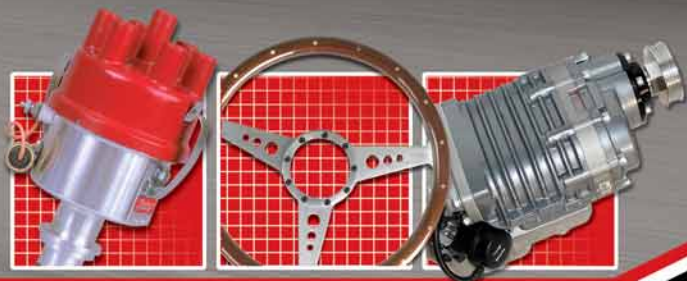




**Moss
Motors**
COOL STUFF FOR COOL CARS

**MGB-
MGC**
PARTS & ACCESSORIES



SECURE ONLINE ORDERING!

www.mossmotors.com

CALL TOLL FREE:

800.667.7872

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.A46



We Carry All of
Your Favorite Brands!



CLASSIC GOLD™
AUTHENTIC REPRODUCTION

COBALT
PRECISION AUTO PARTS



EBC
BRAKES



CRANE
CAMS

PERITORNIX



MAGNECOR



CROSLAND
FILTERS



Falcon



Payen

ARP
automotive racing products

Moto-Lite



rain-X

RENOVO
CONNOLLY

WAXOYL

NOVUS



MGB-0508

Open 7 Days A Week . For Secure Online Ordering Go To: WWW.MOSSMOTORS.COM

A04 | New Products

THE LATEST FROM MOSS MOTORS



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 X-Large	013-502	76.95
Rugby Shirt XX-Large	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 X-Large	013-517	37.95
Golf Shirt XX-Large	013-518	37.95



Seat Heater

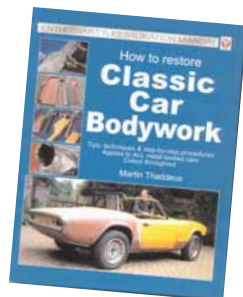
A little warmth in the right place can really make driving more comfortable. This therapeutic seat heater has dual zones and two settings to keep your bottom and lower back toasty. Designed to be installed under existing upholstery or seat covers, this kit is suitable for alternator-equipped cars. Sold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

Seat Heater Kit 903-250 \$129.95

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



Book: How to Restore Classic 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 of 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



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



Sheepskin Wash Mitt

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

Sheepskin Wash Mitt 231-645 \$7.95



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



Heated Blanket

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

Electrically Heated Blanket 002-842 \$34.95

Intermittent Wiper Kit 1968-80

A comprehensive instruction sheet simplifies installation. Negative ground only.

Intermittent Wiper Kit
161-250 \$55.00



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

New Products | A05

THE LATEST FROM MOSS MOTORS



Radio Console

Long unavailable, our reproduction is an exact duplicate of the original.

1972-76 MGB Radio Console 453-745 \$49.95



Special Tuning Anti Roll Bar Kits

Designed specifically to improve handling in street cars, this kit combines a 7/8" front bar with a 3/4" rear bar to give much flatter cornering without increasing understeer. Kit includes all hardware to install both bars on cars originally equipped with front anti roll bar.

1962-'74 1/2	265-705	\$279.95
1974 1/2 - '80	265-710	279.95



Tube Shock Conversion Kits

Completely redesigned for improved strength and handling. The new upper bracket provides a stable perch with no problem of bolt stretch found in other designs. Shock options allow tuning the suspension to your driving style. The Monroe Sensatrac shocks provide a comfortable ride with less "crashing" over bumps. The KYB shock damping gives improved control at high speeds.

Front Shock Conversion Kit, Monroe Shocks

268-121 \$399.95

Front Shock Conversion Kit, KYB Shocks

268-122 479.95



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



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



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.

