI RATTLE SPRING		4
97	322-030	\$1.35	BOLT		8
98	NA	NA	BRAKE PLATE, R/H rear		1
	NA	NA	BRAKE PLATE, L/H rear		1
100	180-640	\$37.95	WHEEL CYLINDER, R/H front	} 1500	2
	180-641	\$20.95	WHEEL CYLINDER, R/H front, aftermarket*		2
	180-650	\$37.95	WHEEL CYLINDER, L/H front		2
	180-656	\$20.95	WHEEL CYLINDER, L/H front, aftermarket*		2
	180-458	\$35.95	REPAIR KIT (not for aftermarket cylinders)		1
102	180-180	\$1.00	SPRING	} front drum brakes	4
103	180-170	\$3.25	EXPANDER		4
104	180-940	\$6.95	CUP & RING		4
105	180-140	\$6.95	MASK		2/6
106	180-150	\$27.95	ADJUSTER		2/6
108	322-880	\$0.70	BOLT, large		4
109	322-400	\$2.25	BOLT, small		4
110	180-340	\$3.95	BLEEDER, rear	} 1500 to (c)27988 (disc wheel) (c)28539 (wire wheel)	4
	180-100	\$3.60	BLEEDER, front & rear		4/6

No.	Part No.	Price (each)	Description	Application	Qty. Req.
115	180-630	\$78.95	WHEEL CYLINDER, rear, less boot (Lockheed)		2
	180-075	\$44.95	WHEEL CYLINDER, rear, less boot (repro.)		2
	180-470	\$36.95	REPAIR KIT		1
116	180-950	\$15.95	CUP & BOOT, boot not included w/ complete cylinder		2
117	180-180	\$1.00	SPRING		2
118	180-190	\$1.95	EXPANDER		2
119	180-370	NA	LEVER		2
120	180-240	NA	PIN		2
121	180-160	\$82.95	ABUTMENT		2
122	180-130	\$8.00	BANJO BOLT		2
123	324-720	\$0.90	WASHER, large copper		2
124	589-000	\$44.75	BANJO	} 1500 to (c)27988 disc wheel or (c)28539 wire wheel	2
	180-460	\$38.95	BANJO (90° angle)		2
125	324-730	\$0.40	WASHER, copper (small)		2
126	182-180	\$83.95	BRAKE DISC	} 1600, front disc brakes	2
	180-510	NA	CALIPER ASS'Y., R/H		1
	180-520	NA	CALIPER ASS'Y., L/H		1
130	180-420	NA	CALIPER BODY, R/H		1
	180-410	NA	CALIPER BODY, L/H		1
131	180-740	\$76.95	PISTON		4
132	180-980	NA	REBUILD KIT **		2
133	182-210	\$32.95	PAD SET		1
134	180-290	\$4.00	RETAINER		2
135	180-280	\$2.95	PIN		2
136	180-285	\$1.50	O-RING, fluid channel		2
137	310-140	\$0.30	NUT		4
138	181-305	\$19.95	LOCK PLATE, R/H		1
	181-315	\$19.95	LOCK PLATE, L/H		1
139	180-255	\$12.95	BOLT, caliper mounting		4

\*\* See important notes on page 40 regarding Caliper Rebuild Kits.

If your brake pedal pulsates or the car shudders under braking, it's likely that your brake rotors are distorted. Accurate measurement of the disc rotor thickness is essential. A dial gauge can be easily set up to check the brake rotor 'run out' with the rotor and hub on the car. Use a micrometer to check the rotor thickness. The MGA rotor must not 'run out' more than .003". The thickness should be parallel within .001". Light scoring of rotors is not detrimental provided it is concentric. If a rotor is to be turned, no more than .040" should be removed. After turning, the rotor must not be less than .330" thick.

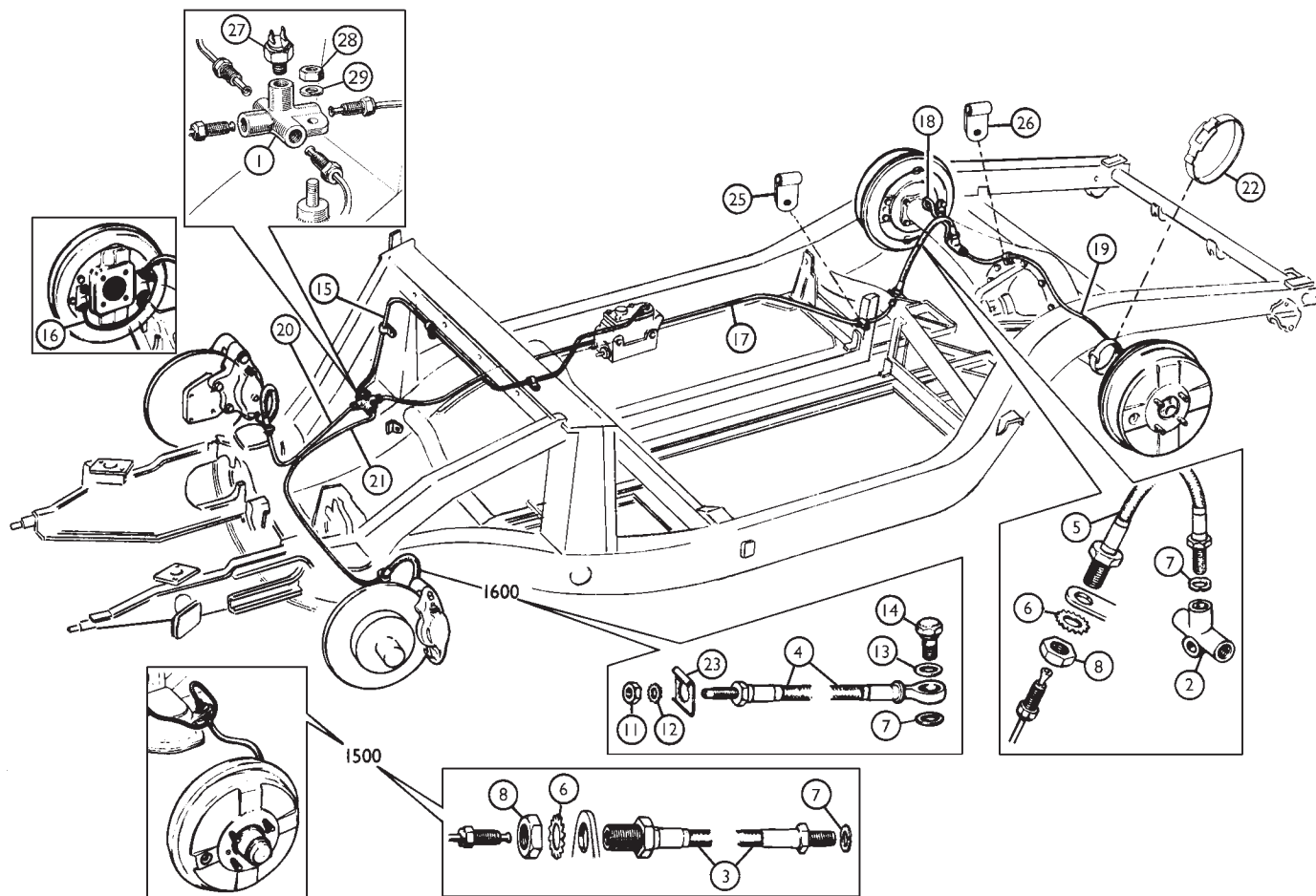
## Anti-squeal Strips

Sometimes disc brakes just won't shut up. These foil lined self-adhesive strips stick onto the back of the brake pads to dampen the vibrations which cause brake squeal. Set of four.

583-805 \$5.45



# Brake Pipes



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	180-230	NA	FITTING, 5-way (for 4 pipes & 1 switch)		1
2	589-040	\$29.95	FITTING, 3-way	{ 1500 to (c)27988 disc wheel, 28539 wire	1
	180-090	\$20.95	FITTING, 3-way	{ from 1500 (c)27989 disc wheel, 28540 wire	1
3	180-830	\$24.95	HOSE, front brake	1500	2
	180-831	\$13.95	HOSE, front brake, aftermarket	1500	2
4	180-890	\$24.95	HOSE, front brake	1600 & MKII	2
	180-891	\$19.95	HOSE, front brake, aftermarket	1600 & MKII	2
5	180-830	\$24.95	HOSE, rear brake	all	1
	180-831	\$13.95	HOSE, rear brake, aftermarket	all	1
6	324-180	\$0.45	WASHER	1500 uses 3	1/3
7	324-730	\$0.40	WASHER, copper		3
8	311-420	\$2.75	NUT	1500 uses 3	1/3
11	310-230	\$0.45	NUT		2
12	324-045	\$0.25	LOCK WASHER	{ 1600 & MKII	2
13	324-720	\$0.90	WASHER, copper		2
14	180-430	\$5.95	BANJO BOLT		2
	183-008	\$114.95	BRAKE PIPE SET, LHD	{ 1500 to (c)27988 disc whl. (c)28539 wire whl.	1
	183-048	\$114.95	BRAKE PIPE SET, LHD	{ 1500 from (c)27989 disc, (c)28540 wire whl.	1
	183-088	\$114.95	BRAKE PIPE SET, LHD	1600 & MKII	1
15	181-200	\$19.95	PIPE, master cyl. to 4-way	LHD only	1
	181-215	NA	PIPE, master cyl. to 4-way	RHD only	1
16	181-140	\$9.95	PIPE, between front wheel cyl.	1500	2
17	181-220	\$24.95	PIPE, 4-way to rear hose		1
18	181-155	\$12.55	PIPE, 3-way to R/R cylinder	{ 1500 to (c)27988 disc wheel (c)28539 wire	1
	181-145	\$13.65	PIPE, 3-way to R/R cylinder	{ from 1500 (c)27989 disc wheel, (c)28540 wire	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
19	181-070	\$18.90	PIPE, 3-way to L/R cyl., disc	1500 to (c)27988	1
	181-180	\$17.85	PIPE, 3-way to L/R cyl., disc	from 1500 (c)27989	1
	181-185	\$17.85	PIPE, 3-way to L/R cyl., wire	1500 to (c)28539	1
	181-170	\$17.80	PIPE, 3-way to L/R cyl., wire	from 1500 (c)28540	1
20	181-230	\$14.65	PIPE, 4-way to R/F hose	1500	1
	181-160	\$14.70	PIPE, 4-way to R/F hose	1600 & MKII	1
21	181-240	\$18.95	PIPE, 4-way to L/F hose	1500	1
	181-190	\$18.95	PIPE, 4-way to L/F hose	1600 & MKII	1
22	181-900	\$3.25	STRAP, pipe to axle		1
23	181-660	\$4.60	LOCKING PLATE	1600 & MKII	2
25	182-615	NA	CLIP, pipe to frame		4
26	182-635	\$0.85	CLIP, pipe to differential case		1
27	141-700	\$9.95	BRAKE LIGHT SWITCH		1
28	310-760	\$0.55	NUT		1
29	324-020	\$0.20	LOCKWASHER		1

## Brake Fluids

Choose the brake fluid your car needs. Genuine Lockheed Brake Fluid is compatible with all British brake systems. Silicone fluid won't harm paint, and doesn't absorb moisture, as do conventional fluids. (If changing from one type to the other, flush your brake system thoroughly with the "new" type of brake fluid.)

**Lockheed Brake Fluid 500 ml.**  
220-400 \$5.10

**Silicone Brake Fluid 1 qt.**  
220-410 \$26.95

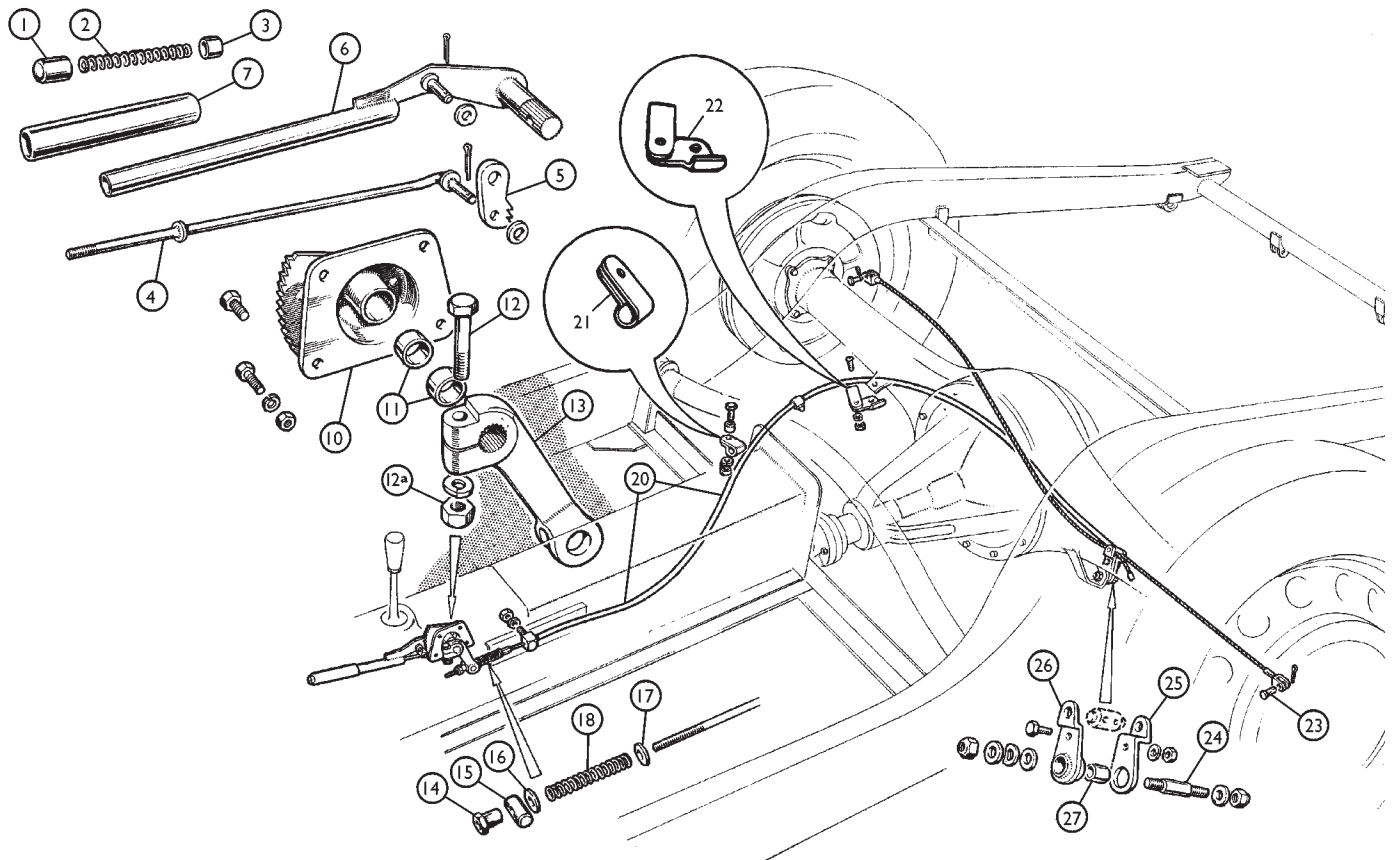
**Castrol Brake Fluid, 12 oz.**  
220-455 \$5.50



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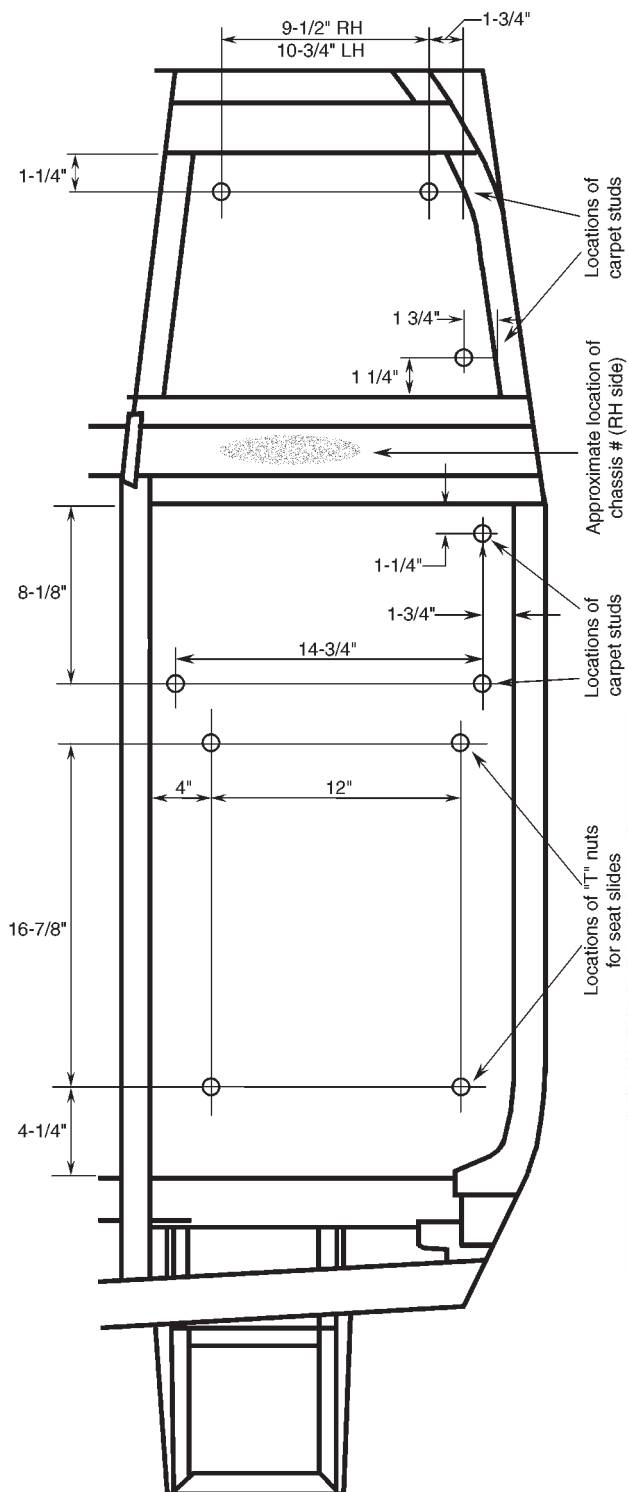




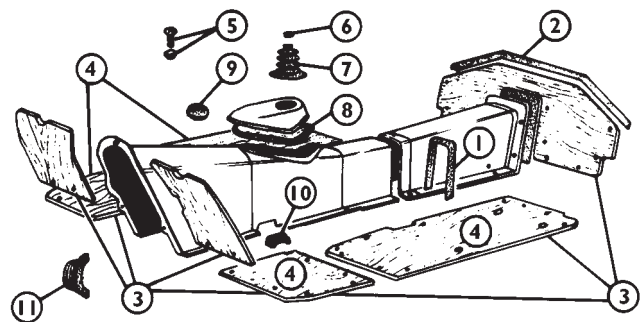
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	181-350	\$10.45	KNOB		1
2	181-250	\$2.25	SPRING		1
3	181-260	\$15.95	BUSH		1
4	181-270	\$15.95	ROD ASSEMBLY		1
5	181-470	\$62.95	PAWL		1
6	181-280	\$239.95	HANDLE & SHAFT ASS'Y.		1
7	181-290	\$5.20	HAND GRIP		1
10	181-480	\$109.95	RATCHET		1
11	181-630	\$3.10	BUSH		2
12	322-420	\$0.50	BOLT		1
12a	310-140	\$0.30	NUT		1
13	181-490	NA	LEVER		1
14	181-540	\$4.85	NUT		1
15	181-530	\$2.95	TRUNNION		1
16	324-115	\$0.45	WASHER		1
17	324-590	\$0.20	WASHER		1
18	329-130	\$0.95	SPRING		1
20	331-100	\$18.95	HANDBRAKE CABLE	disc wheel	1
	331-130	\$18.95	HANDBRAKE CABLE	wire wheel	1
21	181-550	\$0.75	CLIP, cable to battery carrier		1
22	181-620	\$10.95	CLIP, cable to axle bracket		1
23	596-165	\$1.00	CLEVIS PIN		2
24	181-500	\$3.65	FULCRUM		1
25	181-510	\$14.65	LEVER, cable equalizing		1
26	181-520	\$25.95	LEVER, cable equalizing		1
27	330-190	\$5.20	BUSHING		1

# Floors / ID Plates

## Floorboard Hole Locations



Our sincere thanks to Todd Clarke of Clarke Spares & Restorations for providing information for the above drawing.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1		NA	SEAL, trans cover (included in #1 on facing page)		1
2	470-880	\$12.95	SEAL, rear ramp		1
3	456-945	\$179.95	COMPLETE FLOORBOARD SET	1500 to (c)61503	1
	456-955	\$179.95	COMPLETE FLOORBOARD SET	from (c)61504	1
4	456-960	\$148.95	MAIN FLOORBOARD SET		1
5	323-968	\$39.95	SCREW & WASHER SET, floorboard		1
6	326-480	\$5.45	RING, shift boot top		1
7	280-760*	\$8.95	SHIFT BOOT		1
8	280-000	\$8.75	GASKET		1
9	280-410*	\$2.80	PLUG, dipstick hole		1
10	280-005	\$7.65	BUFFER		2
11	280-015	\$16.95	COVER, starter drive	{ 1500 from (c)61504, 1600 & MKII	1



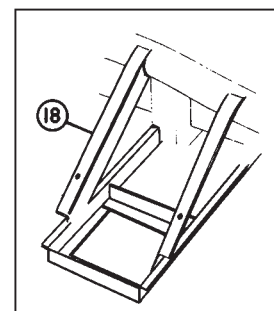
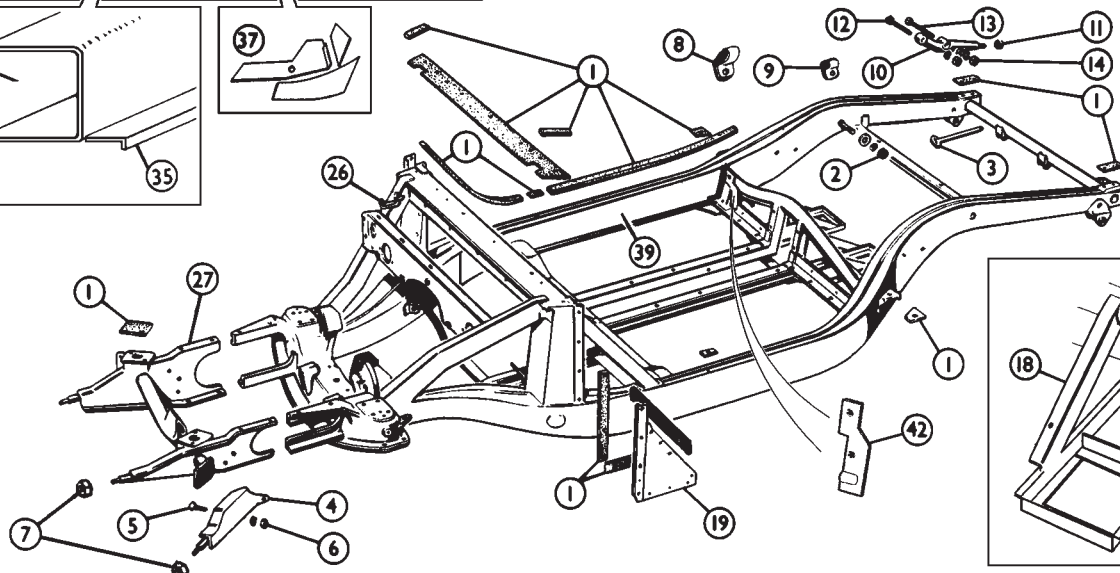
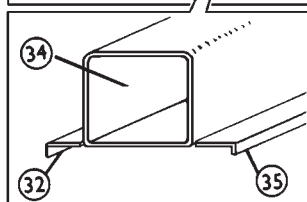
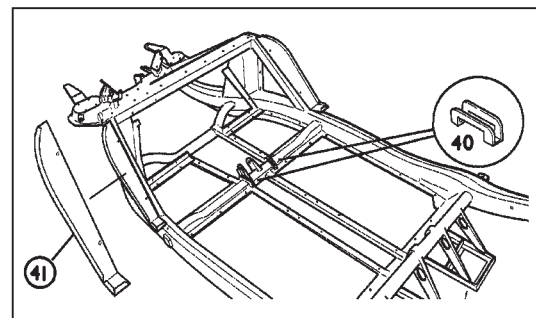
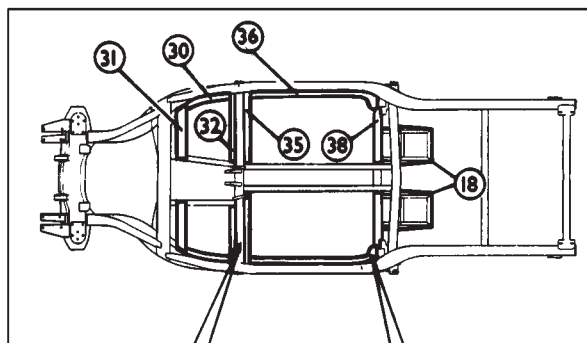
## Identification Plates

High quality photo-etched reproductions of the original plates will give your car the finishing "just like new" touch.