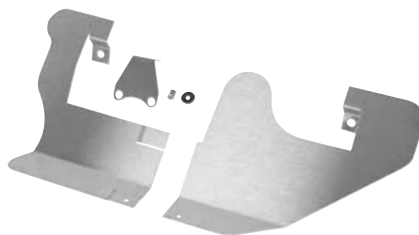
Trash Bin 101-140 \$29.95



Original Style Ashtray

Original Wilmont Breedan ashtray as fitted to the transmission tunnel on many MGAs and MGB from 1962-'72.

Original Ashtray 241-000 \$31.95



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

Tubed Type Differential Collapsible Spacer



Not available for many years, we had this item retooled. Essential for correctly replacing rear differential bearings and setting the ring and pinion.

Collapsible Spacer Rd. 1968-'80, all GT
125-615 \$22.45

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.

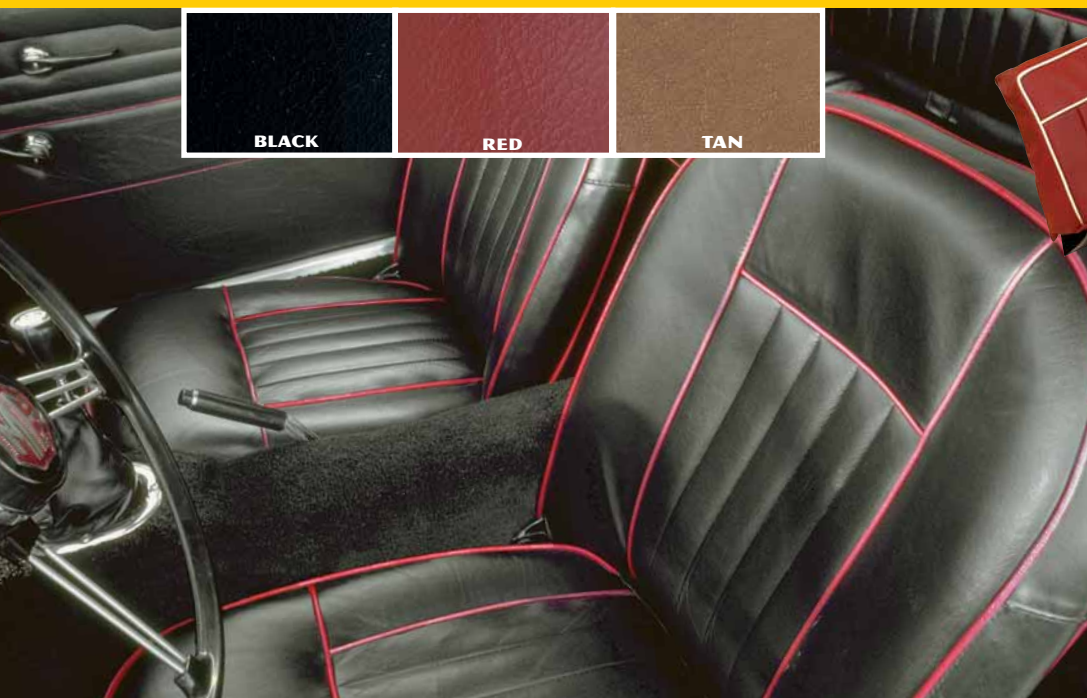
Reproduction Early Sleeved Type Thermostat

434-156 \$38.95



A06 Interior

'62-'69 UPHOLSTERY



1962-'68 Seat & Panel Kits

For owners of the now vintage MGB, we offer a full range of exact reproduction Moss Motors upholstery kits, all painstakingly produced in our own upholstery manufacturing plant. All leather is tanned and vat-dyed to our specifications to ensure originality and long wearing durability.

These seat kits are available in leather (as original) or in top-quality vinyl (for those of you on a budget). They are easy to install and include headrest covers for the 1969-style seats.