A. Heater Number Plate	408-350	\$3.90
B. Heater Caution Plate	408-360	\$3.40
C. Patent Number Plate	408-750	\$3.95
D. "MG" Valve Cover Patent # Plate	408-800	\$3.95
E. Valve Cover Patent # Plate	408-810	\$4.95
F. Chassis Number ID Plate (from late 1500 thru MKII)	408-720	\$10.95
G. Auster" Windshield Plate	408-790	\$2.75
Rivets for "Auster" Plate	325-210	\$0.25
SCREW & NUT SET for F & C above (6 screws & nuts)	325-218	NA
H. Info. Plate, Intake Manifold, 1500	408-830	\$6.80
J. Info. Plate, Intake Manifold, 1600&MKII	408-835	\$8.95

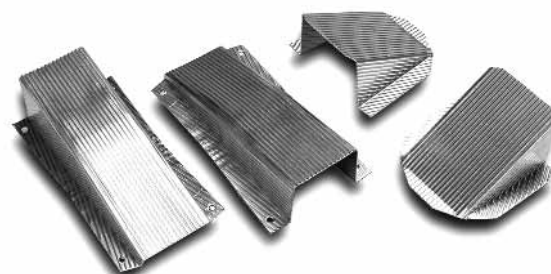
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	281-778*	\$75.95	PACKING SET, body mounting	(complete)	1
			* See page 50 for Body Rubber Sets.		
2	310-050	\$0.50	NUT, rear, rebound strap mounting		2
3	161-800	\$2.75	STRAP, tail lamp cable		2
4	470-800	\$46.95	BRACKET, bumper support, front L/H		1
	470-810	\$46.95	BRACKET, bumper support, front R/H		1
5	322-040	\$0.45	BOLT		6
6	310-290	\$0.65	NUT		6
7	310-380	\$0.30	NUT, front bumper to frame		4
8	470-820	\$2.15	CLIP, battery cable & harness		6
9	470-830	\$0.85	CLIP, tail lamp harness		2
10	470-260	\$159.95	BRACKET, bumper mounting, rear L/H		1
	470-250	\$159.95	BRACKET, bumper mounting, rear R/H		1
11	310-390	\$0.50	NUT, bumper mounting brackets		2
12	322-720	\$1.00	BOLT, bracket to frame, forward		2
13	322-730	\$1.35	BOLT, bracket to frame, rearward		2
14	310-300	\$0.45	NUT, for #12 & #13		4
18	473-200	\$89.95	R/H BATTERY BRACKET ASS'Y.	} easily welded to frame	1
	473-210	\$89.95	L/H BATTERY BRACKET ASS'Y.		1
19	470-890	\$24.95	L/H COVER PLATE		1
	470-900	\$24.95	R/H COVER PLATE		1
26	361-080	\$16.95	BRACKET, starter switch		1
27	456-040	\$399.95	EXTENSION ASS'Y., front frame		1
30	455-800	\$21.95	FLOORBOARD RAIL, R/H footwell side		1
	455-810	\$21.95	FLOORBOARD RAIL, L/H footwell side		1
31	455-820	\$14.95	FLOORBOARD RAIL, R/H toeboard front		1
	455-830	\$14.95	FLOORBOARD RAIL, L/H toeboard front		1
32	455-840	\$19.95	FLOORBOARD RAIL, R/H footwell rear		1
	455-850	\$19.95	FLOORBOARD RAIL, L/H footwell rear		1
34	455-865	\$40.95	CROSSMEMBER		2
35	455-900	\$20.95	FLOORBOARD RAIL, R/H front		1
	455-910	\$20.95	FLOORBOARD RAIL, L/H front		1
36	455-920	\$21.95	FLOORBOARD RAIL, R/H side		1
	455-930	\$21.95	FLOORBOARD RAIL, L/H side		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
37	455-940	\$20.95	REPAIR KIT, R/H rear corner, 3 pcs.		1
	455-950	\$20.95	REPAIR KIT, L/H rear corner, 3 pcs.		1
38	455-960	\$19.95	FLOORBOARD RAIL, R/H rear		1
	455-970	\$19.95	FLOORBOARD RAIL, L/H rear		1
39	455-980	\$25.95	REPAIR PANEL, inner sides of frame		2
40	470-815	\$10.45	BRACKET, gearbox tunnel seal		2
41	470-825	\$41.95	KNEE PANEL, R/H		1
	470-835	\$41.95	KNEE PANEL, L/H		1
42	470-845	\$26.95	TAILBOARD SUPPORT, R/H		1
	470-855	\$26.95	TAILBOARD SUPPORT, L/H		1



## Aluminum Cockpit Trim Sets

Made of polished ribbed aluminum, these attractive and practical cover sets are supplied with mounting screws.

**Frame Cover Set** (shown) - Four piece set covers the exposed frame sections in the interior.  
240-500 \$49.95

**Threshold Plate Set** - Covers and protects sills from scuffs.  
240-600 \$29.95

**Scuff Plate Set** - Protects the lower front corners of your door panels where your shoe always hits the door.  
240-700 \$42.95

**Throttle Plate** - Prevents (or covers up) carpet wear where your throttle foot rubs the carpet.  
240-900 \$23.95

LOCAL & OVERSEAS: 805-681-3400

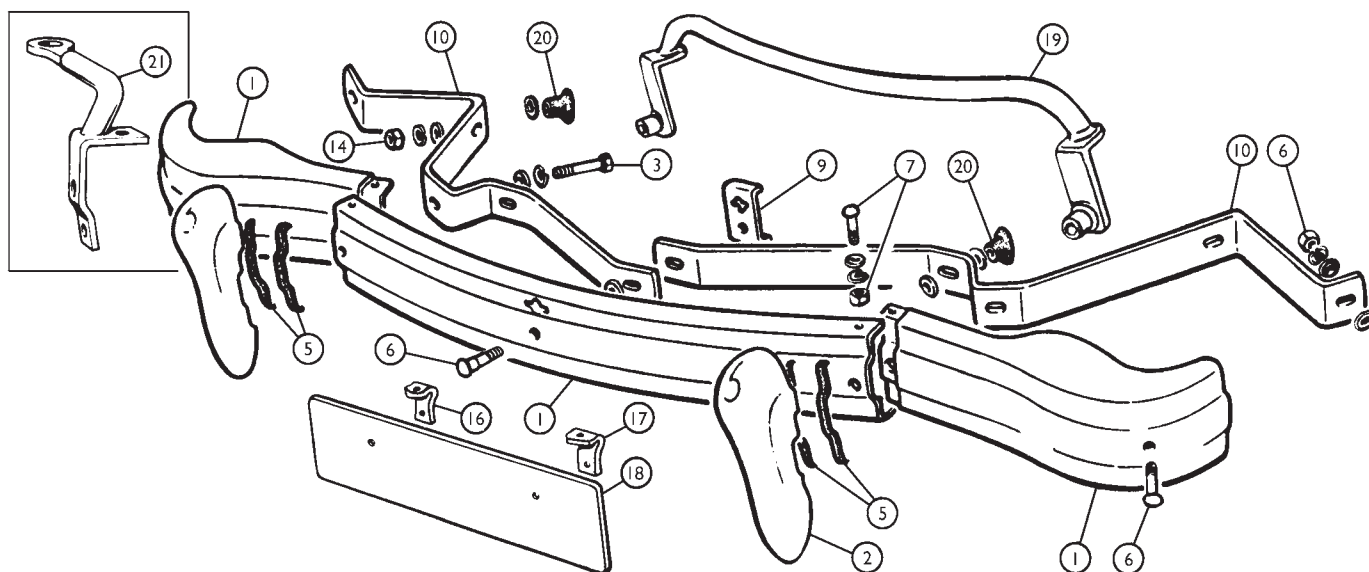
FAX: 805-692-2525

www.mossmotors.com

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# Front Bumper



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	321-888	\$21.95	FASTENER KIT, front bumper (46 pc. hardware kit)		1
1	454-880	\$129.95	BUMPER ASS'Y., front	3 main sections	1
2	454-940	\$28.95	OVERRIDE		2
3	322-640	\$1.20	BOLT, override attaching		2
5	400-418	\$4.70	PACKING SET, override to bumper	(for 4 overrides)	1
6	322-900	\$2.00	BOLT & NUT, chrome		3
7	321-708	\$2.45	BOLT & NUT, chrome, behind overrides		2
9	470-970	\$6.00	BRACKET, hand crank		1
10	454-930	\$27.95	MAIN SPRING BRACKETS		2
14	310-380	\$0.30	NUT, bumper ass'y. to frame		4

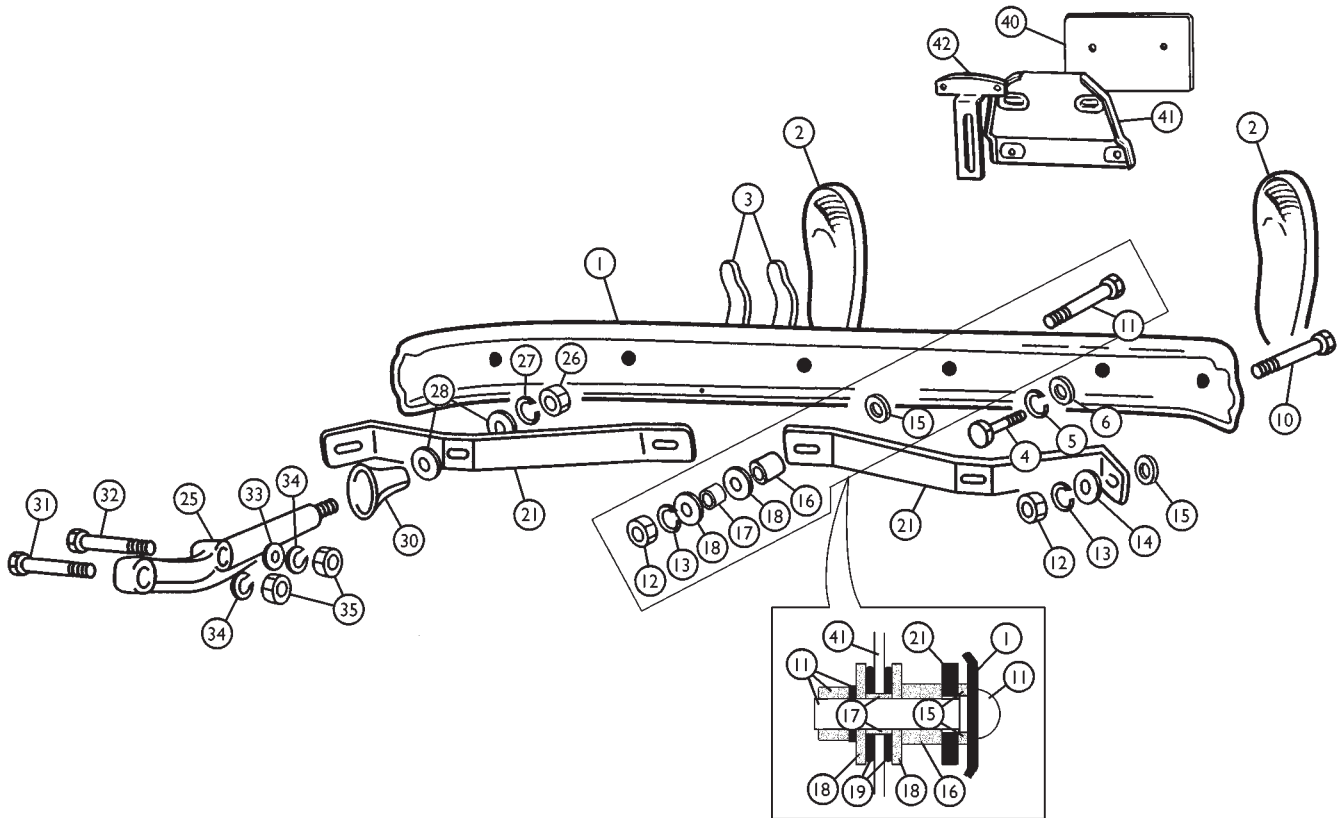
The MGA front bumper, with its complex arrangement of parts, is difficult to mount on the car without a lot of scratched paint and frustration. This is one of those jobs for which an assistant is needed, if only to make encouraging noises. Make sure that the body brackets and main spring brackets are not bent. If the spring brackets are, it is practical to buy new, (#454-930) as they are extremely hard to bend back.

Assemble the parts off the car, test fit and adjust any gaps before the unit is tightened up. A small jack may be needed to help adjust the bumper. Try to get the gap at the top equal across the front of the car, especially at the outer edges where the bumper wraps around the fender. Don't overlook the new rubber grommets and an override packing set, #281-578 & #400-418.

16	470-980	\$4.35	BRACKET, L/H license plate		1
17	470-990	\$4.35	BRACKET, R/H license plate		1
18	451-720	\$9.95	SUPPORT, English number plate		1
19	453-400	\$109.95	BADGE/GRILLE BAR	factory option	1
20	280-690	\$1.95	GROMMET		4
21	407-720	\$56.95	FOG LAMP BRACKET, L/H	chrome, factory option	1
	407-730	\$56.95	FOG LAMP BRACKET, R/H	see page 59 for fog lamps	1

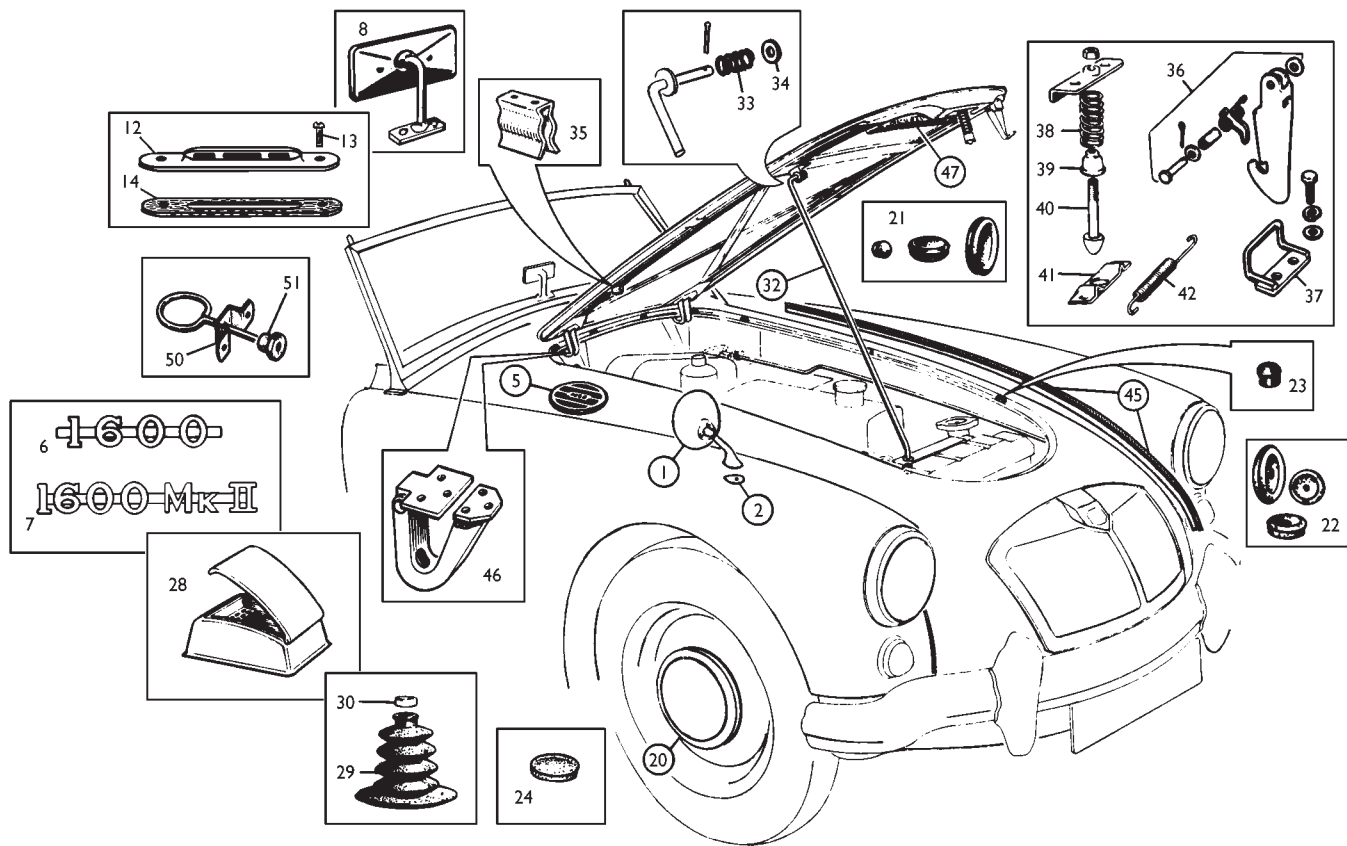
# Rear Bumper

MGA



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	321-898	\$30.95	FASTENER KIT, rear bumper, (58 piece bumper mounting hardware kit)		1
1	453-170	\$96.95	BUMPER FACE BAR		1
2	454-940	\$28.95	OVERRIDE		2
3	400-418	\$4.70	PACKING SET, override to bumper	(for 4 overrides)	1
4	322-630	\$0.85	BOLT, override attaching		2
5	324-865	\$0.15	LOCKWASHER		4
6	406-170	\$1.35	WASHER		4
10	322-900	\$2.00	BOLT, NUT, LOCKWASHER, chrome, ends of bumper		2
11	322-080	\$2.95	BOLT, NUT, LOCKWASHER, chrome, center of bumper		2
12	310-050	\$0.50	NUT		4
13	324-865	\$0.15	LOCKWASHER		4
14	324-580	\$0.10	WASHER		2
15	406-170	\$1.35	WASHER, bumper bar to bracket		4
16	406-190	\$2.45	SPACER, large		2
17	406-180	\$2.95	SPACER, small		2
18	324-655	\$0.45	WASHER, large		4
19	NA		WASHER, rubber		4
21	454-950	\$16.95	MAIN SPRING BRACKET		2
25	470-260	\$159.95	BRACKET, bumper mounting, rear L/H		1
	470-250	\$159.95	BRACKET, bumper mounting, rear R/H		1
26	310-380	\$0.30	NUT, bumper mounting brackets		2
27	324-050	\$0.20	LOCKWASHER		2
28	315-120	\$1.05	WASHER		4
30	280-690	\$1.95	GROMMET		2
31	322-720	\$1.00	BOLT, bracket to frame, forward		2
32	322-730	\$1.35	BOLT, bracket to frame, rearward		2
33	324-475	\$0.35	WASHER, rearward bolts		2
34	324-250	\$0.25	LOCKWASHER		4
35	310-300	\$0.45	NUT		4
40	451-285	\$19.95	BACKING PLATE, license plate		1
41	451-290	\$25.95	MAIN BRACKET, license plate		1
42	406-600	\$11.50	LAMP BRACKET		1

# Front Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	165-300	\$14.95	FENDER MIRROR, L/H convex	reproduction of round Lucas fender mirrors	1
	165-500	\$14.95	FENDER MIRROR, L/H flat		1
	165-210	\$14.95	FENDER MIRROR, R/H convex		1
	165-400	\$14.95	FENDER MIRROR, R/H flat		1
2	280-140	\$1.00	PAD, under mirror base		A/R
5	471-010	\$10.95	VENT GRILLE		2
	326-588	\$3.50	SPEED NUT SET, trim mounting (24 speed nuts)		1
6	408-410	\$9.65	1600 EMBLEM, on front deck & trunk lid		3
7	408-420	\$9.65	1600 MKII EMBLEM, on front deck & trunk lid		3
8	165-100	\$24.95	DASH MIRROR		1
	311-030	\$0.40	NUT, dash mirror mounting		2
	323-080	\$0.85	SCREW, dash mirror mounting		2
12	472-000	\$12.95	FINISHER, defroster slot		2
13	323-695	\$1.30	SCREW, defroster slot finisher		4
14	363-195	\$5.20	SEAL, felt (between defroster box & underside of dash)		2
20	200-230	\$23.95	HUB CAP	disc wheels	4
	281-848	\$39.95	GROMMET SET, complete		1
			Virtually every rubber grommet found on an MGA! (51 pieces)		
21	281-808	\$38.35	GROMMET SET, firewall, heater box shelf area (41 pieces)		1
22	281-818	\$8.70	GROMMET SET, wiring other than heater shelf (9 pieces)		1
23	281-628	\$8.45	HOOD BUFFER SET, 10 buffers		1
24	280-410	\$2.80	TRANSMISSION COVER PLUG		1
28	241-000	\$31.95	ASHTRAY	similar to factory option	1
29	280-760	\$8.95	SHIFT BOOT		1
30	326-480	\$5.45	RING, chrome		1
32	470-950	\$16.95	PROP ROD		1
33	329-165	NA	SPRING		1
34	365-720	\$0.30	WASHER		1
35	471-130	\$5.90	CLIP, prop rod		1
36	470-640	\$25.95	SAFETY CATCH, hood		1
37	470-930	\$28.95	BRACKET, safety catch		1
38	329-280	\$6.15	SPRING		1
39	470-610	\$6.50	CUP		1
40	470-620	\$9.95	PIN		1
41	470-940	\$5.25	GUIDE PLATE		1
42	329-175	\$6.00	SPRING		1
45	249-738	\$17.95	FENDER PIPING, enough for 4 fenders, original silver color		1
46	470-918	\$60.95	HOOD HINGE SET		1
	466-385	\$0.95	BOLT, hood hinge		12
47	472-560	\$9.60	FELT PAD (glues on hood above radiator tank)		1
50	470-075	NA	BRACKET, hood release rod		1
51	471-110	\$1.20	FERRULE, hood release rod		1

**MGA hoods (bonnets)** changed subtly over the production period of the cars. Two lengths were made, 47 7/8" and 48 3/8", we carry the longer of the two. This could be the reason that you're having so much trouble fitting the hood on your car. The hood shape was changed to accommodate the Twin Cam cam cover, which was higher than the push rod rocker box. There is a noticeable bump in the middle of these hoods. It is a good idea to make sure that the hood latch is adjusted and working perfectly before the grill is mounted. If the hood sticks, the only way to get it up is to pry at the lip with a screwdriver, or go in through your new grille!

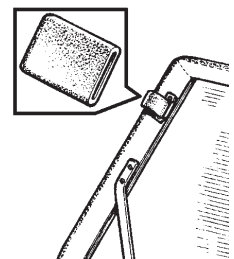
Fender mirrors were dealer-installed items, and were supplied in several styles and mounted wherever the owner wished. The Lucas style fender mirrors are most effective when mounted on the top of the fender just above the front axle. Some people have trouble seeing the left mirror if mounted closer to the screen. Try various locations before drilling any holes.

Fender welt must be notched to fit around the fender bolts. Do not discard your original fender welt, use it as a pattern to notch the replacement.

## Sidecurtain Anti-Rattle Sleeve

This molded rubber sleeve fits over the brackets on the leading edges of the factory-style 1600 and MkII side curtains.

280-965 \$2.55 each

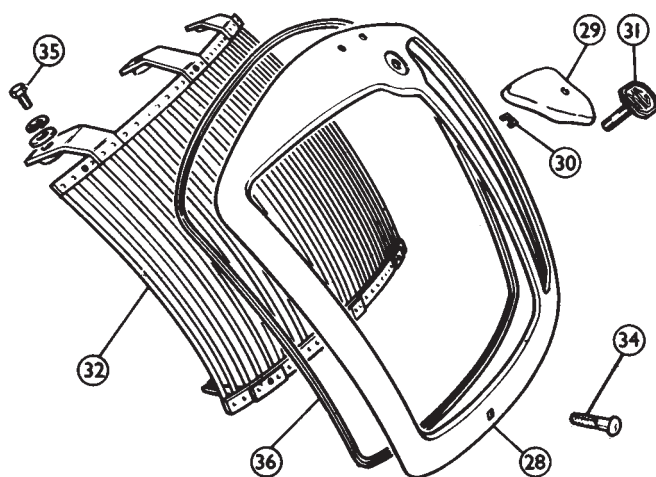


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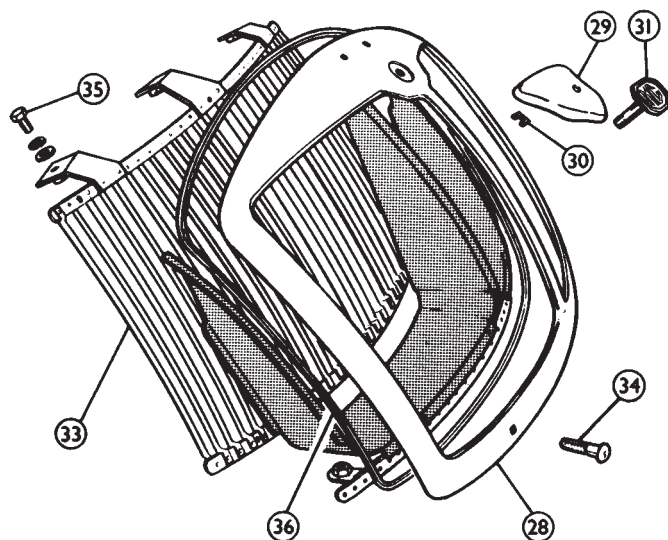
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## 25 1500-1600



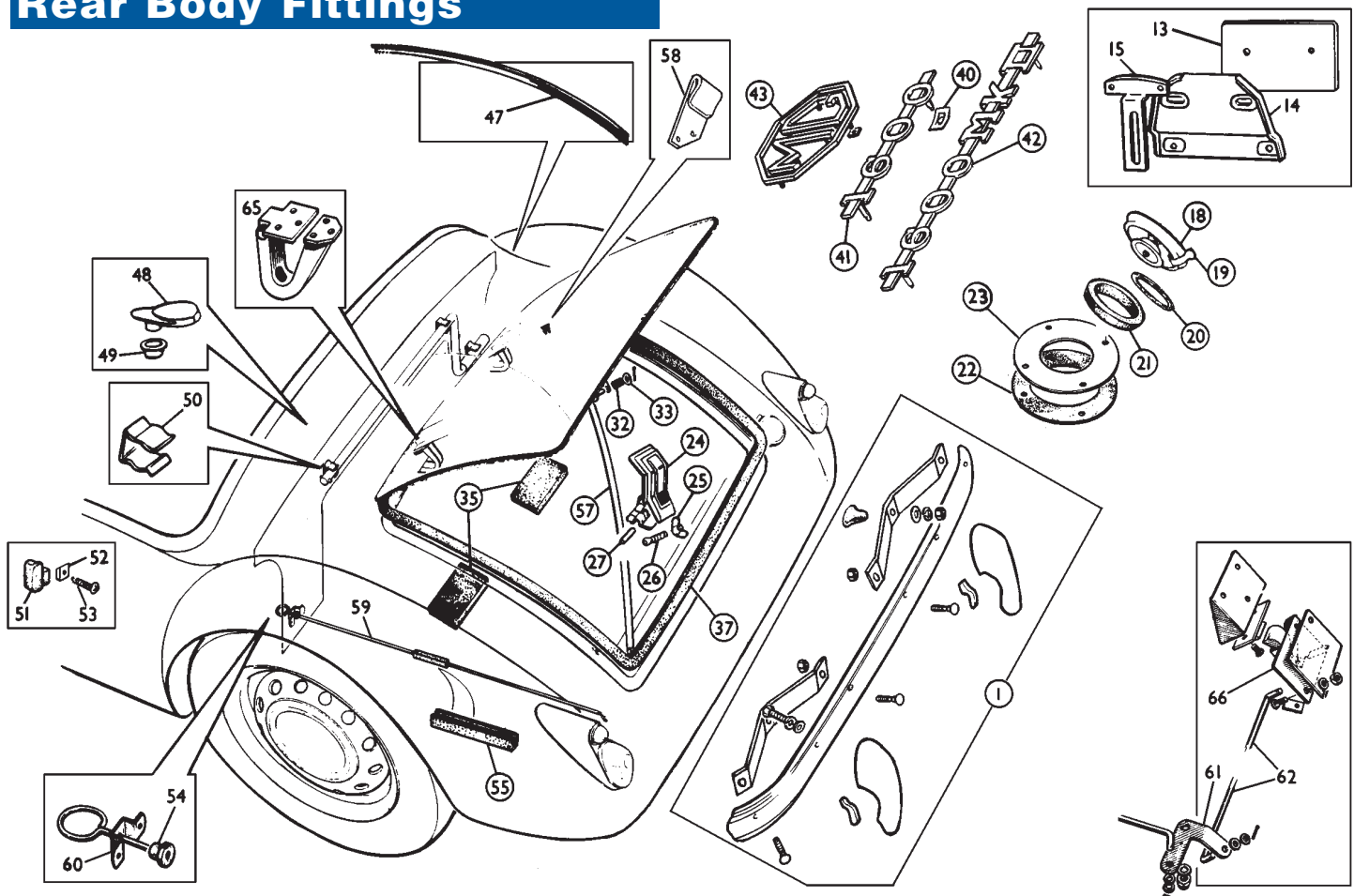
## 26 1600 MKII



MGA

No.	Part No.	Price (each)	Description	Application	Qty. Req.
25	990-060	\$179.95	SHELL & GRILLE ASS'Y., flat	1500 - 1600	1
26	990-090	\$179.95	SHELL & GRILLE ASS'Y., recessed	MKII	1
Note: Shell & grille assemblies are chromed steel, and include numbers 28 thru 31, plus the correct grille #32 or #33, and grille-to-shell bolts and nuts.					
28	990-070	\$99.95	SHELL, fits both grilles (chromed steel)		1
29	470-110	\$38.95	FALSE NOSE		1
30	326-530	\$0.25	SPEED NUT, false nose		1
31	201-035	\$16.95	BADGE		1
32	990-080	\$131.95	GRILLE, flat	1500 & 1600	1
33	470-100	NA	GRILLE, recessed	MKII	1
34	320-940	\$2.15	BOLT, grille to shell		2
	310-040	\$0.15	NUT		5
35	322-645	\$0.70	BOLT, grille ass'y. to body		6
36	470-120	\$6.95	GRILLE PIPING, original silver color		1

# Rear Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1			REAR BUMPER - see page 47.		1
13	451-285	\$19.95	BACKING PLATE, license plate		1
14	451-290	\$25.95	MAIN BRACKET, license plate		1
15	406-600	\$11.50	LAMP BRACKET		1
18	470-190	\$19.95	GAS CAP		1
19	326-730	\$4.45	'LIFT' LEVER, gas cap		1
20	470-210	\$2.35	SEAL, top of filler neck		1
21	280-780	\$4.15	FERRULE, filler pipe to body		1
22	282-720	\$2.15	SEAL, filler neck, on trunk floor		1
23	470-195	\$16.95	CLAMPING PLATE		1
24	453-000	\$54.95	CLAMP, spare tire		1
25	453-005	\$6.90	WING NUT		1
26	453-015	\$14.95	BOLT		1
27	453-025	\$1.05	PIN, pivot		1
32	329-165	NA	SPRING		1
33	365-720	\$0.30	WASHER		1
35	453-245	\$6.80	PACKING, spare tire (felt), pair		1
37	280-714	\$11.50	TRUNK SEAL		1
40	326-588	\$3.50	SPEED NUT SET, trim mounting (24 pieces)		1
41	408-410	\$9.65	'1600' EMBLEM, on trunk lid & front deck		3
42	408-420	\$9.65	'1600 MKII' EMBLEM, on trunk lid & front deck		3
43	470-698	\$10.95	'MG' EMBLEM SET, 3 pieces w/ speed nuts		1
	326-500	\$0.15	SPEED NUT for emblems		13
47	249-738	\$17.95	FENDER PIPING, original silver color (does 4 fenders)		1
48	470-747	\$4.95	RETAINER, chrome		2
49	470-757	\$1.95	WASHER, cup		2
50	471-100	\$15.95	CLIP, hand crank		3
51	280-680	\$2.50	DOOR BUFFER	coupe uses 2	4/2
52	470-490	\$2.65	TAPPING PLATE, door buffers *	coupe uses 2	4/2
53	323-080	\$0.85	SCREW, tapping plate *	coupe uses 2	4/2
*MGA 1500 used a smaller thread than 1600. Parts supplied are 1600 specification, but may be used on 1500 in matched sets (ie. tapping plates with screws listed above).					
54	471-110	\$1.20	FERRULE, trunk lid release rod		1
55	471-120	\$3.40	CHANNEL, release rod		1
57	453-900	\$21.95	PROP ROD, trunk lid		1
58	457-475	\$7.55	CLIP, prop rod		1
59	470-015	NA	ROD, trunk release		1
60	470-075	NA	PLATE, rod guide		1
61	470-065	\$36.95	LEVER, trunk release		1
62	470-025	NA	ROD, rear		1
65	470-918	\$60.95	TRUNK LID HINGE SET		1
66	470-705	\$228.95	TRUNK LOCK		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Save time and money! The following body rubber sets include almost every rubber part needed to restore an MGA body, from headlamp seals to tail lamp pads, at considerable savings over total individual prices. Sets include items listed below and on the facing page.					
281-708	\$216.95	<b>BODY RUBBER SET</b>	1500 roadster	1	
281-718	\$326.95	<b>BODY RUBBER SET</b>	1500 coupe	1	
281-728	\$207.95	<b>BODY RUBBER SET</b>	1600 roadster	1	
281-738	\$337.95	<b>BODY RUBBER SET</b>	1600 coupe	1	
281-748	\$204.95	<b>BODY RUBBER SET</b>	MKII roadster	1	
281-758	\$315.95	<b>BODY RUBBER SET</b>	MKII coupe	1	
281-108	\$18.95	HEADLAMP SEAL SET		1	
280-120	\$3.95	SEAL, headlamp rim		2	
280-130	\$6.55	PAD, headlamp to fender		2	
280-540	\$4.80	PAD, license plate lamp		1	
280-680	\$2.50	DOOR BUFFER	coupe uses 2	4/2	
280-710	\$9.95	EXCLUDER, pedal		1	
280-714	\$11.50	TRUNK SEAL		1	
280-760	\$8.95	GEARSHIFT BOOT		1	
280-780	\$4.15	FERRULE, around filler neck		1	
280-790	\$1.95	PAD, gas pedal		1	
280-690	\$1.95	GROMMET, bumper mounting		6	
280-770	\$3.45	PEDAL PAD, brake & clutch		2	
249-738	\$17.95	FENDER PIPING, 4 fenders		1	
470-120	\$6.95	GRILLE PIPING, shell to body		1	
281-628	\$8.45	HOOD BUFFER SET, 10 buffers		1	
680-470	\$12.95	SEAL, windshield to body	} roadster	1	
280-740	\$3.65	GROMMET, w/s post		2	
280-940	\$59.95	WINDSHIELD SEAL, front	} coupe	1	
280-950	\$59.95	WINDOW SEAL, rear		1	
281-788	\$38.95	VENT WINDOW SEAL SET		1	
158-700	\$1.95	MOUNTING RING, park lamp	} 1500	2	
159-518	\$5.95	SEAL SET, parking lamp lens		1	
280-960	\$10.85	PAD, tail lamp mounting		2	

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## Rear Body Fittings

No.	Part No.	Price (each)	Description	Application	Qty. Req.
	159-100	\$2.95	PAD, tail lamp lens	}1500 & 1600	2
	159-400	\$2.95	PAD, tail lamp socket base		2
	280-970	\$14.95	PAD, tail lamp mounting	}1600	2
	159-600	\$4.75	BODY, upper tail lamp		2
	159-018	\$6.05	SEAL SET, parking lamp lens	}1600 & MKII	1
	164-800	\$1.95	MOUNTING RING, park lamp		2
	159-718	\$5.70	BOOT SET, park lamp sockets		1
	281-678	\$25.95	PAD SET, tail lamp mounting (pair) MKII		2
The following sets are NOT included in the Body Rubber Sets, and must be ordered separately:					
	281-778	\$75.95	PACKING SET, body to frame (complete)		1
	281-848	\$39.95	GROMMET SET, complete (52 pieces) (Just about every rubber grommet found on an MGA)		1



### Factory Style Luggage Rack

This luggage rack mounts to the trunk lid on wide chrome plated straps.

244-700 \$379.95

### Trunk Lock

Protect the contents of your trunk with this easily-installed key lock. Simply disconnect the original pull mechanism, insert the lock, and hook up the chain - your trunk can then be opened only with the key. Supplied with mounting hardware, two keys, and an installation template.

222-500 \$30.95



### Hardware Kit, Electrical

This fastener kit is made to service body fittings, brackets, electrical pieces, etc. Includes virtually all of the Phillips head machine/sheet metal screws required to fasten electrical equipment, small brackets, cable clamps, etc. Nuts, flat washers and lock washers are also included.

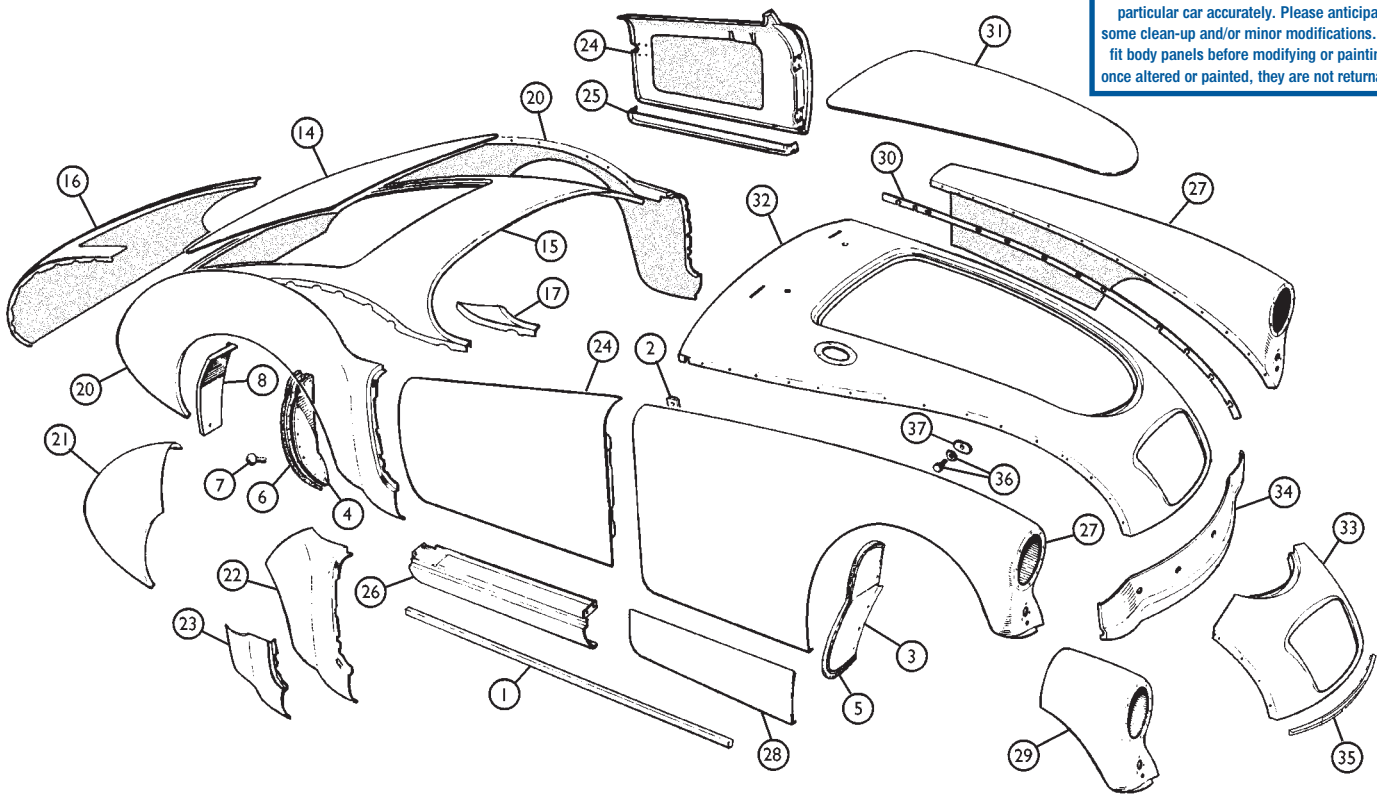
321-968 \$30.95







# Body Panels, outer

Most of our body panels are shipped from overseas, and consequently invariably have some scratches and often minor dents. Panels may also require minor alterations to fit your particular car accurately. Please anticipate some clean-up and/or minor modifications. Test fit body panels before modifying or painting - once altered or painted, they are not returnable.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-098	\$35.95	FINISHER STRIP, sill bottom (pair)	57" long, as original	1
2	459-580	\$29.95	MOUNT, windshield stanchion, R/H	}roadster	1
	459-585	\$39.95	MOUNT, windshield stanchion, L/H		1
3	456-260	\$59.95	SPLASH PLATE, R/H front	}	1
	456-250	\$59.95	SPLASH PLATE, L/H front		1
4	456-290*	\$35.95	SPLASH PLATE, R/H rear, forward	}roadster from (c)29935 and all coupes	1
	456-320*	\$35.95	SPLASH PLATE, L/H rear, forward		1
* These splash plates may be fitted to earlier cars.					
5	280-808	\$48.95	SPLASH PLATE SEAL SET		1
	280-800	\$12.95	SEAL, L/H front		1
	280-810	\$12.95	SEAL, R/H front		1
6	280-820	\$10.95	SEAL, R/H rear	}roadster from (c)29935 and all coupes	1
	280-830	\$10.95	SEAL, L/H rear		1
7	325-268	\$5.75	SPLIT RIVET SET		1
8	456-995	\$59.95	SPLASH PLATE, rear of R/H rear fender		1
	456-990	\$59.95	SPLASH PLATE, rear of L/H rear fender		1
14	456-000	NA	TRUNK LID ASSEMBLY		1
	456-005	NA	SKIN, trunk lid		1
15	457-725	NA	TONNEAU PANEL	roadster	1
16	457-715	\$801.95	VALANCE, rear		1
17	457-735	\$74.95	REPAIR PANEL, R/H rear deck	roadster	1
	457-745	\$74.95	REPAIR PANEL, L/H rear deck	roadster	1
20	456-710	\$1,036.95	FENDER, R/H rear		1
	456-700	\$1,036.95	FENDER, L/H rear		1
21	457-485	\$525.95	REPAIR PANEL, R/H rear		1
	457-495	\$525.95	REPAIR PANEL, L/H rear		1
22	457-775	\$518.95	REPAIR PANEL, R/H front of rear fender		1
	457-785	\$518.95	REPAIR PANEL, L/H front of rear fender		1
23	457-780	\$54.95	REPAIR PIECE, lower R/H front		1
	457-790	\$54.95	REPAIR PIECE, lower L/H front		1
24	457-590	\$932.95	COMPLETE DOOR, R/H	}roadster	1
	457-600	\$932.95	COMPLETE DOOR, L/H		1
	457-625	\$156.95	DOOR SKIN, R/H		1
	457-635	\$156.95	DOOR SKIN, L/H		1

25	459-250	\$49.95	REPAIR SECTION, inner door, R/H	} roadster	1
	459-255	NA	REPAIR SECTION, inner door, L/H		1
	459-260	NA	REPAIR SECTION, inner door, R/H	} coupe	1
	459-265	NA	REPAIR SECTION, inner door, L/H		1
26	456-730	\$39.95	ROCKER PANEL, R/H		1
	456-720	\$39.95	ROCKER PANEL, L/H		1
27	456-750	\$1,622.95	FENDER, R/H front		1
	456-740	\$1,622.95	FENDER, L/H front		1
28	457-760	\$148.95	REPAIR PANEL, lower R/H		1
	457-770	\$148.95	REPAIR PANEL, lower L/H		1
29	457-665	\$487.95	REPAIR PANEL, R/H front		1
	457-675	\$487.95	REPAIR PANEL, L/H front		1
30	249-738	\$17.95	FENDER PIPING, for 4 fenders, orig. silver color		1
31	457-555	\$800.00	HOOD (BONNET)	(see note on pg. 48)	1
32	457-740	\$2,089.95	HOOD SURROUND	roadster	1
33	457-750	\$857.95	REPAIR PANEL, hood surround		1
34	456-100	\$376.95	FRONT VALANCE, steel		1
	455-110	\$139.95	FRONT VALANCE, fiberglass		1
	321-948	\$10.95	BOLT & WASHER SET, front valance mounting		1
35	459-230	\$102.95	SKIRT PANEL, front valance		1

## Mounting Hardware

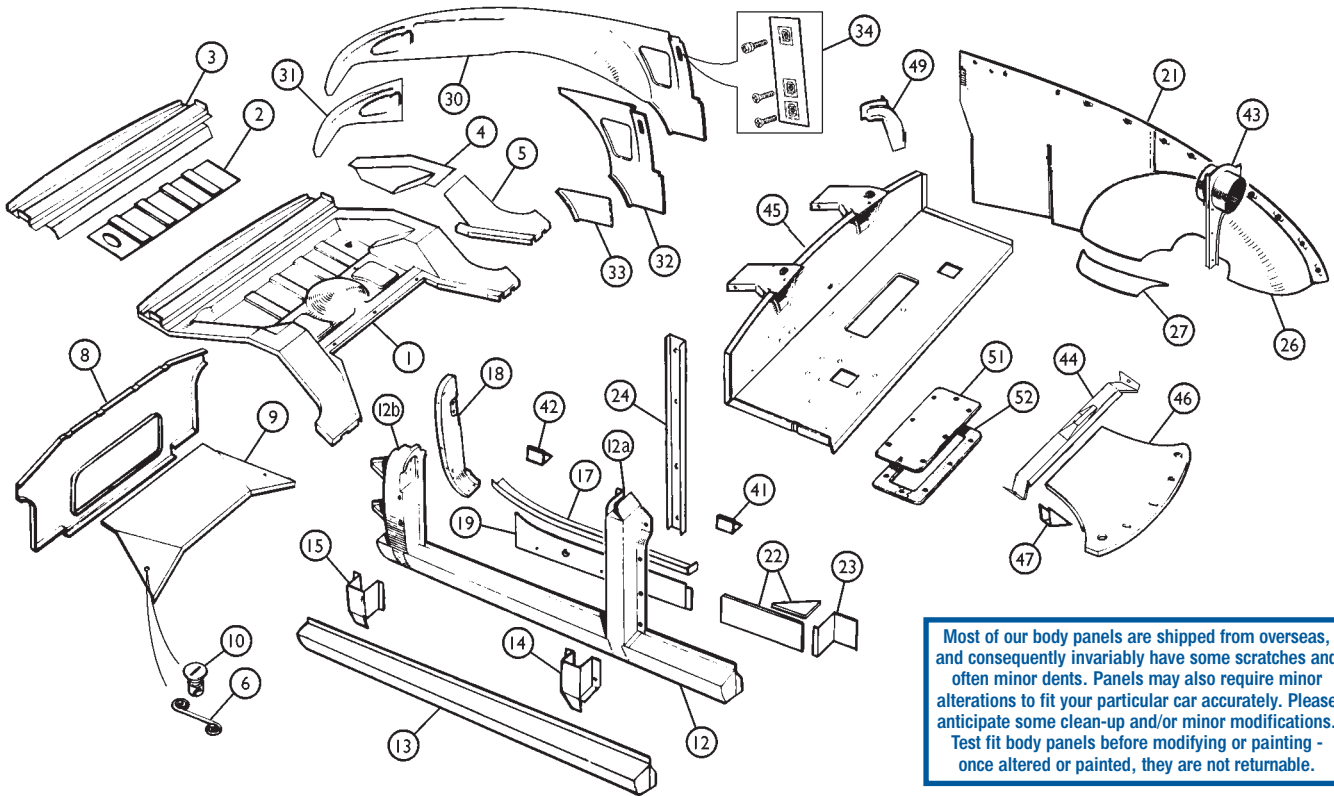
36	321-900	\$31.95	FENDER BOLT SET, front (bolts & lockwashers for 2 fenders)	1
	321-905	\$18.95	FENDER BOLT SET, rear (bolts & lockwashers for 2 fenders)	1
37	456-965	\$1.00	FENDER WASHER, large oblong (11/16" fender, 10/16" rear fender)	42
	324-155	\$0.35	FENDER WASHER, round (1 per fender)	4
	313-305	\$0.40	FENDER WASHER, small rectangular	
			3 per lower ft. fender, 2 per upper ft. of rear fender	10
	321-948	\$10.95	FRONT VALANCE BOLT & WASHER SET	1

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# Body Panels, inner

MGA



Most of our body panels are shipped from overseas, and consequently invariably have some scratches and often minor dents. Panels may also require minor alterations to fit your particular car accurately. Please anticipate some clean-up and/or minor modifications. Test fit body panels before modifying or painting - once altered or painted, they are not returnable.