Trim panel kits include door panels, front kick panels, rear quarter panels, rear bulkhead panel for the roadsters, and rear deck insert panels for the GTs. We also include sufficient vinyl to cover roadster cockpit rails, door top rails, and '62 to '67 dash top rail, and new door window brush seals.

In addition to the original interior color schemes, we offer several other combinations of trim and piping. The most popular of these are usually available from stock, while the others (marked in the chart with an asterisk) are made to order only. Delivery on special orders takes approximately 6 to 8 weeks.

Moss Interior Kits offer you the finest value for the money! If you are not 100% satisfied with the quality and design, you may return the uninstalled kit to us for full refund.

For free material samples, order part 878-110.



Black with Black Piping	Black with Red Piping	Black with White Piping	Black with Blue Piping	Red with Black Piping	Red with White Piping	Red with Red Piping	Tan with Tan Piping
-------------------------	-----------------------	-------------------------	------------------------	-----------------------	-----------------------	---------------------	---------------------

1962 - '69 Front Seat Kits

1962 - '68 Leather (Fits Roadster to (c)158370 and GT to (c)158230.)							
641-170	641-180	641-190	641-200	641-210	641-220	641-230	641-235
							\$599.95
1969 Leather (Fits Roadster from (c)158371 to 187210 & GT from (c)158231 to 187840.)							
641-310	641-320*	641-330*	641-340*	641-350*	641-360*	641-370	641-375
							\$649.95
1962 - '68 Vinyl (Fits Roadster to (c)158370 and GT to (c)158230.)							
641-100	641-110	641-120	641-130	641-140	641-150	641-160	-
							\$269.95
1969 Vinyl (Fits Roadster from (c)158371 to 187210 & GT from (c)158231 to 187840.)							
641-240	641-250*	641-260*	641-270*	-	641-290*	641-300	-
							\$354.95

1966 - '69 GT Rear Seat Kits

1966 - '68 GT Leather (Fits to (c)158230.)							
643-210	643-220	643-230	643-240	643-250	643-260	643-270	643-275
							\$469.95
1969 GT Leather (Fits from (c)158231 to 187840.)							
641-450	641-460*	641-470*	641-480*	641-490*	-	641-510	641-515
							\$509.95
1966 - '68 GT Vinyl (Fits to (c)158230.)							
643-140	643-150	643-160	-	643-180	643-190	643-200	-
							\$269.95
1969 GT Vinyl (Fits from (c)158231 to 187840.)							
641-380	641-390*	641-400*	641-410	641-420	641-430	641-440*	641-445*
							\$284.95

1962 - '69 Panel Kits

1962 - '65 Roadster Vinyl (Fits to (b)57985.)							
643-280	643-290	643-300	643-310	643-320	643-330	-	643-345
							\$341.95
1966 - '67 Roadster Vinyl (Fits from (b)57986 to (c)138400.)							
643-350	643-360	643-370	643-380	643-390	643-400	643-410	643-415
							\$334.95
1968 - '69 Roadster Vinyl (Fits from (c)138401 to 187210.)							
643-490	643-500*	643-510	643-520*	643-530	643-540*	643-550*	643-555
							\$304.95
1966 - '67 GT Vinyl (Fits to (c)139471.)							
643-420	643-430	643-440	643-450	643-460	643-470	643-480	643-485
							\$298.95
1968 - '69 GT Vinyl (Fits from (c)139472 to 187840.)							
643-560	643-570*	643-580*	643-590*	643-600	643-610	643-620*	643-625
							\$297.95

* Delivery on special orders takes approximately six to eight weeks.



Interior | A07

'70-'80 UPHOLSTERY



Original Style 1970- '80 Seat & Panel Kits

Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams. Where appropriate, the "chrome" mylar accent strips are used on the door panels, and we supply the correct fabric inserts in the late GT seat kits.