No.	Part No.	Price (each)	Description	Application	Qty. Req.	No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	459-270	\$1,159.95	FLOOR ASSEMBLY, trunk		1	21	459-570	\$263.95	WHEEL ARCH CLOSING PANEL, R/H		1
2	459-275	\$109.95	REPAIR PANEL, trunk center		1		459-575	\$263.95	WHEEL ARCH CLOSING PANEL, L/H		1
3	459-280	\$109.95	REPAIR PANEL, trunk rear		1	22	458-120	\$18.95	REPAIR PANEL, w/brace, R/H		1
4	459-285	NA	REPAIR PANEL, L/H center side		1		458-130	\$18.95	REPAIR PANEL, w/brace, L/H		1
	459-290	NA	REPAIR PANEL, R/H center side		1	23	457-880	\$17.95	REPAIR PIECE, sill to wheel well, R/H		1
5	459-485	\$58.95	REPAIR PANEL, L/H front side		1		457-870	\$17.95	REPAIR PIECE, sill to wheel well, L/H		1
	459-490	\$58.95	REPAIR PANEL, R/H front side		1	24	457-860	\$16.95	CHANNEL, reinforcing		2
6	470-720	\$1.80	SPRING, retaining (incl. w/ #5)		2	26	459-590	\$574.95	WHEEL WELL, R/H		1
8	459-495	\$229.95	REAR BULKHEAD PANEL	all except 1600 coupe	1		459-595	\$574.95	WHEEL WELL, L/H		1
9	456-280	\$82.95	BATTERY COVER		1	27	459-110	\$9.95	REINFORCEMENT, R/H wheel well		1
10	470-710	\$2.95	FASTENER, battery cover		2		459-115	\$9.95	REINFORCEMENT, L/H wheel well		1
12	456-140	\$239.95	SILL & PILLAR ASS'Y., R/H	}roadster	1	30	459-120	\$499.95	INNER FENDER ASS'Y., R/H rear	}roadster	1
	456-160	\$239.95	SILL & PILLAR ASS'Y., L/H		1		459-125	\$499.95	INNER FENDER ASS'Y., L/H rear		1
	456-145	\$239.95	SILL & PILLAR ASS'Y., R/H	}coupe	1		459-130	\$539.95	INNER FENDER ASS'Y., R/H rear	}coupe	1
	456-165	\$239.95	SILL & PILLAR ASS'Y., L/H		1		459-135	\$539.95	INNER FENDER ASS'Y., L/H rear		1
12a	456-141	\$104.95	"A" POST, R/H		1	31	459-140	NA	REPAIR PIECE, L/H rear		1
	456-161	\$104.95	"A" POST, L/H		1		459-145	\$41.95	REPAIR PIECE, R/H rear		1
12b	456-142	\$84.95	"B" POST, R/H	}roadster	1	32	459-150	\$79.95	REPAIR PIECE, L/H front	}roadster	1
	456-162	\$84.95	"B" POST, L/H		1		459-155	\$79.95	REPAIR PIECE, R/H front		1
	456-143	\$84.95	"B" POST, R/H	}coupe	1		459-160	\$74.95	REPAIR PIECE, L/H front	}coupe	1
	456-163	\$84.95	"B" POST, L/H		1		459-165	\$74.95	REPAIR PIECE, R/H front		1
13	457-800	\$69.95	SILL, R/H, with end caps		1	33	458-170	\$23.95	REPAIR PIECE, L/H lower front		1
	457-810	\$69.95	SILL, L/H, with end caps		1		458-160	\$23.95	REPAIR PIECE, R/H lower front		1
14	457-820	\$27.95	REPAIR PIECE, A-post bottom	lower 3"	2	34	457-840	\$9.40	REPAIR KIT, top frame mount	roadster	2
15	457-830	\$27.95	REPAIR PIECE, B-post bottom	lower 3"	2	41	457-850	\$25.95	MOUNT, body to frame, front		2
17	458-140	\$19.95	SILL PLATE, R/H		1	42	457-855	\$39.95	MOUNT SET, body to frame, rear (pair)		1
	458-150	\$19.95	SILL PLATE, L/H		1	43	459-180	\$124.95	BRACKET, radiator support, R/H		1
							459-185	\$124.95	BRACKET, radiator support, L/H		1
18	457-875	\$62.95	SHUT FACE PANEL, R/H	}roadster	1	44	459-190	\$99.95	PLATFORM, bonnet locking		1
	457-900	\$62.95	SHUT FACE PANEL, L/H		1	45	459-195	\$529.95	PANEL ASS'Y., ft. bulkhead	{ except Twin Cam & MKII DeLuxe	1
	459-560	\$102.95	SHUT FACE PANEL, R/H	}coupe	1	46	456-240	\$92.95	PANEL, radiator duct		except Twin Cam
	459-565	\$102.95	SHUT FACE PANEL, L/H		1		459-215	\$107.95	PANEL, radiator duct	Twin Cam	1
19	456-190	\$27.95	INNER SILL PANEL, R/H		1	47	459-220	\$19.95	MOUNTING BRACKET, rad. duct panel, R/H		1
	456-200	\$27.95	INNER SILL PANEL, L/H		1		459-225	\$19.95	MOUNTING BRACKET, rad. duct panel, L/H		1
						49	459-240	\$13.95	PILLAR TOP EXTENSION, R/H		1
							459-245	\$13.95	PILLAR TOP EXTENSION, L/H		1
						51	457-885	\$34.55	COVER PLATE, heater aperture	when heater not fitted	1
						52	282-750	\$4.35	SEAL, heater/cover plate mounting		1

LOCAL & OVERSEAS: 805-681-3400

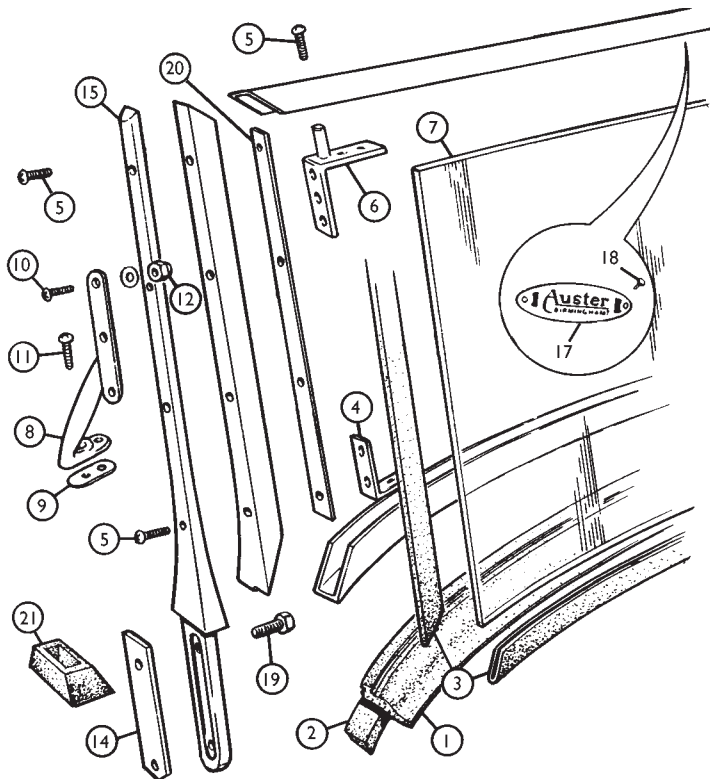
LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

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MOSS

# Roadster Windshield / Doors



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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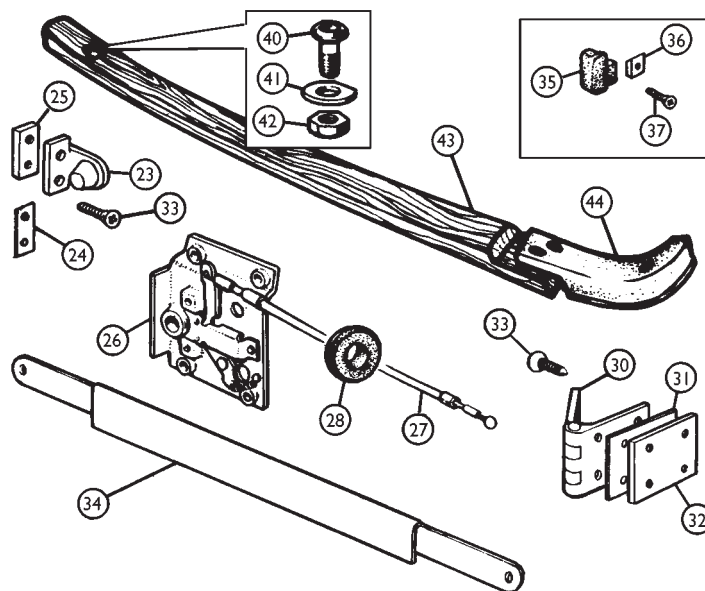
## Roadster Windshield

1	680-470*	\$12.95	SEAL, under windshield		1
2	280-155	\$0.90	PACKING, for windshield ends, 5" long		2
3	280-735	\$17.95	GLAZING RUBBER for glass up to 0.249" thick		1
	280-745	\$19.95	GLAZING RUBBER for glass over 0.250" thick		1
4	470-790	\$7.90	BRACKET, lower corner		2
5	323-958	\$37.95	SCREW SET, windshield frame, complete		1
6	470-780	\$16.95	BRACKET, R/H		1
	470-770	\$16.95	BRACKET, L/H		1
7	456-070	\$179.95	WINDSHIELD GLASS		1
8	472-070	\$16.95	GRAB HANDLE, R/H		1
	472-080	\$16.95	GRAB HANDLE, L/H		1
9	472-090	\$0.95	PACKING, grab handle		2
10	323-020	\$0.90	SCREW, grab handle to frame	} included in set #5	6
11	323-080	\$0.85	SCREW, grab handle to body		4
12	311-010	\$1.05	DOME NUT, grab handle		6
14	472-450	\$5.55	PACKING, windshield post	(pair)	A/R
15	451-300	\$259.95	WINDSHIELD POST, R/H		1
	451-310	\$259.95	WINDSHIELD POST, L/H		1
17	408-790	\$2.75	AUSTER, windshield nameplate		1
18	325-210	\$0.25	DRIVE RIVETS, nameplate		2
19	322-610	\$0.50	BOLT, post to body		4
20	408-880	\$8.55	TAPPING PLATE, windshield		2
21	280-740*	\$3.65	GROMMET, windshield post		2

\* Note: Included in body rubber sets listed on pages 50.

## Installing Windscreen and Frame

One of the most familiar characteristics of the MGA is the small diagonal crack at the corner of the windscreen. This can be avoided if, upon installation, the mounting bolts are tightened up a little at a time. Work from side to side so the brackets are drawn up equally. The amount of packing required varies from car to car, especially if any crash repair has been carried out. Plan on replacing the screw set and corner brackets. These screws are 2BA thread and have often been replaced with something else which damages the brackets. Rust attacks the lower brackets, while the upper ones are prone to cracking, and should be carefully inspected. See page 72 for factory windshield installation information.

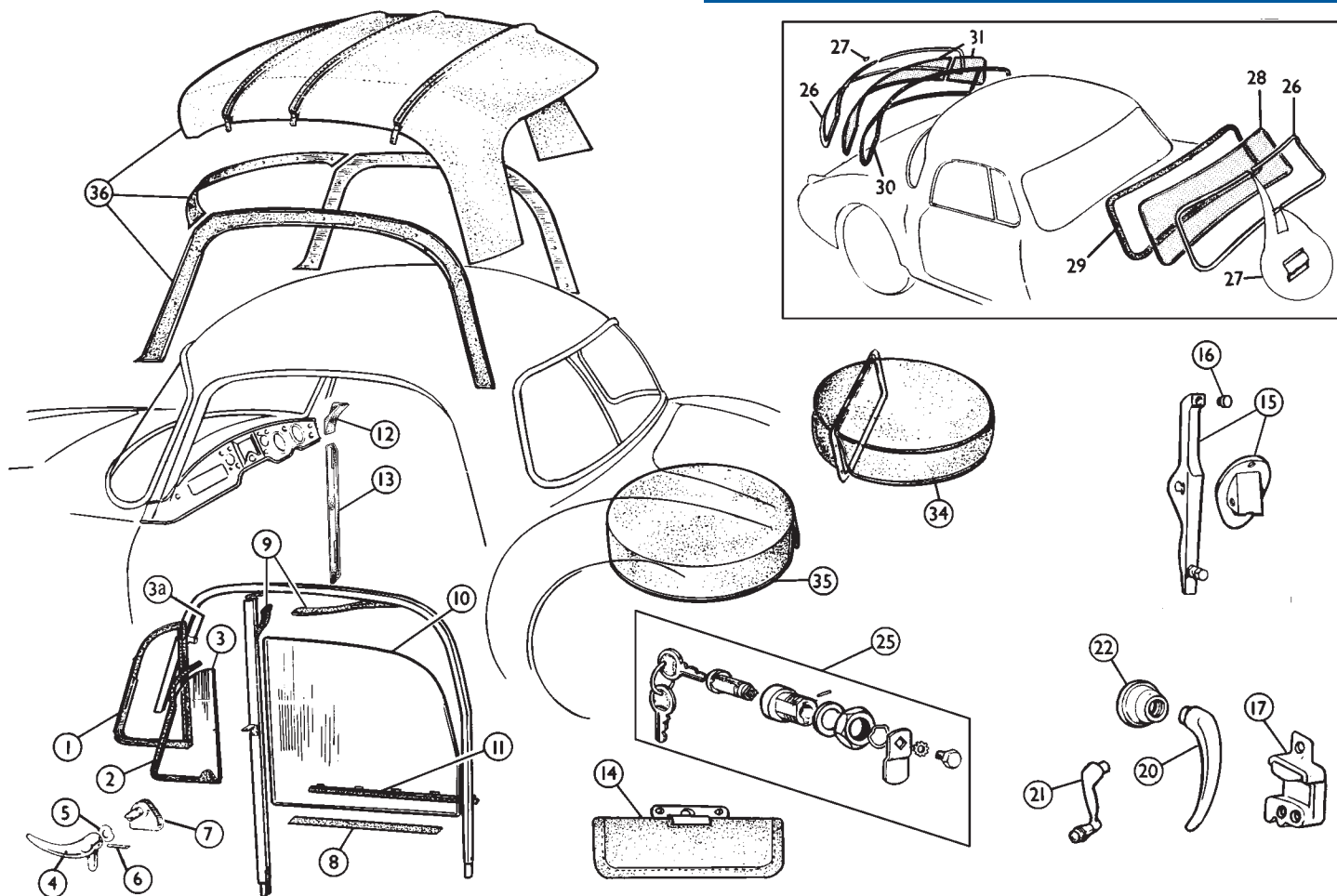


No.	Part No.	Price (each)	Description	Application	Qty. Req.
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## Roadster Doors

23	470-540	\$9.70	STRIKER PLATE		2
24	472-455	\$1.30	SHIM		A/R
25	470-480	\$7.70	TAPPING PLATE		2
26	470-520	\$30.95	DOOR LATCH, R/H		1
	470-530	\$30.95	DOOR LATCH, L/H		1
27	470-560	\$6.55	CABLE, door pull		2
28	280-200	\$1.20	GROMMET, door pocket		2
30	470-960	\$36.95	DOOR HINGE		4
31	470-510	\$1.00	PACKING SHIM		A/R
32	408-890	\$5.65	TAPPING PLATE, door hinge		4
33	323-260	\$0.60	SCREW, hinge and striker plate		36
34	451-095	\$6.95	STIFFENER BAR, door panel		2
35	280-680*	\$2.50	DOOR BUFFER *		4
* Note: Included in body rubber sets listed on pages 50.					
36	470-490†	\$2.65	TAPPING PLATE, securing door buffers		4
37	323-080†	\$0.85	SCREW, tapping plate		4
†MGA 1500 used a smaller thread than 1600. Parts supplied are 1600 specification, but may be used on 1500 in matched sets (ie. tapping plates with screws listed above).					
40	470-570	\$4.35	SOCKET, side curtain		2
41	324-425	\$1.00	WASHER		2
42	310-390	\$0.50	NUT for socket		2
43	453-260	\$26.95	DOOR TOP RAIL, R/H wood		1
	453-255	\$26.95	DOOR TOP RAIL, L/H wood		1
44	472-180	\$15.95	DOOR CORNER RAIL, R/H, aluminum		1
	472-170	\$15.95	DOOR CORNER RAIL, L/H, aluminum		1





No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Coupe only</b>					
1	280-017	\$20.95	SEAL, R/H vent window		1
	280-027	\$20.95	SEAL, L/H vent window		1
2	280-025	\$3.50	GLAZING RUBBER, vent windows (enough for 2 windows)		1
3	456-460	NA	VENT WINDOW GLASS		2
3a	470-725	NA	HINGE, L/H vent window		1
	470-735	NA	HINGE, R/H vent window		1
4	470-580	\$37.95	HANDLE, vent window, R/H		1
	470-590	\$37.95	HANDLE, vent window, L/H		1
5	324-295	\$0.80	WASHER, anti-rattle		2
6	325-470	\$0.95	PIN, handle retaining		2
7	470-575	\$42.95	PIVOT, vent window handle		2
8	282-550	\$1.95	GLAZING RUBBER, door windows		2
9	472-100	\$19.95	FELT STRIP SET, glass channel	for 2 windows	1
10	456-470	NA	DOOR GLASS		2
11	280-035	\$8.95	BRUSH SEAL, door window		2
12	282-245	\$49.95	PAD, R/H A-POST		1
	282-255	\$49.95	PAD, L/H A-POST		1
13	282-225	NA	SEAL, door pillar		2

The sequential assembly of the MGA afforded simplicity and economy of effort in construction. Recalling how the car was assembled at the factory will be of great help when you attempt to take it apart and re-assemble it.

The MGA line moved at the rate required to carry out the assembly correctly. There was a minimum of hurry, although the workers were able to assemble several hundred cars a week. MGA components were first built into sub-assemblies in side bays and 'hung' on the frame as complete units. Engines, rear ends and interiors rapidly came together to make an MGA which was driven off the line. Each car was inspected thoroughly before being consigned to a shipment. While working on your MGA, the sequential assembly can cause problems if you attempt to subvert the system. Don't fight it. Remember that one layer of parts removed will reveal another layer, and things have to be disassembled in proper order.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
14	233-895	\$106.95	SUN VISOR, black	} superb reproductions of factory options	1/2
	233-945	\$106.95	SUN VISOR, white		
15	472-190	\$129.95	DOOR HANDLE, exterior, with escutcheon (2 pcs. - must be assemble w/ orig. pivot pin & spring.)		2
16	282-250	\$3.70	BUFFER, door handle		2
17	470-545	\$78.95	DOOR STRIKER, R/H		1
	470-555	\$78.95	DOOR STRIKER, L/H		1
20	803-900	\$14.95	DOOR HANDLE, interior		2
			This is an excellent replacement handle of proper size and shape.		
21	472-110	\$15.95	HANDLE, window regulator		2
22	470-600	\$10.30	ESCUTCHEON, window & door handles		4
25	163-590	NA	DOOR LOCK ASS'Y., with 2 keys (driver's door only)		1
26	451-390*	\$84.95	TRIM, windshield or rear window (see note below)		2
27	470-700	\$4.90	JOINER, window trim	2 per window	4
28	456-080	\$229.95	WINDSHIELD		1
29	280-940†	\$59.95	WINDSHIELD SEAL		1
30	280-950†	\$59.95	WINDOW SEAL, rear		1
31	456-438	NA	REAR WINDOW GLASS SET		1

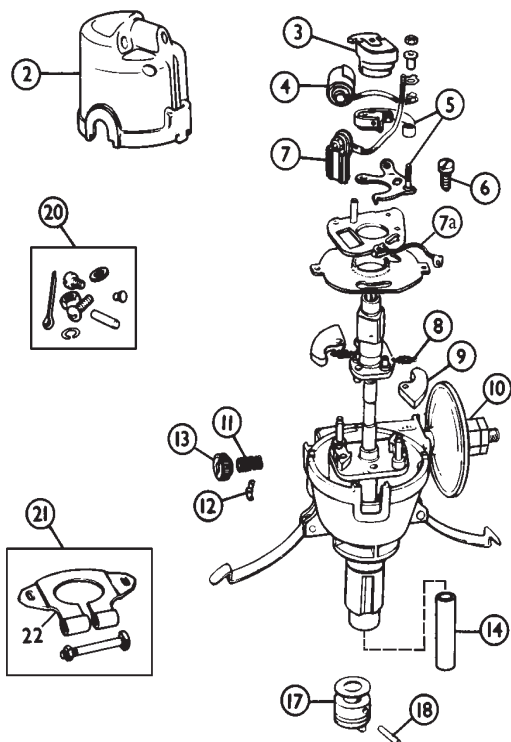
34	242-935	\$119.95	SPARE WHEEL COVER, grey	} 1500 coupe (for roadster, see pg. 68)	1
	242-465	\$119.95	SPARE WHEEL COVER, black		1
	242-475	\$119.95	SPARE WHEEL COVER, red		1

35	242-945	\$104.95	SPARE WHEEL COVER, grey	} 1600 coupe (for roadster, see pg. 68)	1
	246-435	\$89.95	SPARE WHEEL COVER, black		1
	246-445	\$89.95	SPARE WHEEL COVER, red		1

Note: Spare wheel covers use the same carpet material as our carpet sets. See page 68 for complete listing.

36	456-970	\$229.95	HEADLINER KIT, white		1
	456-980	\$229.95	HEADLINER KIT, black		1
			† Included in body rubber sets listed on page 50		

# Ignition



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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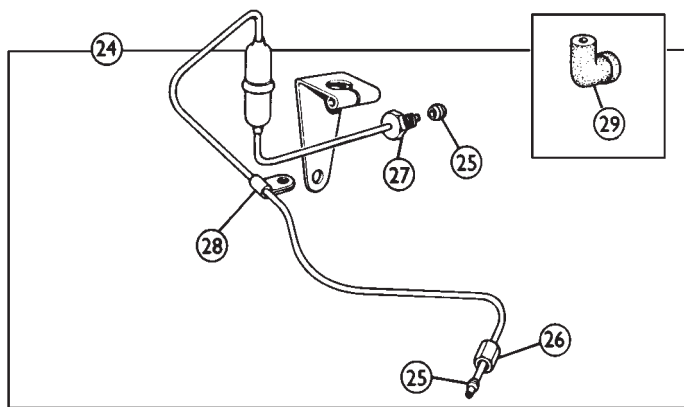
## Distributor

143-180	\$280.95	MALLORY DUAL-POINT DISTRIBUTOR	1
143-100*	NA	DISTRIBUTOR (rebuilt)	1500 & 1600
543-000*	NA	DISTRIBUTOR (rebuilt)	1622, MKII

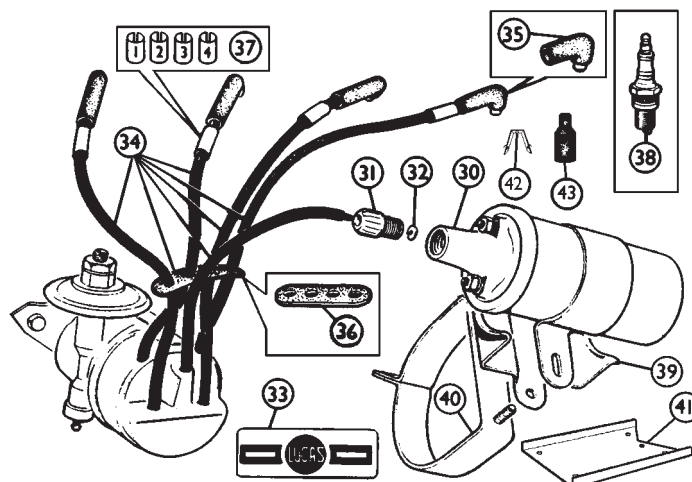
\* Note: These rebuilt Lucas distributors are fitted with the push-on vacuum connection instead of the original threaded connection. To connect the original or Moss reproduction metal vacuum advance line, remove the nut and compression fitting from the distributor end of the line and make the connection with adaptor #371-805 (purchased separately).

2	163-805	\$29.95	CAP, Lucas		1
	163-800	\$19.95	CAP, replacement		1
3	151-710	\$3.55	ROTOR, Lucas		1
	151-800	\$2.95	ROTOR, replacement		1
4	151-730	\$4.85	CONDENSER, Lucas		1
	154-000	\$2.95	CONDENSER, replacement		1
5	151-720	\$5.45	POINT SET, Lucas		1
	153-900	\$3.95	POINT SET, replacement		1
6	323-245	\$0.95	SCREW, point set to breaker plate		1
7	153-600	\$16.95	TERMINAL BUSH with lead (screw connector)		1
	560-450	\$14.95	TERMINAL BUSH with lead (Lucar connector)		1
7a	153-645	\$1.95	GROUND WIRE (replacement)		1
8	152-600	NA	SPRING SET	} orig. distributors, #40488A & 40510A	1
9	152-700	NA	WEIGHT		2
10	163-605	\$69.95	VACUUM UNIT, Lucas replacement *	1500-1600	1
	163-615	NA	VACUUM UNIT	1600 MKII	1
			*Replacement vacuum unit has push-on fitting for vacuum pipe, and requires rubber adaptor below.		
	371-805	\$1.95	ADAPTOR for vacuum unit 163-605		1
11	163-730	NA	SPRING, adjuster		1
12	163-740	NA	RATCHET, adjuster		1
13	163-735	NA	KNURLED NUT, adjuster		1
14	153-100	\$69.95	BUSHING		1
17	153-300	\$18.95	DRIVING DOG		1
18	539-020	\$0.60	PIN		1
20	163-760	\$59.95	SUNDRIES KIT (incl #7, ground strap, screws, etc.)		1
21	153-400	\$26.95	CLAMPING PLATE, with bolt and nut		1
	153-401	\$24.95	CLAMPING PLATE without bolt & nut		1

No spark? The most common tune-up problem results when a set of new points is installed, and the car refuses to run. Double check the condenser and terminal wires; they must be insulated from the point set. It's common to place them on top of the insulator, which grounds them to the distributor base plate. The insulator washer must be fitted under the point spring, and the condenser mounted securely to the breaker plate.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	163-620	\$38.95	VACUUM PIPE ASS'Y., pre-bent as original		1
25	163-635	\$0.75	COMPRESSION FITTING		1
26	153-810	\$3.75	NUT, distributor end		1
27	163-625	\$3.35	SCREW FITTING, carburetor end		1
28	153-820	\$1.00	CLIP		1
29	371-805	\$1.95	ADAPTOR to connect vacuum line to replacement vacuum unit with slip-on connector.		1



## Coil/Ignition Wires

30	543-020	\$20.95	COIL, ignition, 12 volt	screw-in H.T. connection	1
	143-200	\$46.95	LUCAS SPORTS COIL	push-in H.T. connection	1
31	152-400	\$1.75	NUT, wire securing	} for #543-020 coil only (screw-in connection)	1
32	146-310	\$0.80	WASHER, brass		1
33	215-630	\$2.95	LUCAS COIL DECAL		1
34	171-628	\$32.95	IGNITION WIRE SET, with clips		1
35	171-620	\$6.55	SPARK PLUG CLIP		4
	171-627	\$6.95	IGNITION WIRE, 5 feet		1
36	171-550	\$2.25	IGNITION WIRE SEPARATOR		1
37	171-630	\$3.60	WIRE LABEL SET		1
38	152-120	\$2.30	SPARK PLUG, Champion		4
39	473-120	\$29.95	PLATE, coil steady	} 1500	1
40	473-125	\$19.95	BRACKET, coil mounting		1
41	470-055	\$47.95	BRACKET, coil mount	1600 & MKII	1
42	571-037	\$0.35	WIRE END, "push-in"	} for #143-200 coil only (push-in connection)	1
43	571-047	\$0.75	BOOT		1

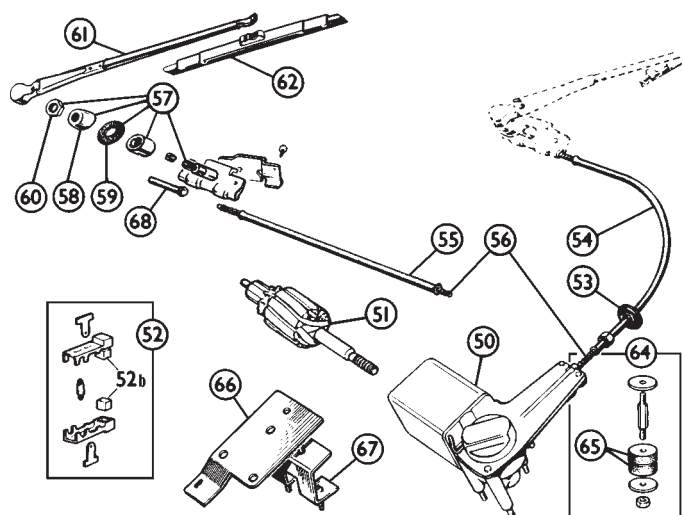
Reversed polarity at the coil will cause fouled spark plugs and premature point erosion, as well as high-speed break up, although the car will run. The coil connections to the distributor should match the battery ground. For example, on a positive ground car, the positive side should connect to the distributor. Original Lucas coils for positive ground systems were marked 'SW' for switch and 'CB' for the contact breaker. Modern coils are marked '+' and '-'.

When working on the electrical system it is advisable to disconnect the coil switch wire. This precaution will keep the coil and points from overheating, and prevent an accidental start-up.

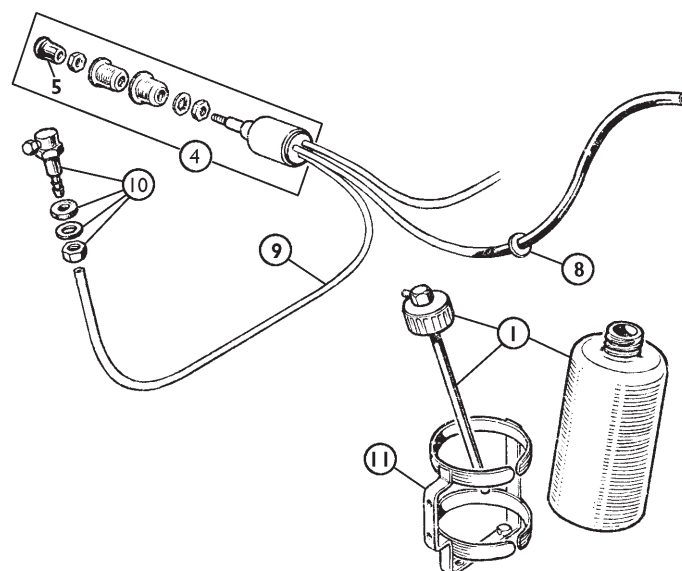
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# Wipers / Washers



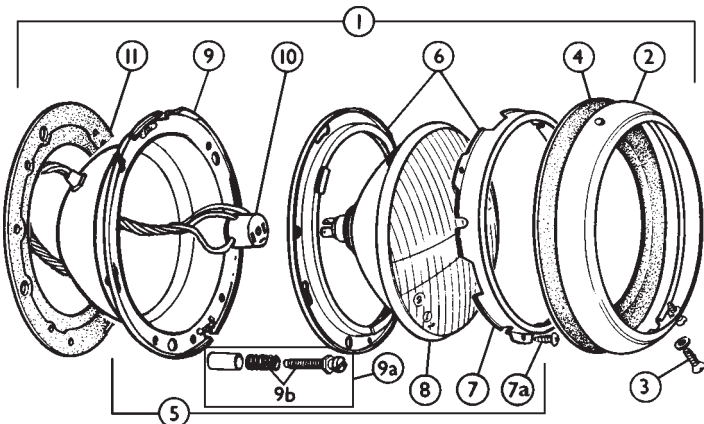
No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Wipers</b>					
50	145-538	NA	WIPER MOTOR		1
	145-510	NA	WIPER MOTOR, less gear & shaft		1
51	554-020	NA	ARMATURE		1
52	554-030	NA	BRUSH & SPRING SET, complete		1
52b	554-035	\$19.95	BRUSH PAIR (carbon blocks only)		1
53	240-515	\$1.95	GROMMET		1
54	145-010	NA	CASING, motor to wheelbox		1
55	145-020	NA	CASING, between wheelboxes		1
56	161-310	\$19.95	INNER DRIVE CABLE		1
57	145-200	\$44.95	WHEELBOX ASS'Y.		2
58	145-290	\$5.45	CHROME BEZEL, wheelbox		2
59	282-820	\$1.40	PAD, wheelbox bezel		2
60	311-065	\$2.85	CHROME NUT, wheelbox		2
61	164-990	\$13.95	WIPER ARM	LHD only	2
	165-035	\$16.95	WIPER ARM	RHD only	2
62	164-980	\$9.85	WIPER BLADE		2
64	145-640	\$9.55	WIPER MOTOR MOUNT KIT		1
65	280-755	\$2.75	GROMMET, rubber		3
66	471-105	NA	BRACKET, top		1
67	471-115	NA	BRACKET, bottom		1
68	565-130	\$5.05	CASING, R/H end		1



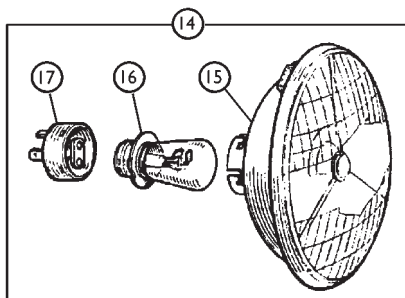
No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Washer</b>					
1		NA	CONTAINER ASSEMBLY, w/1-3/8" cap		1
	361-108	NA	CONTAINER ASSEMBLY, w/2-1/4" cap (reproduction "Tudor")		1
		NA	CAP, 1-3/8" dia.		1
	361-085	NA	CAP, 2-1/4" dia.		1
	361-145	\$4.00	FOOT VALVE (non-return valve)		1
4	565-055	\$49.95	PUMP, reproduction		1
5	150-889	\$28.95	KNOB		1
8	282-640	\$1.95	GROMMET, washer tube		1
9	361-220	\$1.50	TUBING, 1/8" ID	A/R	1
10	361-240	\$4.75	JET ASSEMBLY		2
11	361-255	\$12.95	BRACKET, for container		1



# Lamps



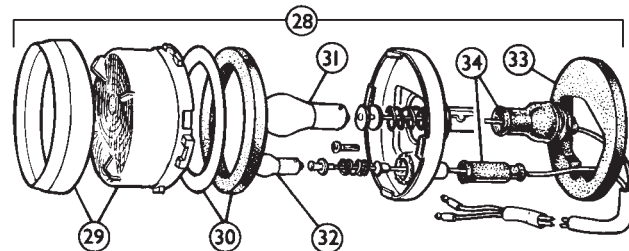
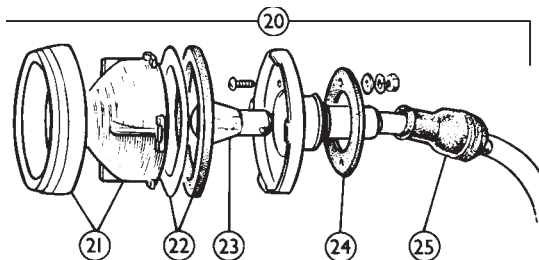
No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Headlamps</b>					
1	168-708	\$99.95	HEADLAMP ASSEMBLY (3-adj.)	1500 & 1600 to (c)70221	2
	168-698	\$119.95	HEADLAMP ASSEMBLY (2-adj.)	1600 from (c)70222	2
2	164-000	\$27.95	CHROME RIM, outer		2
3	147-000	\$0.85	SCREW		2
4	280-120	\$3.95	DUST SEAL		2
5	144-790	\$69.95	HEADLAMP ASS'Y., without rim	1500 & 1600 to (c)70221	2
	144-800	\$79.95	HEADLAMP ASS'Y., without rim	1600 from (c)70222	2
6	157-300	\$32.95	RING, retaining, 2 piece	1500 & 1600 to (c)70221	2
7	156-700	\$10.95	RING, retaining, outer	} 1600 from (c)70222	2
	560-215	\$16.95	BUCKET, inner		2
7a	158-045	\$0.40	SCREW, retaining rings to bucket		6
8	171-100	\$4.10	LIGHT UNIT, sealed beam, U.S. made		2
	171-105	\$10.95	LIGHT UNIT, sealed beam, halogen (not in ass'y.)		2
9	144-797	\$18.95	BUCKET, with 3 adjusters	1500 & 1600 to (c)70221	2
	144-807	\$23.95	BUCKET, with 2 adjusters	1600 from (c)70222	2
9a	147-015	\$6.25	ADJUSTER SET (3 adjusters)	} 1500 & 1600 to (c)70221	2
9b	147-010	\$2.45	SCREW & SPRING		6
	552-115	\$6.95	ADJUSTER SET (2 adjusters)	1600 from (c)70222	2
10	171-400	\$9.45	PLUG, sealed beam w/grommet & pigtail		2
11	280-130	\$6.55	MOUNTING RUBBER (3-adj.)	1500 & 1600 to (c)70221	2
	552-030	\$10.95	MOUNTING RUBBER (2-adj.)	1600 from (c)70222	2



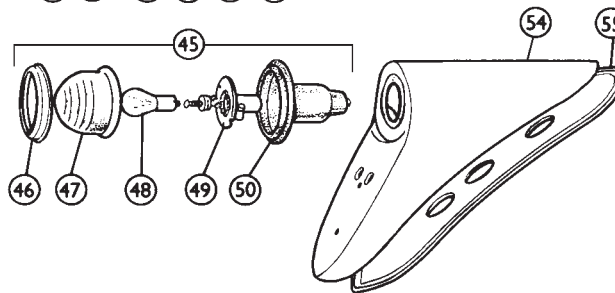
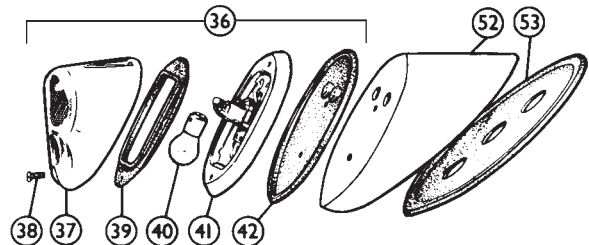
## Tripod Headlamps

14	156-878*	\$176.95	TRIPOD HEADLAMP SET 2 units w/ bulbs & adaptors		1
15	156-870	\$76.95	LIGHT UNIT	LHD, & cars driven	2
16	170-600	\$8.40	BULB	on right side of road,	2
17	157-000	\$18.95	ADAPTOR	(dip right)	2
	170-695	\$19.95	HALOGEN BULB 65/55 watts	optional for above	2

\* Note: The above "Tripod" headlamps are semi-sealed beam units, and are not legal for street use where D.O.T. approved headlamps are required. Right hand drive cars driven on the right side of the road (e.g. North America) require "LHD" units for proper "dip right" (low beam) versus high beam light patterns.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Front Lamps</b>					
20	143-500	\$37.95	FRONT PARKING LAMP	} 1500	2
21	158-900	\$18.95	LENS, with rim		2
22	159-518	\$5.95	SEAL SET, lens mounting		1
23	170-700	\$0.95	BULB		2
24	158-700	\$1.95	RUBBER PAD		2
25	159-700	\$2.20	RUBBER BOOT	} 1600 & MKII	2
28	143-600	\$41.95	FRONT PARKING LAMP		2
29	164-200	\$18.95	LENS, with rim, clear (US)		2
	164-210	NA	LENS, with rim, amber/clear (UK)		2
30	159-018	\$6.05	SEAL SET, lens mounting		1
31	170-800	\$0.95	BULB, turn indicator, large		2
32	170-100	\$0.90	BULB, parking, small		2
33	164-800	\$1.95	RUBBER PAD		2
34	159-718	\$5.70	BOOT SET, 4 boots		1



<b>Tail Lamps</b>					
36	143-800	\$41.95	TAIL LAMP ASSEMBLY	} 1500 & 1600	2
37	159-200	\$11.95	LENS, genuine Lucas		2
	159-210	NA	LENS, aftermarket		2
38	158-018	\$6.35	SCREW SET, for lenses		1
39	159-100	\$2.95	PAD, lens mounting		2
40	170-700	\$0.95	BULB	} 1600	2
41	159-300	\$22.95	CHROME BASE ASS'Y.		2
42	159-400	\$2.95	PAD, rubber		2
45	144-000	\$28.95	FLASHER LAMP ASS'Y., rear		2
46	158-400	\$4.95	RIM, chrome		2
47	164-900	\$11.95	GLASS LENS, red (US)	} 1600	2
	560-275	\$20.95	GLASS LENS, amber (UK)		2
48	170-800	\$0.95	BULB		2
49	159-900	\$10.95	SOCKET		2
50	159-600	\$4.75	BODY, rubber		2

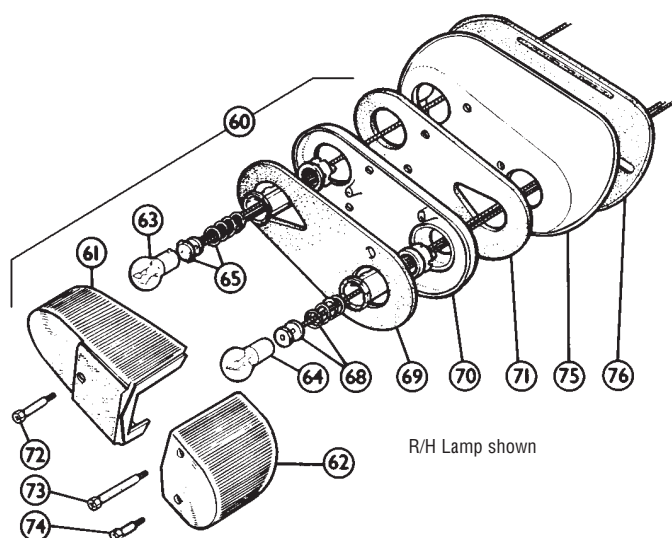
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
52	473-140	\$141.95	PLINTH, L/H	1500	1
	473-150	\$141.95	PLINTH, R/H		1
53	280-960	\$10.85	PLINTH PAD		2
54	159-180	\$170.95	PLINTH, L/H	1600	1
	159-190	\$170.95	PLINTH, R/H		1
55	280-970	\$14.95	PLINTH PAD		2

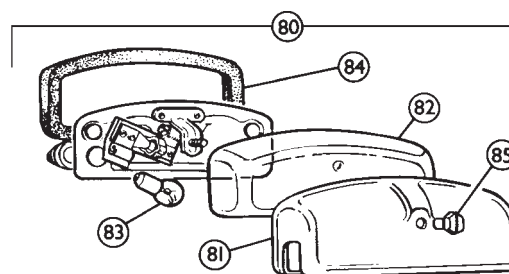
Two basic tools are essential for trouble shooting electrical problems - a wiring diagram, and a 12 volt test light. A test light is an inexpensive little tool that looks like a cross between an ice pick and an electric screwdriver. Simple to use, it is connected by its clip to a ground. The sharp probe is poked around the 'hot' leads. If the lamp lights, there is power, at least to that part of the circuit. For example, clip the test light to a bumper bolt or other good ground and touch the probe to a bulb contact on the 'hot' side - the bulb will light (so long as the light is 'on').

Most lamp problems are conveniently in the lamp unit itself. The great majority are caused by bad bulb contacts or corroded grounds. Don't assume that there are major problems until the non-functioning unit is completely inspected. Using the wiring diagram, work your way back through the circuit to the connectors and from there to the source of power such as the fuse box or terminal connector. By this method, you are able to determine whether an entire circuit or the individual unit is at fault. If the circuit is dead, track the problem from the fuse box or battery side of that particular circuit. Proceed through the circuit components one at a time, using the wiring diagram as a guide.



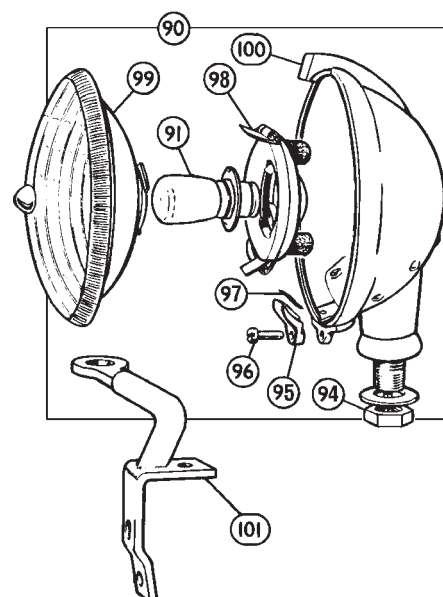
## Tail Lamp, 1600 MKII & DeLuxe

60	144-300	\$130.95	TAIL LAMP ASS'Y., L/H	(US spec w/red lens #62)	1
	144-400	\$130.95	TAIL LAMP ASS'Y., R/H		1
	164-208	\$64.95	LENS SET, all 4 lenses below		1
61	164-400	\$15.95	LENS, L/H stop/tail lamp		1
	164-500	\$15.95	LENS, R/H stop/tail lamp		1
62	164-600	\$16.95	LENS, L/H flasher lamp, red	U.S. spec	1
	164-700	\$16.95	LENS, R/H flasher lamp, red		1
	164-605	\$17.95	LENS, L/H flasher lamp, amber	U.K. spec.	1
	164-705	\$17.95	LENS, R/H flasher lamp, amber		1
63	170-700	\$0.95	BULB, stop/tail, dual filament		2
64	170-800	\$0.95	BULB, flasher, single filament		2
65	552-080	\$8.95	SOCKET, double contact		2
68	552-070	\$4.95	SOCKET, single contact		2
69	159-410	\$2.75	PAD		2
70	159-420	NA	BASE, R/H		1
	159-430	NA	BASE, L/H		1
71	159-440	\$4.60	PAD		2
	323-588	\$23.95	SCREW SET		2
72	158-010	\$2.25	SCREW, stop/tail light lens		2
73	158-020	\$3.40	SCREW, long, flasher lens		2
74	158-030	\$2.25	SCREW, short, flasher lens		2
75	159-450	\$142.95	PLINTH, R/H		1
	159-460	\$142.95	PLINTH, L/H		1
76	281-678	\$25.95	PLINTH PAD SET		1



No.	Part No.	Price (each)	Description	Application	Qty. Req.
80	144-190	\$60.95	LICENSE PLATE LAMP, genuine Lucas		1
	144-200	\$26.95	LICENSE PLATE LAMP, reproduction		1
81	158-100	\$10.95	CHROME COVER		1
82	164-100	\$7.00	GLASS LENS		1
83	170-100	\$0.90	BULB	2 used after 1600 (c)88844	1/2
84	280-540	\$4.80	RUBBER SEAL		1
85	158-200	\$2.50	CHROME SCREW		1

## License Plate Lamp



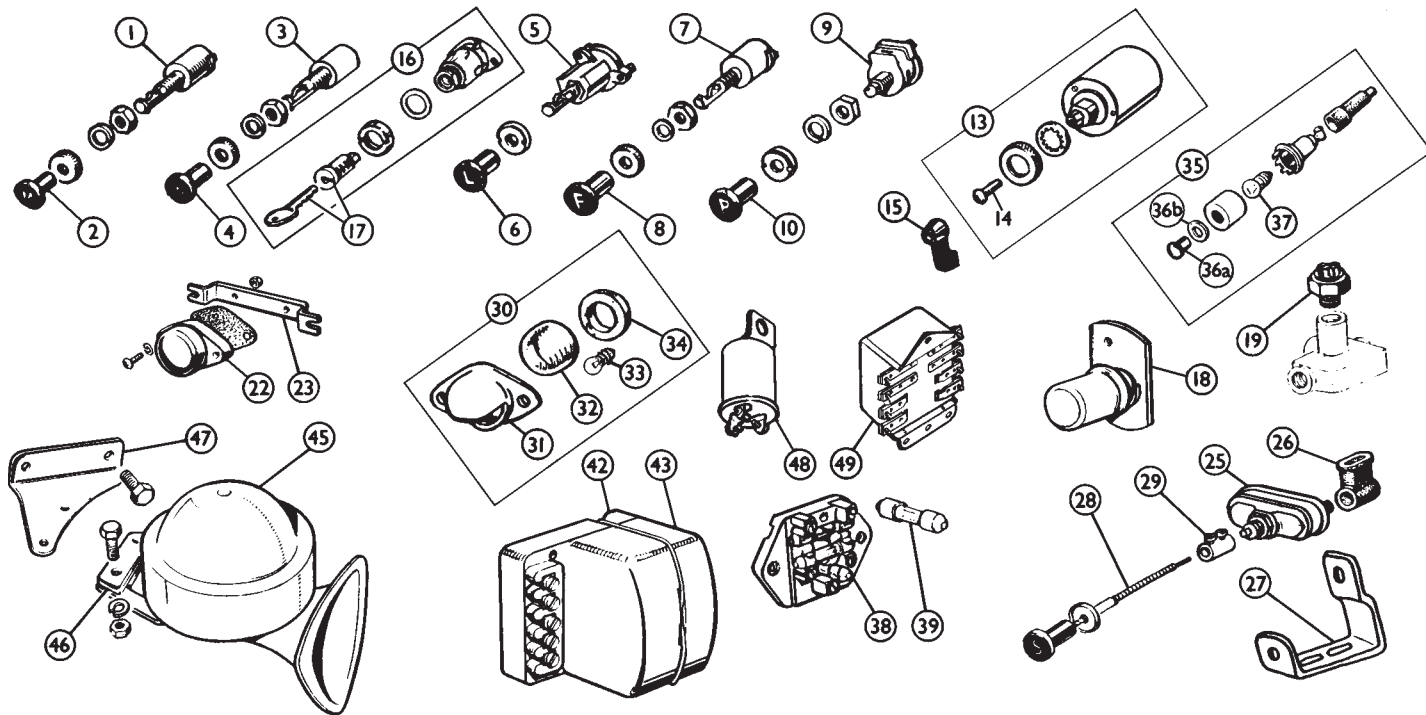
## Accessory Lamps

90	162-700	\$139.95	DRIVING LAMP ASS'Y., clear	factory option	A/R
	162-800	\$139.95	FOG LAMP ASS'Y., clear fluted		A/R
91	170-500	\$2.95	BULB for 162-700		A/R
	170-510	\$4.15	BULB for 162-800		A/R
94	146-300	\$3.05	NUT		A/R
95	157-137	\$2.15	RETAINER		A/R
96	158-000	\$1.90	SCREW		A/R
97	157-127	\$1.95	PAD, rubber		A/R
98	157-087	\$5.45	BULB HOLDER		A/R
99	157-200	\$40.95	LENS ASS'Y, clear	driving lamp	1
	157-100	\$40.95	LENS ASS'Y, fluted	fog lamp	1
100	157-117	\$5.45	CREST, "Lucas"		A/R
101	407-720	\$56.95	BRACKET, acc. lamp, L/H	mount behind overrides	1
	407-730	\$56.95	BRACKET, acc. lamp, R/H (illus.)		1

Our Moss-made accessory lamps are outstanding reproductions of the Lucas '576' lamps fitted to many British sports cars of the '50s and '60s. First class quality in all respects, lamps are supplied complete with bulbs. The wiring for one of these lamps is already in your MGA harness. It is the red and yellow wire found behind the grille.