If you wish to re-do your interior to your individual taste, the three different styles of panels kits are completely interchangeable. Seat kit interchangeability is more complicated. The basic seat frame was unchanged from 1970 to '80, but cushion and headrest design changed. 1970 to '72 seats can be fitted with the later foam seat cushions, then covered with the 1973 to '76 covering kits. MGB-GT seats from 1973 on had nylon fabric inserts. The fabric seat kits will fit 1973 to '76 roadsters or 1970 to '72 roadsters equipped with the later-style seat cushions.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, door window brush seals, and sufficient vinyl to cover the roadster cockpit and door top rails. Material samples may be had by ordering our free sample card #878-120.

All front seat kits include covers for both front seats.

Note:
Champagne
(beige)
replaced
Autumn
Leaf from
'78 on.

1970 - '80 Original Style Front Seat Kits

Black	Navy	Ochre	Autumn Leaf	Champagne	
1970 - '72 Vinyl (Rd from (c)187211 to 294250 & GT from (c)187841 to 296000.)					
641-520	641-530	641-540	641-550	-	\$353.95
1973 - '76 Vinyl (Fits Roadsters from (c)297251)					
641-560	641-570	641-580	641-590	-	\$388.95
1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)					
641-600	641-610	641-620	641-630	641-525	\$384.95
1973 - '76 Fabric (Fits GTs from (c)296001 on.)					
641-680	-	641-625	641-685	-	\$360.95

1970 - '76 Original Style GT Rear Seat Kits

1970 - '76 Vinyl (Fits GTs from (c)187841 on.)					
641-640	641-650	641-660	641-670	-	\$276.95
1973 - '76 Fabric (Fits GTs from (c)296001 on.)					
641-690	-	641-665	641-695	-	\$240.95

1970 - '80 Original Style Panel Kits

1970 Vinyl (Fits Roadsters from (c)187211 to 219020.)					
643-635	-	-	-	-	\$263.95
1970 Vinyl (Fits GTs from (c)187841 to 219354.)					
643-645	-	-	-	-	\$263.95
1971 - '76 Vinyl (Fits Roadsters from (c)219021 to 410000.)					
643-630	643-640	643-650	643-660	-	\$268.95
1971 - '76 Vinyl (Fits GTs from (c)219355 on.)					
643-710	643-720	643-730	643-740	-	\$264.95
1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)					
643-670	-	-	643-700	643-705	\$263.95

1970 - '80 Original Style Headrests

1970 - '72 Vinyl (Eared type with perforated vinyl.)					
649-100	-	-	-	649-130	\$62.95
1973 - '76 Vinyl (Eared type with plain vinyl.)					
649-140	649-150	-	649-170	-	\$70.95
1977 - '80 Vinyl (Teardrop type.)					
641-607	641-615	-	641-635	641-535	\$73.95

Complete Interior Packages

Refurbish your entire interior and save at the same time with one of our complete interior packages! While the panels and seat kits are of the 1973 to '76 pattern, they fit and look great on all 1970 to '80 MGBs.

These kits include: panel kit, seat kit, carpet kit, door top cap set, center console lid, door panel clip set, armrests, gearshift boot, seat back and cushion foams, seat back panel boards, headrests, seat webbing kits, and door seal set.

Black	111-608	\$1,442.95
Autumn Leaf	111-708	1,442.95

1971 - '80 Original Style Door Panel Pairs

Because sometimes that's all you need.

1971-'76 Black Door Panel Pair	
643-631	\$121.95

1977-'80 Black Door Panel Pair	
643-671	\$112.95



A08 Interior

CARPETS & MATS

CUT PILE
REDCUT PILE
BLACKCUT PILE
BROWNCUT PILE
AUTUMN LEAF

Carpet Sets

Manufactured for easy installation, all our MGB carpeting is supplied of fine quality cut-pile automotive carpet, similar to the factory original. All carpet sections are finished exactly as original, incorporating heavy padding and hardboard panel backing where originally fitted. Moss Motors carpet sets are carefully patterned and tailored, offering an outstanding value. We encourage you to compare both quality and value to any other sets on the market. Free carpet sample cards may be ordered under part 878-320.