If a fog and driving lamp is to be used together, a two position switch (a second MGA headlamp switch is ideal) can be used. Wire the fog lamp to the 'park' or first position and the driving lamp to the second. Mount the driving lamp on the left and the fog lamp on the right for best illumination.

# Electrical



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	150-888†	\$39.95	DASH KNOB SET, includes all knobs marked † below, plus knobs for vent lever, starter and choke and heater cables.		1
1	162-100	\$24.95	SWITCH, map light		1
2	150-800†	\$4.45	KNOB, map light		1
3	162-100*	\$24.95	SWITCH, wiper		1
4	150-840†	\$4.45	KNOB, wiper switch, with letter 'W'		1
5	140-500	\$32.95	HEADLIGHT SWITCH		1
6	150-830†	\$4.45	KNOB, headlight switch, with letter 'L'		1
7	162-100*	\$24.95	SWITCH, fog or driving lamp		1
8	150-850†	\$4.45	KNOB, fog light switch, with letter 'F'		1
* Note: These switches are supplied with blank knobs.					
9	146-000	\$76.95	SWITCH, panel light		1
10	150-820†	\$4.45	KNOB, panel light switch, with letter 'P'		1
13	162-400	\$164.95	TURN SIGNAL SWITCH		1
14	323-295	\$0.95	SCREW for handle		1
15	233-780†	\$5.50	HANDLE, original type, not included with switch		1
16	169-108	\$43.95	IGNITION SWITCH ASSEMBLY		1
17	163-500	\$13.95	LOCK & KEYS		1
18	140-900	\$41.95	SWITCH, headlight dimmer		1
19	141-700	\$9.95	SWITCH, stop light, hydraulic		1

Don't waste a lot of time chasing down electrical problems until you have first checked the battery connections. If there is no power at all, it is most likely to be the battery connections, especially if you don't service the battery on a regular basis. The next most likely suspect is the starter switch and its connections. The least likely is the key switch.

22	145-600	\$64.95	HORN PUSH		1
23	233-770	\$5.20	BRACKET, horn bottom		1
25	145-800	\$38.95	STARTER SWITCH		1
26	161-900	\$1.95	BOOT, rubber		2
27	361-080	\$16.95	BRACKET, starter switch, welds to chassis		1
28	331-340	\$26.95	CABLE, starter		1
29	161-500	\$5.45	COUPLER, starter cable		1

Carburetor cleaner is a great help in cleaning wiring to identify color coding, but do not allow a "hot" wire such as the horn lead to spark against the chassis while using it. The resultant spark will cause a flash and may set the wiring harness on fire. Dampen a rag with cleaner and use it to clean the wires.

30	144-100	\$30.95	MAP LIGHT ASSEMBLY		1
31	158-510	\$13.95	COVER		1
32	158-500	\$15.95	GLASS		1
33	171-000	\$1.20	BULB - not included in assembly		1
34	158-520	\$1.75	SEALING RING		1
35	142-400	\$30.95	LAMP, turn indicator		1
36a	151-500	\$4.00	JEWEL, green		1
36b	324-745	\$0.95	WASHER		1
37	171-000	\$1.20	BULB		1
38	162-500	\$62.95	FUSE BOX	A/R	
39	146-700	\$0.65	FUSE, 35 amp	A/R	
	146-800	\$1.00	FUSE, 50 amp	A/R	

42	142-000	\$45.95	REGULATOR (screw connectors)		1
	542-100	\$45.95	REGULATOR (Lucar connectors)		1
43	151-700	NA	COVER		1
45	165-708	\$139.95	HORN SET, (1 high, 1 low) repro. of orig. style Windtone horns		1
	165-700	\$77.95	HORN, L/H high note (reproduction, optional)		1
	165-800	\$77.95	HORN, R/H low note (reproduction, standard)		1
46	160-200	\$17.95	BRACKET, horn mounting, included with horns		A/R
47	405-800	\$25.95	HORN BRKT., L/H, on chassis	optional	1
	405-900	\$25.95	HORN BRKT., R/H, on chassis (illus.)	standard	1
48	141-750	\$12.95	FLASHER UNIT		1
49	141-400	\$159.95	RELAY, turn signals	1500	1

If there is trouble with the rear lamps on your MGA, check the harness ground at the right rear of the frame, near the rear spring shackle. Clean up this ground as well as the connector bundle. The wiring is exposed to the elements at this point and it is common to find the ground wire broken off. Trouble in the license lamp is usually corrosion at the bulb holder. Check the wires as they pass through the body and inspect the connector inside the lamp.

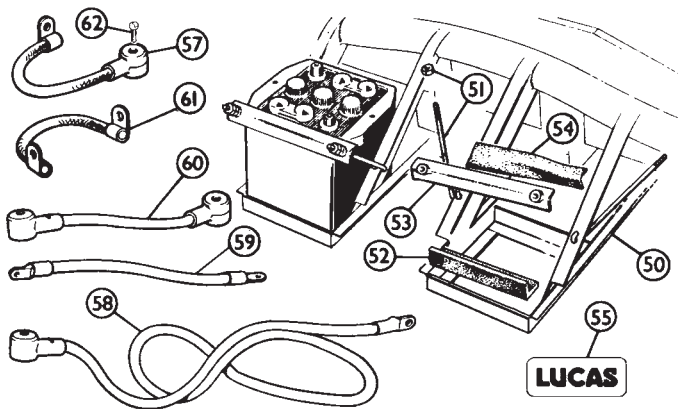
**To polarize a generator** - A quick and easy way to do this is to hold one end of a wire firmly on the "A" terminal of the voltage regulator, and brush the other end on the "F" terminal of the voltage regulator. Do not hook this up, just a brief touch to make a small spark will do. In using this method, no wires have to be disconnected from the generator.

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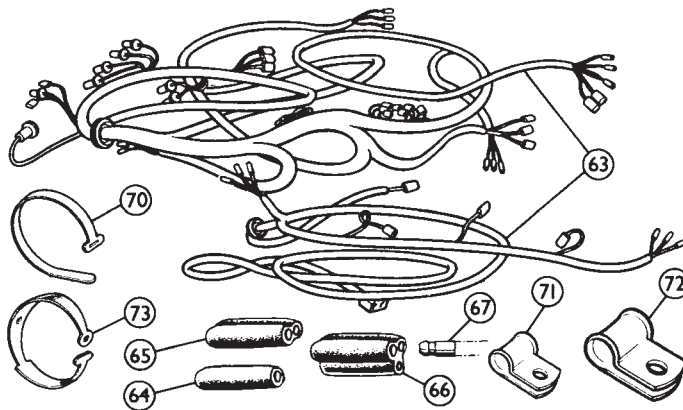


# Starter & Generator



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Battery</b>					
	459-385*	\$114.95	BATTERY, 6 volt, classic style		2
	459-415*	NA	BATTERY, 6 volt, plastic case		2
	473-178	NA	COMPLETE BATTERY BRACKET KIT		1
50	473-200	\$89.95	BATTERY BRKT. ASSEMBLY, R/H	} weld to frame	1
	473-210	\$89.95	BATTERY BRKT. ASSEMBLY, L/H		1
51	473-188	\$8.40	BOLT SET, 4 bolts & nuts		1
52	473-198	\$7.65	PAD SET, 4 pads		1
53	473-180	\$2.95	BRACKET, battery hold-down		2
54	473-110	\$0.50	PAD, bracket		2
55	215-610	\$5.50	LUCAS BATTERY DECAL (modern logo)		1
57	332-010	\$22.95	CABLE, battery to frame	replacement type	1
58	332-025	\$26.95	CABLE, battery to starter switch	repro of original	1
	332-080	\$35.95	CABLE, battery to starter switch	replacement type	1
59	332-065	\$14.20	CABLE, starter switch to starter	replacement type	1
60	332-035	NA	CABLE, between batteries		1
61	332-070	\$10.15	CABLE, engine to frame		1
62	332-205	\$0.40	SCREW, orig. "helmet head" cables		A/R

\*Note: Batteries are "dry charged" - electrolyte must be added.

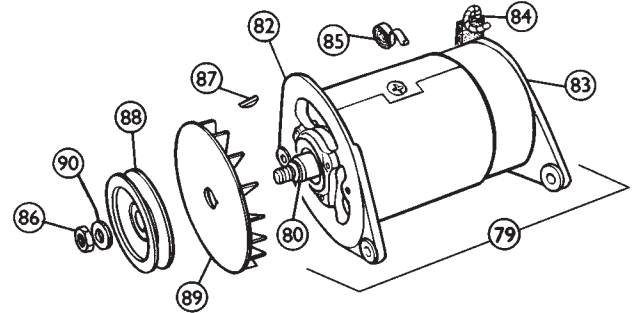


<b>Wiring Harnesses</b>					
63	357-500	\$421.95	WIRING HARNESS, fabric bound, lacquer braid wires	1500	1
	356-170	\$322.95	WIRING HARNESS, fabric bound, PVC wires	1500	1
	356-180	\$297.95	WIRING HARNESS, fabric bound, PVC wires	1600 & MKII	1
64	162-000	\$0.75	WIRE CONNECTOR, single		A/R
65	161-600	\$0.95	WIRE CONNECTOR, double		A/R
66	161-720	NA	WIRE CONNECTOR, 3-way, 3 separate connections in one		A/R
	161-730	\$3.95	WIRE CONNECTOR, 6-way, 6 common connections in one		A/R
67	162-200	\$0.35	WIRE TIP, for wire end	soldered type	A/R
	157-107	\$0.95	WIRE TIP, lamp ground connection	solderless	A/R
70	161-800	\$2.75	STRAP, tail lamp cable		2
71	470-820	\$2.15	CLIP, battery cable & harness		6
72	470-830	\$0.85	CLIP, tail lamp harness		2
73	161-850	\$1.95	RUBBER STRAP		1

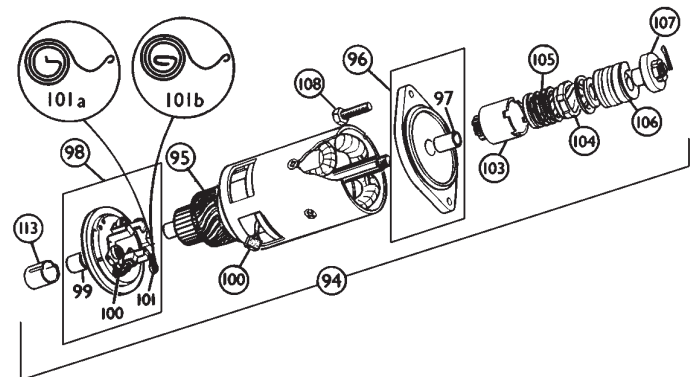
Wiring harnesses include the main harness and three sub-harnesses (some exceptions). These are color coded as original so that your workshop manual wiring diagram can be referred to should any problems arise in the future. Headlamp pigtails #171-400 are not included.

**LOCAL & OVERSEAS: 805-681-3400**  
**FAX: 805-692-2525** [www.mossmotors.com](http://www.mossmotors.com)

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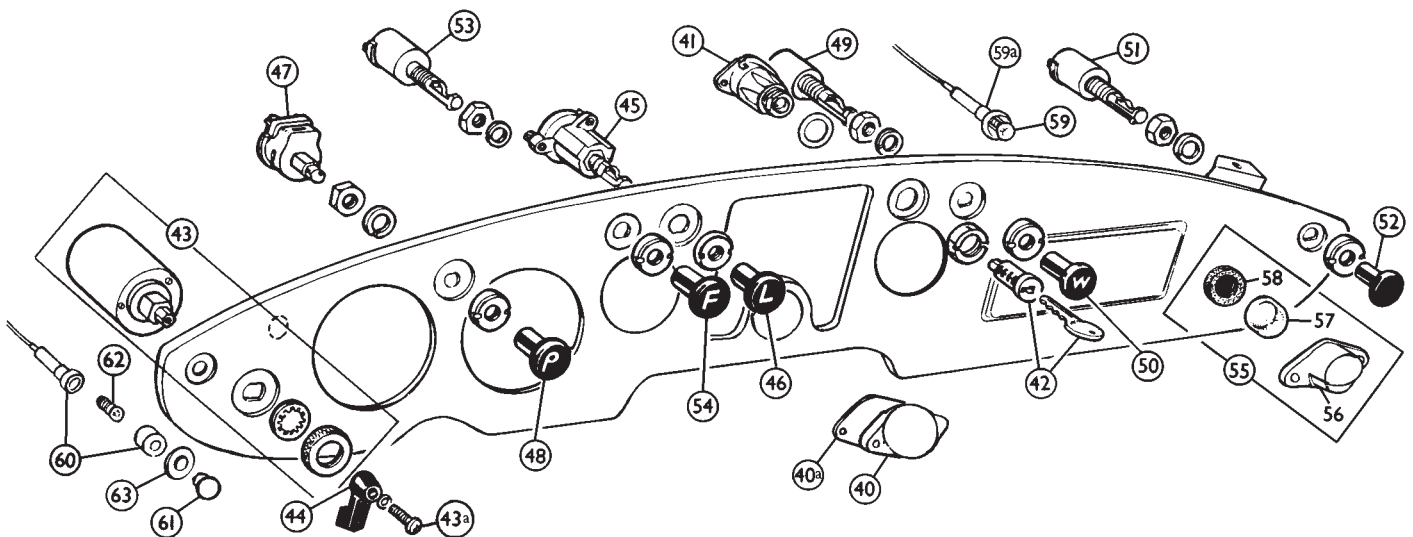
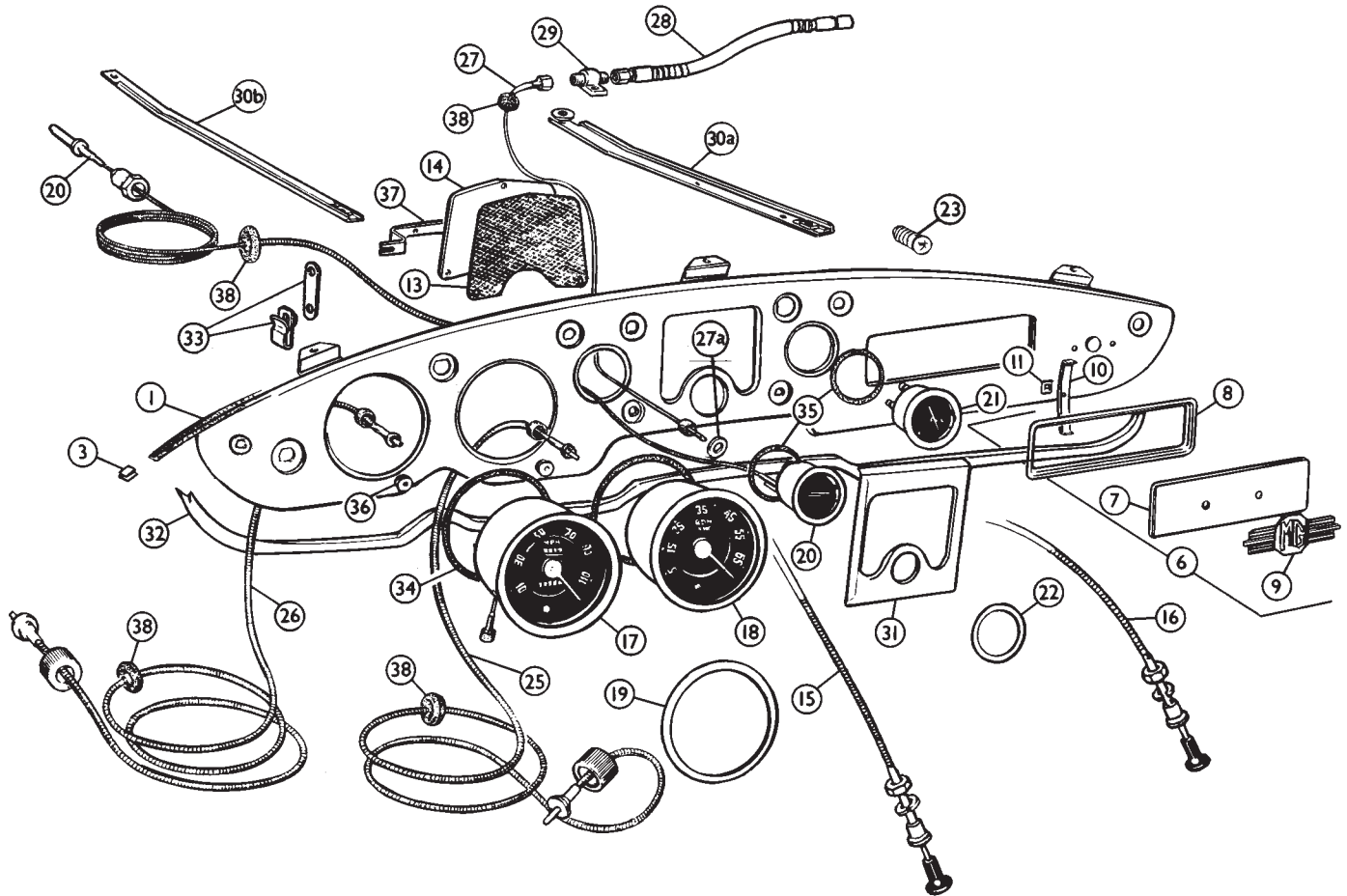


No.	Part No.	Price (each)	Description	Application	Qty. Req.
<b>Generator</b>					
79	140-200	\$89.95	GENERATOR, new (includes # 80-87, 90)		1
80	162-900	\$46.95	ARMATURE	all	1
	560-070	NA	FIELD COIL SET	all except #22258	1
82	147-300	NA	PLATE, drive end	#22258 only	1
	125-100	\$9.25	BALL BEARING, drive end	all	1
83	147-400	NA	PLATE, commutator end	#22258 only	1
	147-600	NA	BUSHING, commutator plate		1
84	147-200	\$4.95	BRUSH SET	orig. generators marked #22258	1
	147-250	\$3.40	BRUSH SET	{ orig. generators marked #22700, #22704 and replacement generator #22715	1
85	147-700	NA	SPRING SET, brush (all)		1
86	310-310	\$1.35	NUT, securing pulley		1
87	327-030	\$0.75	WOODRUFF KEY		1
88	473-130	\$109.95	PULLEY		1
89	433-670	\$7.65	FAN	#22258	1
	433-710	NA	FAN (may use 433-670)	#22700, #22704, #22715	1
90	324-050	\$0.20	LOCKWASHER		1
	148-120	NA	SUNDRIES KIT, misc. small parts		1



<b>Starter</b>					
94	140-400	\$131.95	STARTER, new (reproduction)		1
	541-540	\$79.95	STARTER, rebuilt, exchange		1
		\$20.00	CORE CHARGE FOR 541-540 STARTER		
95		NA	ARMATURE		1
96	148-300	NA	PLATE, drive end		1
97	148-600	\$2.40	BUSHING, drive end		1
98	163-300	NA	PLATE, commutator end		1
99	148-500	\$1.95	BUSHING, commutator end		1
100	149-000	\$6.70	BRUSH SET, rectangular	(original type)	1
	149-010	\$6.45	BRUSH SET, triangular	(some rebuilt starters)	1
101a	149-100	NA	SPRING SET, brush	as fitted - note	1
101b	149-110	NA	SPRING SET, brush	inner loops of springs	1
103	148-800	\$34.95	PINION		1
104	148-900	\$51.95	SLEEVE & NUT		1
105	148-700	NA	SPRING		1
106	148-200	\$8.85	SPRING, main		1
107	150-500	\$25.95	NUT		1
	150-170	NA	SUNDRIES KIT, starter		1
108	322-620	\$0.70	BOLT, starter to engine	1500 to (c)117330	2
	322-455	\$2.30	BOLT, starter to engine	1500 from (c)117331	2
113	149-800	NA	CAP, shaft end		1

# Dash



## Burl Wood Dashboards

Dress up your dashboard with one of these beautifully handcrafted highly figured walnut burl veneer dashboards. Supplied with a durable hand rubbed synthetic finish. These replace the original dashboard completely. Installation is reversible, should you become a born-again purist. Complete with speaker screen and fit roadsters only. 233-610 \$379.95



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	249-540	\$2.25	DASH PIPING, black	} sold per foot	A/R
	249-550	\$2.25	DASH PIPING, red		A/R
	249-570	\$2.25	DASH PIPING, tan		A/R
	249-600	\$2.25	DASH PIPING, white		A/R
	249-535	\$2.00	DASH PIPING, gray		A/R
3	472-028	\$3.55	CLIP SET, piping to dash		1
6	472-078	\$27.95	RADIO BLANKING PLATE SET		1
7	472-030	\$8.55	PLATE, blanking		1
8	472-040	\$8.95	BEZEL, blanking plate		1
9	472-050	\$10.65	BADGE, on plate		1
10	472-060	\$1.45	CLIP, plate retaining		2
11	326-520	\$0.20	SPEED NUT		2
13	233-750	\$10.95	SCREEN, speaker		1
14	233-760	\$9.05	PLATE, blanking		1
15	331-340	\$26.95	STARTER CABLE, with knob, letter 'S'		1
16	331-350	\$26.95	CHOKE CABLE, with knob, letter 'C'		1
	150-860†	\$4.45	KNOB, choke cable, with letter 'C'	} for original cables must be cemented on	1
	150-870†	\$4.45	KNOB, starter cable, with letter 'S'		1

To cut a wound control cable such as the starter, choke or heater cable, pull the control knob out of the outer sheath. The distance between the knob and the mounting bezel should be equal to the amount of cable needed to reach and operate the control. Hold the cable assembly against an anvil (on your bench vise) and cut with a sharp chisel. Cut with one blow, as repeated blows will spread the inner wire. A large, very sharp side cutter can also be used. It is a good idea to leave a little extra inner cable so the end, which soon frays, may be trimmed from time to time. You can also lightly solder the end to prevent fraying.

17	360-380*	NA	SPEEDOMETER, rebuilt, exchange		1
18	360-350*	NA	TACHOMETER, rebuilt, exchange		1
	361-005	\$7.95	GLASS LENS, tach & speedo		2
19	360-085	\$20.95	BEZEL, chromed, tach & speedo		2
20	361-761	\$152.95	OIL/WATER GAUGE, new, replacement		1
21	360-290*	NA	FUEL GAUGE, rebuilt, exchange		1
	361-045	\$8.95	GLASS LENS, oil & fuel gauges		2
22	360-075	\$27.95	BEZEL, chromed, oil & fuel gauges		2

\* Note: Most gauges have become impossible for us to obtain. If you need your old gauge rebuilt, inquire to either of the following for rebuilding services:

West Valley Instruments (818) 758-9500  
19314 Van Owen  
Reseda, CA 91335

MO-MA (505) 766-6661  
1321 2nd St. NW  
Albuquerque, NM 87102

23	171-000	\$1.20	INSTRUMENT BULB		4
25	331-120	\$18.95	CABLE, tachometer	LHD only	1
	021-388	\$18.95	CABLE, tachometer	RHD only	1
26	331-110	\$15.95	CABLE, speedometer	LHD only	1
	331-115	NA	CABLE, speedometer	RHD only	1
27	435-548	\$23.95	TUBE, oil gauge to fitting		1
27a	435-515	\$0.45	WASHER, leather, oil tube		1
28	376-060	\$18.95	OIL LINE, flexible		1
29	435-530	\$14.95	FITTING, tube to flex line		1
30a	233-740	\$15.95	DASH SUPPORT, R/H		2
30b	233-745	\$15.95	DASH SUPPORT, L/H		2
31	233-775	\$29.95	BEZEL, speaker coupes & twin cam, 1600 MKII rdst.		1
32	233-710	\$99.95	TRIM, dash bottom (LHD)	} 1600 MKII & twin cam rdst.	1
	233-715	NA	TRIM, dash bottom (RHD)		1
	233-720	\$157.95	TRIM, dash bottom (LHD)	} all coupes	1
	233-725	NA	TRIM, dash bottom (RHD)		1
33	281-920	\$7.30	CLIP SET, temp. sender tube		1
34	280-890	\$2.95	RING, rubber, large (4")		2
35	280-870	\$1.95	RING, rubber, small (2")		2
36	360-370	\$2.95	KNURLED NUT, speedo & tach		4
37	233-770	\$5.20	BRACKET, horn button		1
38	281-808	\$38.35	GROMMET SET, firewall (33 pcs.)		1
	281-890	\$1.25	GROMMET, oil line		1
	281-900	\$1.95	GROMMET, speedo & tach cables		2
	680-630	\$1.00	GROMMET, temp. gauge capillary		1
40	145-600	\$64.95	HORN BUTTON		1
40a	233-785	NA	GASKET, horn button		1
41	169-108	\$43.95	IGNITION SWITCH ASS'Y., w/ lock & keys		1
42	163-500	\$13.95	LOCK & 2 KEYS		1
43	162-400	\$164.95	TURN SIGNAL SWITCH		1
43a	323-295	\$0.95	SCREW for handle		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
44	233-780†	\$5.50	HANDLE, original type, black		1
45	140-500	\$32.95	HEADLIGHT SWITCH		1
46	150-830†	\$4.45	KNOB, headlight switch, with letter 'L'		1
47	146-000	\$76.95	SWITCH, panel light		1

When MGAs were set up for left hand drive, the instrument positions were not changed accordingly. It is a good idea to change the fuel gauge and combination gauge position, as the ignition key switch is located above this important gauge. Your key ring and keys will block your view of the gauge and you may be distracted by having to move things out of the way in order to see what is going on with your engine. Some owners have found it desirable to change tach and speedometer positions also. Remember, when working with the dash wiring for any reason, it is a good idea to disconnect the battery.

Failure of the green flasher pilot lamp to light when the indicator is flashing is most often a bad ground at the bulb fitting behind the dash. Reach behind the dash and give the bulb holder a turn or two against the dash to tighten and clean the ground.

48	150-820†	\$4.45	KNOB, panel light switch, with letter 'P'		1
49	162-100	\$24.95	SWITCH, wiper, with plain unlettered knob		1
50	150-840†	\$4.45	KNOB, wiper switch, with letter 'W'		1
51	162-100	\$24.95	SWITCH, map light, with correct knob		1
52	150-800†	\$4.45	KNOB, map light		1
53	162-100	\$24.95	SWITCH, fog or driving lamp, w/ plain unlettered knob		1
54	150-850†	\$4.45	KNOB, fog light switch, with letter 'F'		1

† Note: Order our dash knob set, part #150-888, and save over individual prices. Set includes all 8 knobs indicated † on this page, plus 3 knobs for heater control.

	150-888	\$39.95	DASH KNOB SET		1
55	144-100	\$30.95	MAP LIGHT ASSEMBLY		1
56	158-510	\$13.95	COVER		1
57	158-500	\$15.95	GLASS		1
58	158-520	\$1.75	SEALING RING		1
59	171-000	\$1.20	BULB - not included in assembly		2
59a	161-915	\$6.35	BULB HOLDER, map light (not part of light assembly)		1
60	142-400	\$30.95	LAMP, turn indicator		1
61	151-500	\$4.00	JEWEL, green		1
62	171-000	\$1.20	BULB		1
63	324-745	\$0.95	WASHER, behind jewel		1

## Electrical Trouble-Shooting

Listed below is a guide for trouble-shooting electrical problems on your MGA and making sense out of standard Lucas wiring harness color coding.

Sorting out electrical problems requires a step-by-step, methodical approach. Identify the problem, examine the wiring diagram, and trace the circuit connection to connection (usually from the hot side), until the problem is found.

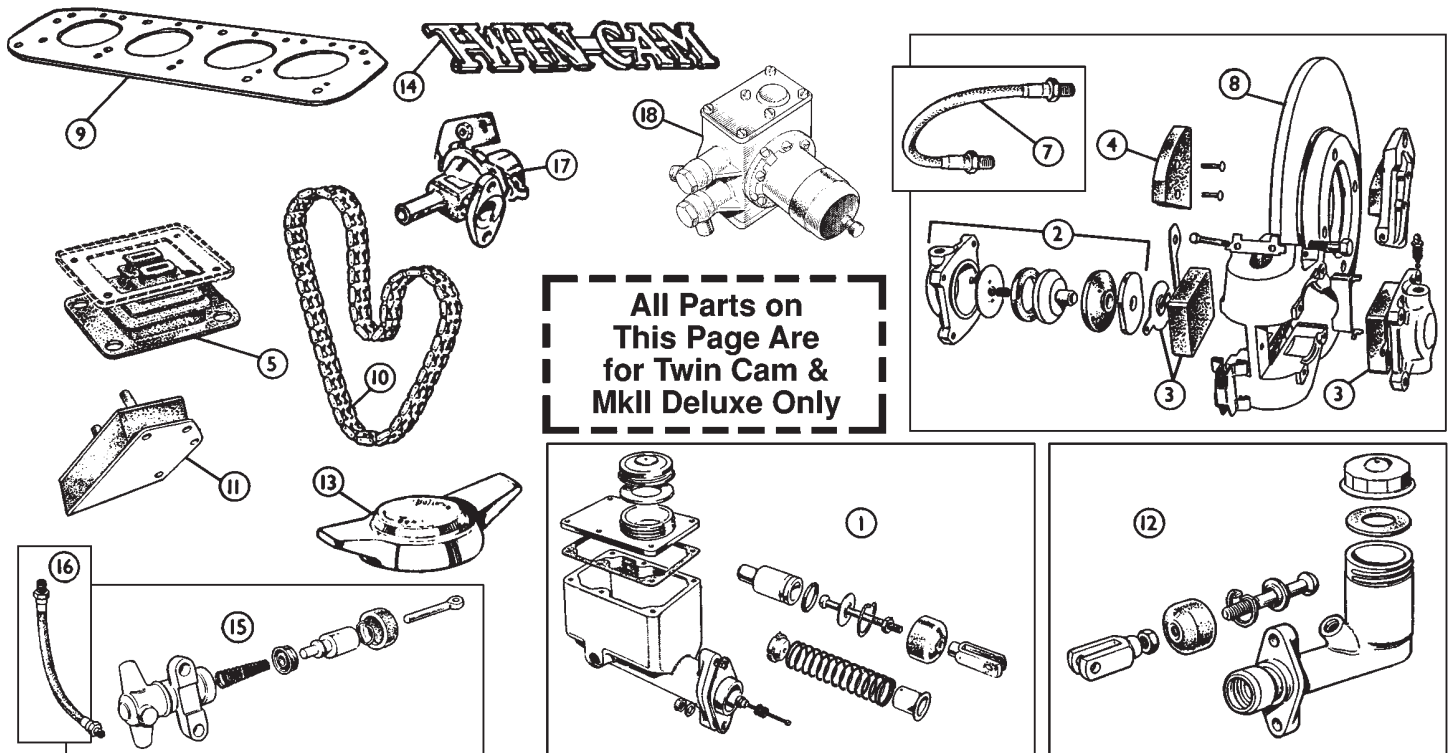
As a rule: Wires do not fail. The bullet connectors may corrode at the ends of the wires (rarely), or the connections may be loose (common!), but the wires are usually OK. Another rule: Wires begin and end outside of the loom. There is no reason to cut through the harness binding.

Warning: Approaching an electrical problem without a test light and wiring diagram is a certain route to insanity.

<b>Brown</b>	<b>Battery Circuit.</b> Feeds light and ignition switches from control box terminal A1. Feeds horns from control box terminal A to A1 fuse box terminal. Always hot. Accessories are sometimes installed at fuse box terminal A1, but should always be fused separately.
<b>Yellow</b>	<b>Generator Circuit.</b> Generator terminal D (armature) to control box terminal D and ignition warning light. Hot with ignition on.
<b>White</b>	<b>Ignition Circuit.</b> All essential requirements when ignition is switched on but are not fused. Hot with ignition on.
<b>Green</b>	<b>Auxiliary Circuits.</b> Fed through the ignition switch and fused. Hot with ignition on.
<b>Blue</b>	<b>Headlamp Circuit.</b> Fed from terminal on light switch. Unfused.
<b>Red</b>	<b>Side and Tail Lamp Circuits.</b> Fed from terminal S1 or T on light switch. Includes fog lamps and panel lamps.
<b>Black</b>	<b>Earth or Ground Circuits.</b> Components not internally grounded are grounded to the chassis. Not fused.



# Twin Cam & MKII DeLuxe



No.	Part No.	Price (each)	Description	Application	Qty. Req.
The Twin Cam MGA was a significant development for MG: The Twin Cam engine has little in common with the push-rod 'B' series engines. The Twin Cam, or "Twinkie", was in production from September 1958 until June of 1960. A total of 2111 were produced and numbered separately from the regular production.					
The 1600 MKII DeLuxe was numbered in the regular series and no reliable figures are available regarding total production. Some sources claim as many as 500 of these cars existed, but recent research shows somewhat less than that. This rarest and most desirable of all MGAs represented the MGA at its highest peak.					
The parts listed on this page fit only the Twin Cam and MKII Deluxe models, with the exception of the engine parts, which fit the Twin Cam only. Most body, frame, electrical, interior, and suspension parts for these models are the same as standard MGAs.					
1	180-770*	\$289.95	MASTER CYLINDER, brake (Girling replacement)		1
	180-495*	\$14.95	REPAIR KIT for replacement cylinder		1
	180-780*	\$29.95	REPAIR KIT for original Dunlop cylinder		1
* Note: Original Dunlop master cylinders are no longer available. The Girling replacement incorporates a round white nylon reservoir. If appearance is important, we suggest you rebuild your original cylinder.					
2	181-590	\$307.95	PISTON & CYLINDER, front calipers	2 per caliper	4
	181-600	\$53.95	REPAIR KIT, front calipers, does both calipers		1
	181-580	\$369.95	PISTON & CYLINDER, rear calipers	2 per caliper	4
	181-610	\$49.95	REPAIR KIT, rear calipers, does both calipers		1
3	182-220	\$37.95	PAD SET, front & rear	1 set for 2 calipers	2
4	182-230	\$149.95	PAD SET, hand brake	1 set for 2 calipers	1
5	280-715	\$31.95	EXCLUDER, fume & dust, brake & clutch pedals		1
7	181-560	\$29.95	BRAKE HOSE, front		2
	180-830	\$24.95	BRAKE HOSE, rear		1
	180-831	\$13.95	BRAKE HOSE, rear, aftermarket		1
	183-178	\$143.95	BRAKE PIPE SET, LHD		1
8	182-160	\$140.95	BRAKE ROTOR, front		2
	182-165	\$161.95	BRAKE ROTOR, rear		2
	331-180	\$39.95	CABLE, hand brake		1
9	296-460	\$137.95	HEAD GASKET SET	} Twin Cam only	1
	296-395	\$59.95	HEAD GASKET		1
	296-465	\$99.95	CONVERSION GASKET SET		1
	296-330	\$3.10	OIL PAN GASKET		1
10	474-010	\$36.95	TIMING CHAIN	} Twin Cam only	1
	425-550	\$9.95	THRUST WASHER SET, standard		1
	425-600	\$9.95	THRUST WASHER SET, 0.005"		1
	425-000	\$25.95	BEARING SET, idler shaft in block		1
	474-040	\$5.20	FAN BELT		1
	331-095	NA	ACCELERATOR CABLE		1
11	413-020	\$7.95	ENGINE MOUNT, L/H	} Twin Cam & MKII DeLuxe	1
	413-030	\$17.95	ENGINE MOUNT, R/H		1

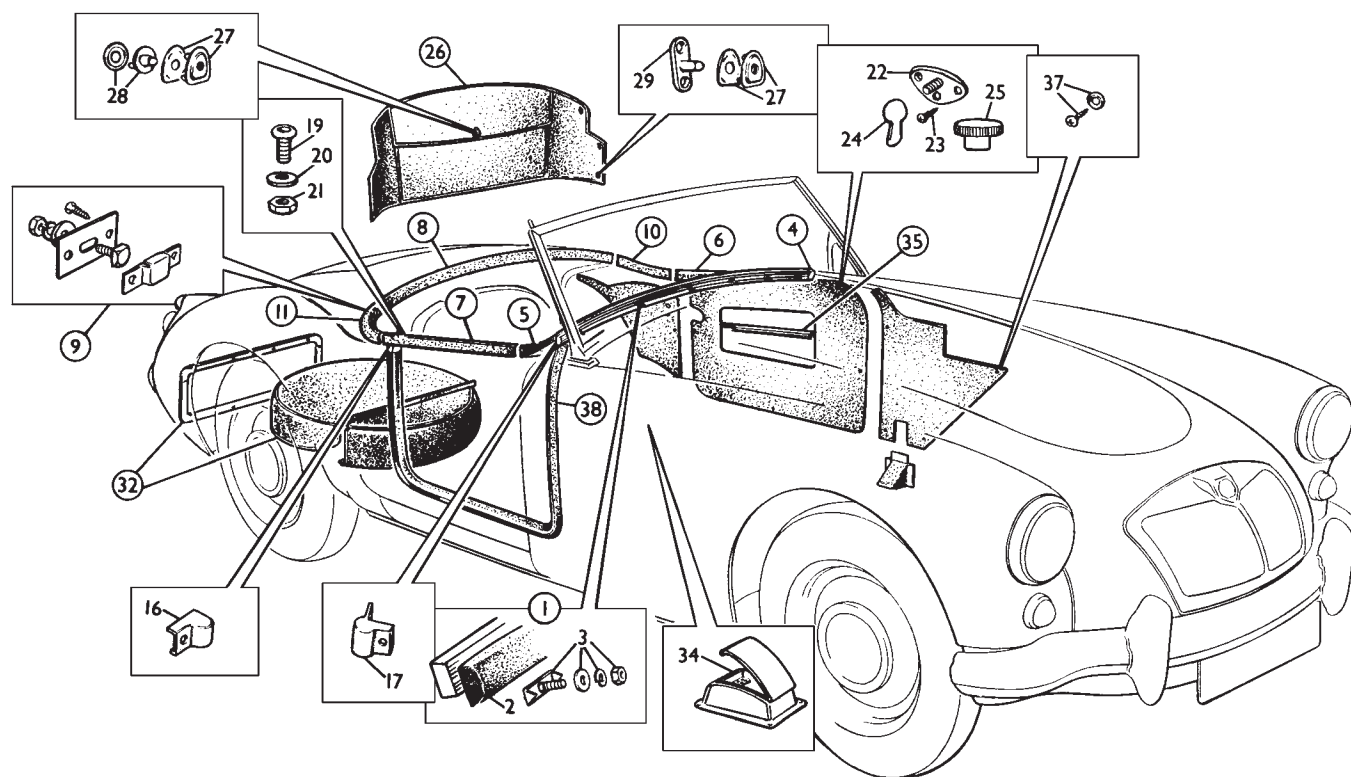
No.	Part No.	Price (each)	Description	Application	Qty. Req.
12	180-790	\$87.95	MASTER CYLINDER, clutch		1
	180-791	\$79.95	MASTER CYLINDER, clutch (Girling replacement - use orig. pushrod)		1
	180-990	\$10.95	REPAIR KIT, clutch master cylinder		1
13	200-200	\$60.95	WHEEL NUT, 'knock-off', R/H		2
	200-205	\$60.95	WHEEL NUT, 'knock-off', L/H		2
14	408-425	\$33.95	'TWIN CAM' MOTIF		3
15		NA	CLUTCH SLAVE CYLINDER		1
	513-127	\$7.05	REPAIR KIT, slave cylinder		1
16	584-100	\$20.95	HOSE, clutch slave cylinder		1
	584-101	\$16.95	HOSE, clutch slave cylinder, aftermarket		1
17	360-435	\$40.95	HEATER VALVE		1
18	377-085	\$362.95	FUEL PUMP, square body	} Twin Cam only	1
	474-020	NA	RADIATOR HOSE, top		1
	474-030	\$12.95	RADIATOR HOSE, bottom		1
	452-100†	\$389.95	STAINLESS STEEL EXHAUST SYSTEM		1
†Uses stock exhaust manifold. Does not include clamps and hangers.					

Note : Twin Cam carburetors are on pages 24-25.

Dunlop four wheel disc brake systems fitted to the Twin Cam and MKII DeLuxe chassis are entirely different from the Lockheed disc/drum combinations fitted to the standard MGAs. The hand brake is independent of the hydraulic system. Two friction pad carriers are fitted to the top of the rear calipers. Adjustment must be carried out at the hand brake caliper units, not the cable relay lever. Release the hand brake. Slacken the brass adjuster nut on the relay lever so that the cable hangs loosely. Tighten each adjuster bolt until the pads just touch the rotor. Take up any slack at the relay lever, making sure that there is no pre-load in the cable. Unscrew each adjuster bolt about one third of a turn. Make sure that the rotors rotate freely. Overheating is deadly to Twin Cams. Correct timing and mixture strength are vital to twin cam operation. Pay strict attention to the timing specifications. Do not let the engine 'ping', a pre-ignition condition fatal to Twin Cam engines. Use the highest octane fuel you can obtain and make sure that your mixture settings are not too lean. The timing chains, gears, and distributor breaker plate must be in perfect condition. Since many Twin Cam parts are not available, proper maintenance is essential.

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
	321-810	\$46.95	HARDWARE KIT for all cockpit rails		1
1	453-718	\$83.95	FRONT RAIL, uncovered, w/ rubber, hardware & end caps		1
2	282-860	\$19.95	RUBBER STRIP		1
3	470-565	\$3.10	'T' BOLT, with washers & nut		6
4	472-170	\$15.95	DOOR CORNER RAIL, L/H, aluminum		1
5	472-180	\$15.95	DOOR CORNER RAIL, R/H, aluminum		1
6	453-255	\$26.95	DOOR TOP RAIL, L/H, wood		1
7	453-260	\$26.95	DOOR TOP RAIL, R/H, wood		1
8	453-265	\$39.95	REAR COCKPIT RAIL, wood		1
9	321-828	\$21.95	HARDWARE SET, rear rail		1
	321-808	\$8.85	HARDWARE SET, door rails, does not include #20		2
10	472-460	\$17.95	REAR CORNER RAIL, L/H, aluminum		1
11	472-470	\$17.95	REAR CORNER RAIL, R/H, aluminum		1
	472-128	\$23.95	DOOR SEAL FINISHER SET, chrome		1
16	472-130*	\$7.45	FINISHER, R/H, rear		1
	472-140*	\$7.45	FINISHER, L/H, rear		1
17	472-150	\$7.45	FINISHER, R/H, front		1
	472-160	\$7.45	FINISHER, L/H, front		1

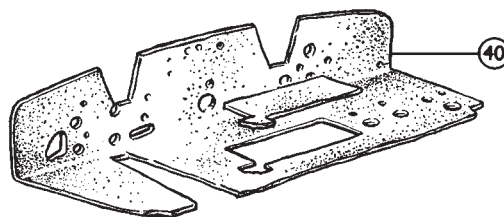
\* Note: The rear door seal finishers supplied are the type used prior to car number 101292 (i.e. all but the last 7800 cars). Although the late finishers are not available, the early ones may be easily modified to match them.

19	470-570	\$4.35	SOCKET, side curtain		2
20	324-425	\$1.00	WASHER		2
21	310-390	\$0.50	NUT, for socket		2
22	405-300	\$5.95	PLATE, side curtain		2
23	323-115	\$0.10	SCREW		6
24	405-100	\$5.95	NUT, side curtain	1500	2
25	405-150	\$6.55	NUT, side curtain	1600 & MKII	2
26			SIDE CURTAIN STOWAGE BAGS	see page 67	1
27	226-308	\$1.25	FASTENER, 'Lift the Dot'		7
28	226-328	\$1.20	STUD & WASHER		1
29	226-630†	\$1.95	STUD, flanged		4/6
32			SPARE TIRE COVER - see carpet listings on page 68		
34	241-000	\$31.95	ASHTRAY, original factory option		1
35	451-095†	\$6.95	STIFFENER, door panel		2

† Note: These stiffener bars should be painted to match door panels. They're often missing, but are necessary to properly support the door panels.

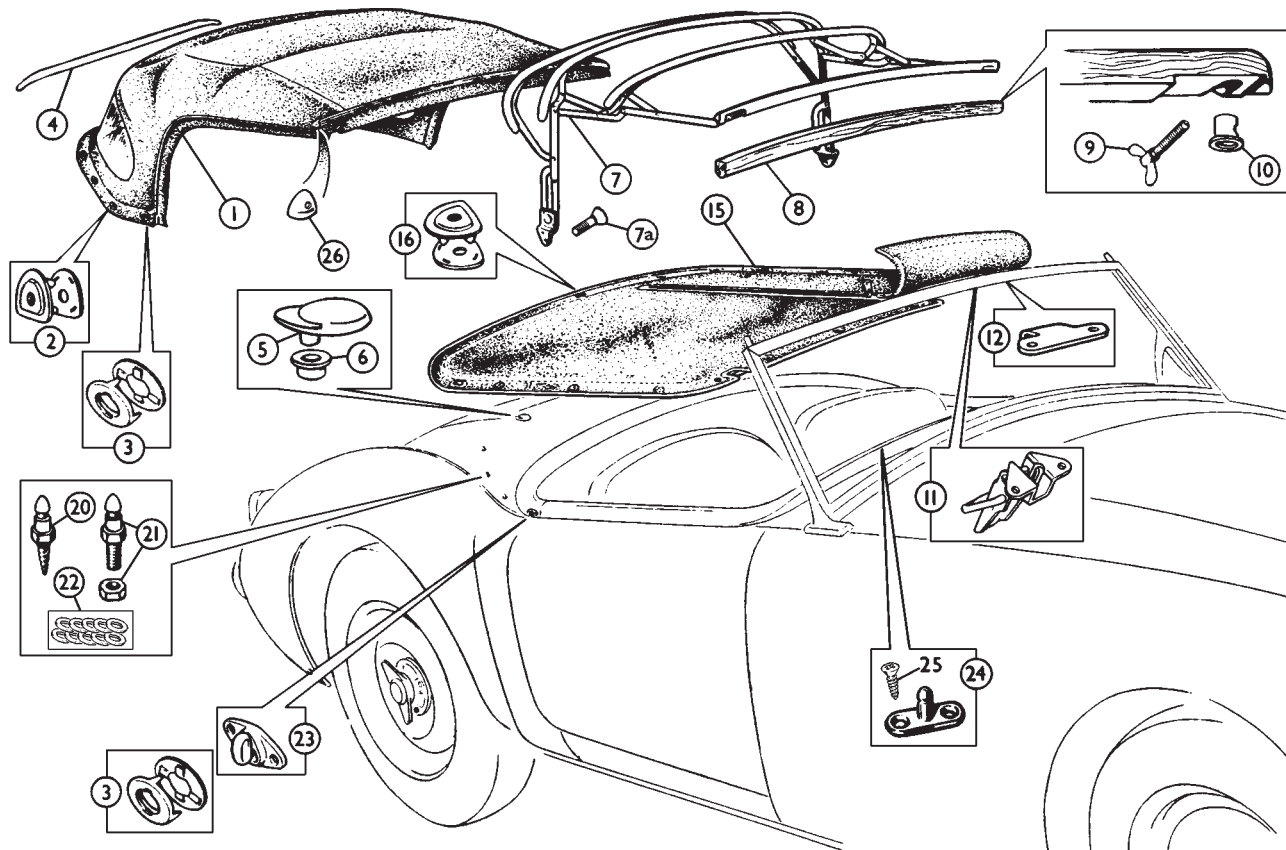
No.	Part No.	Price (each)	Description	Application	Qty. Req.
	321-958	\$18.95	HARDWARE KIT, 132 pieces This kit includes all interior chrome Phillips head screws required for panels, end caps, fixing plates, etc.		1
37	323-948	\$13.95	SCREW SET, door & trim panels, included in panel kit		1
38	Original type 2-part door seal with separate furlflex and neoprene seals. Included are 12 securing clips per yard. Sold by the yard.				
	249-808*	\$32.95	DOOR SEAL, black	sold per yard (orig. type)	A/R
	249-818*	\$32.95	DOOR SEAL, red		A/R
	249-848*	NA	DOOR SEAL, grey		A/R
	249-838*	\$31.95	DOOR SEAL, blue		A/R
	280-007	\$20.95	NEOPRENE SEAL		A/R
	803-400	\$0.35	CLIP		A/R
	249-607*	\$16.95	DOOR SEAL, black velour/rubber	sold per yard (repl. type)	A/R
	249-637*	NA	DOOR SEAL, red velour/rubber		A/R
	249-667*	NA	DOOR SEAL, tan velour/rubber		A/R
	259-907*	\$6.25	DOOR SEAL, black plastic/rubber, sold per foot		A/R

\* Roadsters require 4 yards (12 feet) per car.  
Coupes require 7 yards (21 feet) per car.



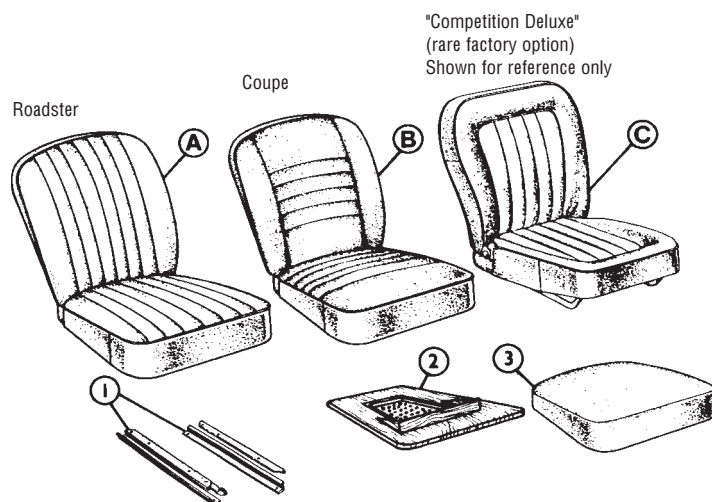
40	241-980	\$85.95	UNDER DASH PAD SET	coupe, LHD	1
Note: This reproduction of the original coupe sound-deadening pads fits roadsters as well. Not only does it reduce cockpit engine noise, but it helps insulate against excess heat in the footwells. Makes motoring in your MGA much more comfortable. Originally fitted to some early coupes. (These are easily fitted during a full restoration, but are time consuming to install on a fully assembled car.)					

# Top & Tonneau Hardware



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1			TOPS are listed in detail on facing page.		
2	226-308	\$1.25	FASTENER, 'Lift the Dot', top	} included with tops	6
3	227-408	\$0.50	EYELET, top		2
4	244-200	\$14.95	RETAINER, rear of top		1
5	470-747	\$4.95	RETAINER, top to body		2
6	470-757	\$1.95	CUP WASHER		2
7	406-890	\$399.95	TOP FRAME		1
	220-520	\$14.95	PAINT, top frame, spray can	correct tan color	1
7a	323-260	\$0.60	SCREW, top frame to body		6
8	453-250	\$52.95	HEADER RAIL, wood		1
9	406-200	\$8.95	WING BOLT		2
10	406-920	\$6.95	SOCKET, header rail		2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
11	453-225	\$19.95	LATCH, header rail	} 1600 & MKII	1
12	240-520	\$5.20	CATCH, windshield center		1
15			TONNEAU COVERS are listed in detail on facing page.		
16	226-308	\$1.25	FASTENER, 'Lift the Dot' tonneau	(included with covers)	6
20	226-408	\$2.00	STUD, wood screw		A/R
21	226-708	\$1.20	STUD & NUT, machine screw		A/R
22	315-168	\$1.45	WASHER SET, clear nylon (set of 10) under studs		A/R
23	227-500	\$1.40	TURNBUTTON		2
24	226-630	\$1.95	STUD, flanged, alt. for ft. tonneau fixing		A/R
25	323-600	\$0.15	SCREW for #24		A/R
26	227-310	\$0.25	FINISHER		2



## Seat Components

	643-875	\$215.95	SEAT FRAME, L/H	} roadster	1
	643-885	\$215.95	SEAT FRAME, R/H		1
1	454-045	\$48.95	SEAT SLIDE PAIR, L/H seat		1
	454-055	\$48.95	SEAT SLIDE PAIR, R/H seat		1
	321-878	\$15.95	SEAT SLIDE INSTALLATION KIT		1
2	641-905	\$120.95	BASE ASS'Y., L/H (plywood, w/riser & screen)		1
	641-915	\$120.95	BASE ASS'Y., R/H (plywood, w/riser & screen)		1
3	641-925	\$54.95	CUSHION, L/H seat bottom, uncovered		1
	641-935	\$54.95	CUSHION, R/H seat bottom, uncovered		1
	640-460	\$45.95	PAD, seat back (rubberized horsehair)		2
			These pads must be trimmed to fit.		
	640-470*	\$12.95	BACKBOARD		2

\* Note: These items are for "standard" roadster and coupe seats only. They do not fit the competition deluxe seat.



# Tops & Tonneau Covers

## Tops and Tonneau Covers

Moss MGA tops and tonneau covers are in a class by themselves. The rear windows of the cloth and canvas tops\* are sewn and double-bound in the very best European manner. We have carefully patterned, designed, and tested our tops and tonneau covers to provide perfect fit and years of satisfaction. The vinyl tops are not made by Moss Motors, and have dielectrically welded windows as original.

In addition to our top-grade vinyl, we are offering tops and tonneau covers in Haartz "Stayfast" cloth, which is a heavy fabric of American-made, solution-dyed acrylic of 3-ply construction with rubber center. "Stayfast" resists the effects of sun, weather, and atmospheric pollution better than any other convertible top fabric. It offers the ultimate in long service life and color fastness.

Note: Early 1500 and late 1500 - 1600 tops are interchangeable. Tonneau covers listed are for left hand drive cars only. Right hand drive tonneau covers are available. Call for information.



MGA

## Tops

	Black "Stayfast" Cloth		Black Vinyl		Tan "Stayfast" Cloth		White Vinyl		Grey Vinyl	
One window, early 1500	243-955	\$509.95	242-330	\$288.95	243-950	\$509.95	242-340	NA	242-335	NA
Three window, late 1500 - 1600	243-965	\$529.95	242-310	\$288.95	243-960	\$529.95	242-320	\$288.95	242-325	\$369.95
Three window, MKII	NA		242-950	\$293.95	NA		242-960	\$293.95	NA	

## Tonneau Covers (left hand drive)

Short style, mounts on rear cockpit rail	243-985	\$277.95	241-420	\$221.95	243-980	\$277.95	241-430	NA	241-435	NA
Long style, mounts behind rear cockpit rail	243-995	\$279.95	241-520	\$236.95	243-990	\$279.95	241-530	\$236.95	241-535	NA

**NOTE:** Original tonneau covers mounted either on the rear cockpit rail ("short" tonneau cover), or on the metal deck just behind the rail ("long" tonneau cover). Some older after-market covers mounted on the "teardrop" retainers used for the top; this style tonneau cover is not available.

## MGA 1500 "Flip-Up"

### Side Curtain Sets

These are exact reproductions of the "flip-up" type side curtains originally fitted to all MGA 1500s. While not as practical as our other types of sliding window side curtains, these will satisfy most restoration purists.

Black "Stayfast" canvas flip-up side curtain set	259-645	NA
Tan "Stayfast" canvas flip-up side curtain set	259-635	NA
Black "Durable" canvas flip-up side curtain set	259-268	\$959.95
Black Vinyl flip-up side curtain set	259-258	\$839.95



## MGA 1600 Fabric Covered Side Curtain Sets

We now stock the original style fabric-covered side curtain sets for MGA 1600. We have made these in the same Haartz "Stayfast" fabric and vinyl to exactly match the tops listed above.

Black "Stayfast" fabric side curtain set	259-615	\$989.95
Black "Durable" canvas side curtain set	259-628	\$879.95
Black Vinyl side curtain set	259-618	\$769.95
Tan "Stayfast" fabric side curtain set	259-625	\$989.95
Tan "Durable" canvas side curtain set	259-638	NA
Grey Vinyl side curtain set	259-620	NA



## MGA Side Curtains (replacement)

We started with the original sliding plexiglass aluminum-framed side curtains as supplied with the factory hardtops, then made a few changes and improvements to ensure a perfect fit for all MGAs with the standard pattern convertible tops. These side curtains are extremely well made and nearly identical in construction to the factory optional side curtains. We firmly believe our new aluminum-framed side curtains are a permanent solution to a difficult problem. A quality product at an affordable price!

259-648 \$412.95



## Side Curtain Stowage Bags

Completely pre-cut and sewn. Ready for installation behind the seats.

	Black	Tan	Red	Grey	
1500 & 1600 to (c)78249	243-280	243-300	243-290	243-350	\$163.95
1600 from (c)78250 & MkII	243-285	243-305	243-295	243-355	\$199.95



**LOCAL & OVERSEAS: 805-681-3400**  
**FAX: 805-692-2525** [www.mossmotors.com](http://www.mossmotors.com)



# Panel & Carpet Kits

## Panel Kits

**DeLuxe Panel Kits:** Made as original from durable vinyl, the DeLuxe Kit includes 2 front kick panels, 2 front frame covers, 2 door panels, 2 assembled door pockets for the roadsters and 2 rear kick panels. You also receive sufficient leather, vinyl and piping to cover all door and cockpit rails, and 1600 MKII and coupe dashboards, and vinyl to cover MKII and coupe scuttle panels (between dash and windshield).

**Basic Panel Kits:** While not as complete as our DeLuxe Kits, these 'budget' kits, for roadsters only, are made with the same dedication to quality. They include 2 door panels, 2 front kick panels, 2 front frame covers that are fully finished and ready to install. Also included is sufficient vinyl and piping to cover all cockpit rails, late vinyl-covered dashboards and existing door pockets.

**Original Combination Kit:** For those who desire the entire package, this kit is the answer. This concours quality kit combines both the leather seat kit and the deluxe panel kit. (For coupes, seat and panel kits must be ordered separately.)

For free samples of our upholstery materials, order sample card #878-110.



	Black with White Piping	Black with Red Piping	Black with Blue Piping	Black with Black Piping	Red with Red Piping	Tan with Tan Piping	Grey with Grey Piping	Blue with Blue Piping	Price
<b>Roadster</b>									
DeLuxe Vinyl Kit	246-330	246-320	246-340	246-310	246-350	246-360	246-365	246-355	\$314.95
Basic Vinyl Kit	246-270	246-260	246-280	246-250	246-290	246-300	NA	NA	\$224.95
Combination Kit	246-028	246-018	246-038	246-008	246-048	246-058	246-068	246-078	\$874.95
<b>Coupe</b>									
DeLuxe Vinyl Kit	246-390	246-380	246-400	246-370	246-410	246-420	246-425	246-415	\$419.95

## Panel Screw Set

A complete set of original type screws and washers for installing door and trim panels (included in all of our panel kits listed above).

323-948 \$13.95

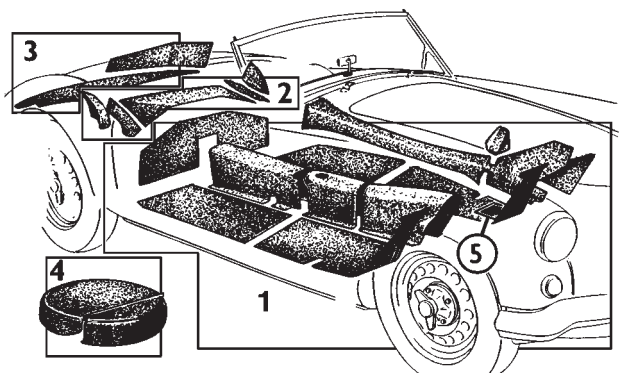
## Carpet Kits

Carefully patterned and cut for proper fit and ease of installation, these Moss-made carpet kits include the correct rubber heelmat, all necessary studs and snaps, and edge binding where original. The main carpet set covers the seating and foot well areas. The rear carpet set, standard on the coupe and optional on roadsters, adds that 'finished' look to your car's interior. To dress up your trunk, a trunk set and spare tire cover are also available in black and red. Carpet is cut pile, similar to original.

For free samples of our carpet material, order sample card #878-310.



	Black	Red	Grey (orig. for coupe)
<b>1 MAIN CARPET SET</b>			
Coupe or Roadster, LHD	242-705 \$239.95	242-715 \$239.95	242-725 \$349.95
<b>2 REAR CARPET SET</b>			
Roadster	242-835 \$82.95	242-845 \$82.95	242-905 \$99.95
Coupe	242-975 \$89.95	242-985 \$89.95	242-915 \$116.95
<b>3 TRUNK CARPET SET</b>			
Optional - Coupe & Roadster	242-815 \$99.95	242-825 \$99.95	242-925 \$139.95
<b>4 SPARE TIRE COVER</b>			
All Roadster & 1500 Coupe	242-465 \$119.95	242-475 \$119.95	242-935 \$119.95
1600 Coupe & MKII Coupe	246-435 \$89.95	246-445 \$89.95	242-945 \$104.95
<b>CARPET, per foot</b>	456-295 \$26.25	454-460 \$27.95	456-405 \$19.95
<b>5 HEELMAT, black, incl. in #1 Main Carpet Set</b>	280-990 \$12.95		



MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

## Seat Upholstery Kits

Whether you plan to replace only seats or panels, or fully restore your MGA interior, we have what you need! If you're presently budget-conscious, our basic all-vinyl kits will give you a beautiful original style interior without the higher cost of leather. If the perfect Concours restoration or the luxury of long-wearing supple leather is what you're after, our complete leather and vinyl combination kits will delight you. All are made from the best materials available, and cut and sewn to original design specifications in our own upholstery shop. We guarantee our top quality interior kits are designed to give professional results, even when installed by the novice!

Our complete seat kits are a unique combination of Concours quality, practicality and economy. Features include piping in contrasting colors when appropriate, and matching padded center armrests.

Our leather seat kits are perfect reproductions of the originals with leather seating surfaces and vinyl non-wearing surfaces. Our leather is tanned and vat-dyed to the highest standards to ensure durability. Proper pleat placement and correct stitching make these the best seat cover replacement kits you can buy. In fact, we're so pleased with the quality of our upholstery that we guarantee 100% satisfaction, or your money back upon return of the uninstalled kit!

The same careful workmanship and concern for quality also go into our vinyl seat kits. These kits, like our leather kits, offer premium materials and factory original colors. The quality material, the proper colors, the perfect fit - all say "this is how an MGA should look". The complete seat sets listed below are ready to install seat pairs with new frames, cushions, covers, and center armrest.



MGA

	Black with White Piping	Black with Red Piping	Black with Blue Piping	Black with Black Piping	Red with Red Piping	Tan with Tan Piping	Grey with Grey Piping	Blue with Blue Piping	Price
<b>Roadster</b>									
Complete Seat Sets	246-118	246-128	246-148	246-138	246-158	246-168	246-178	246-188	\$1,599.95
Original Combination	246-028	246-018	246-038	246-008	246-048	246-058	246-068	246-078	\$874.95
Leather Seat Kit and DeLuxe Panel Kit									
Leather Seat Kit	246-030	246-020	246-040	246-010	246-050	246-060	246-065	246-055	\$619.95
Vinyl Seat Kit	246-150	246-140	246-160	246-130	246-170	246-180	NA	NA	\$354.95
<b>Coupe</b>									
Leather Seat Kit	246-090	246-080	246-100	246-070	246-110	246-120	246-125	246-115	\$619.95
Vinyl Seat Kit	246-210	246-200	246-220	246-190	246-230	246-240	NA	NA	\$348.95



Note: We strongly advise ordering upholstery items on a "Backorder Yes" basis. These parts are made to order in our own upholstery shop and stocks are kept to a minimum because of the wide variety of products involved.

Upholstery orders can usually be filled within a couple of weeks of the order date. If you order seats and panels on separate occasions, we recommend that you not leave more than 3 - 4 months between purchases. While we make every effort to match colors as closely as possible, dye lots do vary. For a guaranteed "close as humanly possible" match, it's best to order your interior as a complete set. For free samples of our upholstery materials, please request sample card #878-110.





## SERVICE MEMORANDUM

2 July 1962

### WINDSCREEN RE-GLAZING (CONVERTIBLES ONLY)

MGA  
MGA 1600  
MGA 1600 (Mark II)  
MGA TWIN-CAM

When reglazing the screens on these models the following precautions should be taken. (See also Section S.12 of Workshop Manual AKD600):

1. Ensure that frame top and bottom members follow contour of glass. If necessary bend them to suit.
2. Assemble frame initially without glass to ensure that corner stiffening brackets are bent to correct angles, that all securing screws fit properly and that the mitred corners are correctly aligned.
3. Discard wooden packing piece previously used and fit a single thickness of rubber strip 24B503 cut to 40" (1 metre) to support screen in lower part of frame. Ensure rubber DOES NOT OVERLAP corner stiffening brackets.
4. Use correct spongy type of glazing rubber, Part No. AFH1724.
5. Check that corners are correctly aligned and all screws are tight.
6. Ensure that screws holding screen to stanchions can be inserted without any distortion or bending. If necessary, adjust packings or the angle of the stanchion.
7. Check that the longer of the four screws ( $\frac{3}{4}$ " ; 19 mm.) is refitted in the BOTTOM hole in stanchion.
8. To ensure that stanchions are not stressed it may be necessary to pack the grab handle or slightly reposition its fixing holes on the scuttle.
9. Check that hood front rail fits screen correctly without distortion.
10. Ensure that sidescreens do not force windscreen out of position when doors are closed.

**Note:** Our (and possibly some other) replacement MGA windshields are relieved for several inches at the corners to clear the corner brackets, and do not require the rubber packing nor the original wooden packing referred to in paragraph #3 above. Only the glazing rubber should be used with these windshields.

## Spring Brake Tune-Up

Freshly tuned carburetors, proper running adjustments, an oil and filter change; these are just the start of a successful driving season. Making sure that your car will stop is probably the most important part of the spring maintenance routine. This year, why not give your car a

thorough brake safety check?

Excessive pedal travel and/or excessive handbrake movement indicates an overdue adjustment or the need for new pads or shoes.

Sticky wheel cylinder pistons or incorrect master cylinder push rod adjustment will result in a 'dead' feeling pedal. Air in the system is the most common cause of 'spongy' pedal. These are the most common of storage-related brake problems.

An obvious and serious brake problem is indicated by the abnormal loss of fluid once the car is put in service. Do not just keep on filling the reservoir; clean and tighten the brake fluid connections. Look for fluid seeping out of the cylinder seals. Pay special attention to the master cylinder. If wheel cylinders leak into the brake assembly, the fluid quickly ruins the shoes.

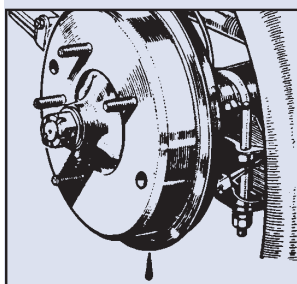
Leaky rear oil seals are also a prime source of brake contamination. Often, both leaky wheel cylinders and oil seals rob your stopping safety. Determine the culprit and correct the problem.

Shoes that have been soaked with brake fluid and oil may sometimes be reclaimed with a proprietary brake cleaner, but it is usually necessary to replace them, as rear axle oil will soften the friction material, greatly reducing its efficiency and safety.

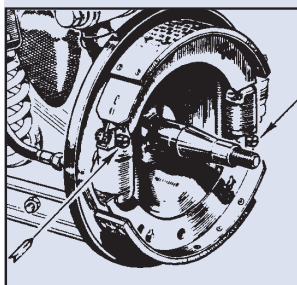
As brake fluid is susceptible to water contamination, it is essential to bleed the brake system once a year. Worn seals will allow air to enter the system without a sign of fluid leak. The need for repeated bleedings is a sure indicator of this fault.

Absolute cleanliness is essential when servicing brake systems. Be sure that the master cylinder top is clean before it is opened, so no dirt or grit enters the system. Small rubber caps (Moss 031-300) are available to cover bleed screws, and are an inexpensive and convenient way to keep dirt out of the bleeders. Wash the backplates and any other gritty areas before anything is disassembled for service. Remove the drums and clean the parts with brake cleaner or soap and hot water. Do not use an air blast to clean brake assemblies. The asbestos particles are a proven carcinogen. Do not handle the clean parts with dirty hands.

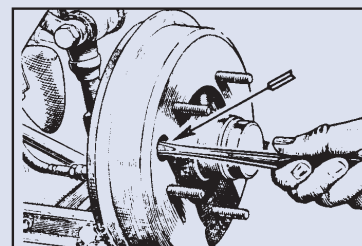
Carefully inspect the cylinder bores. Units having rust pitting, score marks, and 'rings' left by corrosion must be replaced. Internal parts must also be in good order. Disc brake pistons that are rusted or corroded will not hold a seal, nor will plungers and pistons that are scored or worn on one side.



1. A damp backing plate or dripping between drum and backing plate indicates trouble.



Examine the rubber hydraulic hoses. The connections to the metal piping are commonly covered in grease. This area should be kept clean so any indication of cracking or swelling can be observed. An uncommon problem with rubber hydraulic hoses occurs when the inside of the hose swells and cuts off the fluid flow.



3. The general method is to turn the adjusters clockwise until the shoe comes up against the drum, "clicking back" until the wheel turns free.

No problem is apparent on the outside. If you are bleeding the system and no air or fluid passes from the cylinder in question, consider removing the rubber hose for close inspection.

It is preferable to visually inspect front drum brake systems where two cylinders are used. Back off the adjusters to permit the removal of the drum. Get a helper to push the pedal gently. Observe the action of the cylinders' pistons - only one cylinder may be working, while the other may be stuck. That will stop the wheel, but not very well. If the cylinder does not retract fully when pressure is released you can see right away that it will have to be rebuilt.

**Tech Tip:** Stuck pistons can be forced from cylinders by air pressure. Clean the cylinder; remove corrosion in the exposed bore. Use an air nozzle to force air into the cylinder, covering the open end with a rag to prevent damage from flying pistons.

Moss Motors Staff

MOSS

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# MGA



## Tops

The 1500/1600 single and triple window tops are interchangeable. Both are available in vinyl or luxurious Stayfast cloth.

	Color	Part No.	Regular
<b>Stayfast Tops</b>			
1500 (1-Window)	Black	243-955	\$509.95
	Tan	243-950	509.95
1500, 1600 (3-Window)	Black	243-965	529.95
	Tan	243-960	529.95
<b>Vinyl Tops</b>			
1500 (1-Window)	Black	242-330	288.95
1500, 1600 (3-Window)	Black	242-310	288.95
	White	242-320	288.95
MKII (3-Window)	Black	242-950	293.95
	White	242-960	293.95

## Side Curtain Sets

We have the side curtain sets to fit your budget. Available in vinyl, durable canvas, or Stayfast cloth. We offer original sets with fabric-covered frames and an aluminum-framed set at affordable prices.

	Color	Part No.	Regular
<b>Stayfast Covered Side Curtain Sets</b>			
1600 Sliding Window Set	Black	259-615	\$989.95
	Tan	259-625	989.95
<b>Canvas Covered Side Curtain Sets</b>			
1500 Flip Up Window	Black	259-268	959.95
1600 Sliding Window	Black	259-628	879.95
<b>Vinyl Covered Side Curtain Sets</b>			
1500 Flip Up Window	Black	259-258	839.95
1600 Sliding Window	Black	259-618	769.95
<b>Aluminum Framed Side Curtain Sets (Fits all MGA)</b>			
Sliding Window Set		259-648	412.95



## Tonneau Covers

Tonneau covers are available in vinyl or Stayfast cloth. Check your car for mounting holes before ordering. Order the long cover if your car has a row of lift-a-dot fasteners or holes just behind the rear cockpit rail.

	Color	Part No.	Regular
<b>Stayfast Tonneau Covers</b>			
Short-Mounts on Rear Rail	Black	243-985	\$277.95
	Tan	243-980	277.95
Long-Mounts Behind Rail	Black	243-995	279.95
	Tan	243-990	279.95
<b>Vinyl Tonneau Covers</b>			
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# MGA Supercharger System

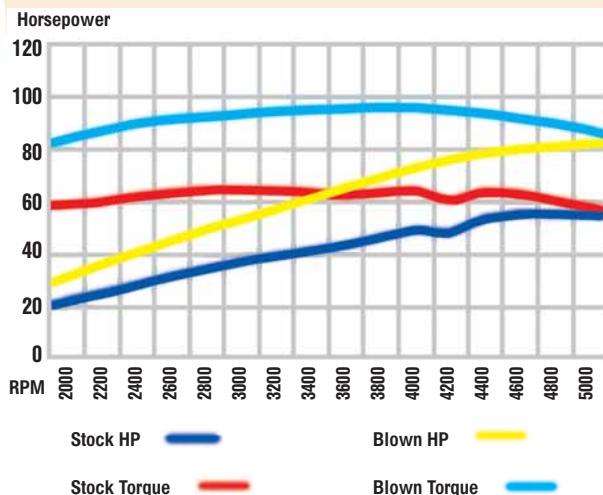


From the J3 Midget the way the factory hopped up an MG was with a Supercharger and now you have the chance to experience the exhilaration that only a supercharger can deliver. Advances in design have brought back the venerable Roots blower, with longevity and efficiency unmatched in the past. The Moss Motors engineered Supercharger System features the same Eaton Roots type supercharger design used by Jaguar, Mercedes and Ford. Helical, three lobed rotors and specially designed inlet and outlet port geometry bring the Roots blower design up to date. A vacuum controlled bypass valve reduces air handling losses when boost is not required resulting in better fuel economy.

The Moss kit is engineered to fit all push rod MGA engine applications and requires no modifications to the body or engine. Extremely detailed instructions and a list of Frequently Asked Questions may be previewed at [www.mossmotors.com](http://www.mossmotors.com). The installation can be completed by a competent mechanic or hobbyist with hand tools and time will vary depending on many factors, we have had reports of up to 12 hours of shop time necessary to complete installation and tuning.

A competent mechanic or hobbyist can install the kit in about 8 hours but professional installers may charge as much as 12 hours to ensure that all other systems are in good shape and the tuning is spot on.

**MGA Supercharger System 150-048 \$3,145.00**



**Was 55 HP Now 83 HP!**  
**Was 65 Ft. Lbs. Now 95 Ft. Lbs.!**

Extremely detailed instructions and a list of Frequently Asked Questions may be previewed at [www.mossmotors.com](http://www.mossmotors.com)

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