Original Style Carpet Sets

Replacement carpeting for the original factory carpeted areas only. For 1962 to '76 cars, this includes carpeting for the front kick panels, molded transmission tunnel, rear shelf, and rear wheel well pieces. The sills and floor panels were covered by rubber mats, listed separately at left. 1977 to '80 cars were originally fully carpeted. Our MGB GT Rear Carpet Set includes carpeting for the back of the rear seat, wheel well covers, luggage compartment floor and rear body quarters. GTs require both the Roadster & GT and GT Rear sets.

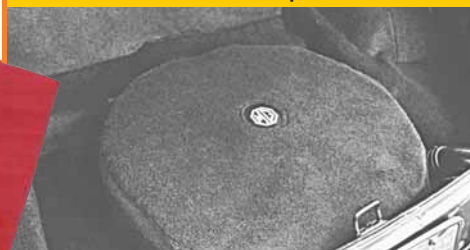
	Black	Red	Brown	
1962-'67 Roadster & GT				
244-300	244-310	-		\$409.95
1968-'76 Roadster & GT				
244-350	244-360	244-370		\$416.95
1977-'80 Roadster				
244-320	244-330	244-340		\$536.95
GT Rear Set				
242-750	242-760	244-380		\$294.95

Deluxe Carpet Sets

These sets completely carpet your 1962 to '76 MGB roadster, or the passenger compartment of your MGB GT. These carpet sets include everything contained in the original style carpet, plus carpeting replacements for the rubber floor mats, side sill covers and transmission tunnel side piece that was originally fitted through 1976. Our MGB GT Rear Compartment Carpet Set above, along with our Deluxe Carpet Set, will completely carpet your MGB GT.

	Black	Red	Brown	
1962-'67 Roadster & GT				
242-770	242-780	244-385		\$499.95
1968-'76 Roadster & GT				
244-320	244-330	244-340		\$536.95

Trunk Carpet & Tire Cover | 01



Rubber Mats | 02



(02) 1962-'67 Rubber Mats

Sill cover mats, 1968 to '76 floor mats and starter covers are still being produced on original tooling. Early floor mats are not available.

1962-'67 Floor Mats (Original black color only.)

Sill Cover Set	282-738	\$74.95
Starter Cover	283-080	58.95
Floor Mat Fastener	226-338	1.55

1968-'76 Rubber Floor Mats

	Black	Red	Brown	
1968-'76 Front Floor Mat Set				
283-018	-	-		\$99.95
1968-'76 Sill Cover Set				
282-738	-	-		\$74.95
1968-'76 Starter Cover				
283-090	-	-		\$48.95

Quality-Budget Carpet Sets

After looking at countless varieties of economical MGB carpets, we have chosen this quality carpet of synthetic cut pile fiber, fully bound and including heavy felt pads, snaps and sewn-in heel pad. The major differences between our OE style carpet set and this budget set is the transmission tunnel piece, which is molded to fit the tunnel in the OE kit and supplied flat in the budget set. Free sample card is available under part 878-325.

	Black	Autumn Leaf	
1962-'67 Roadster & GT Budget Carpet Set			
242-765	-		\$189.95
1968-'80 Roadster & GT Budget Carpet Set			
244-315	244-375		\$199.95
1967-'75 GT Supplement Carpet Set			
242-735	244-405		\$142.95

(01) Trunk Carpet Kits

Unless you seek 100-point originality, your MGB roadster should have this beautifully fitted carpet set in the trunk! Available in black, red or brown nylon cut pile (matching our interior carpet kits), the trunk set includes a tailored spare tire cover.

Black	242-850	\$126.95
Red	242-855	126.95
Brown	242-875	126.95

Spare Tire Cover

Included with the trunk carpet set above, this cut pile spare tire cover is also available separately.

Black	242-860	\$55.95
Red	242-865	55.95

Vinyl Spare Tire Cover

Vinyl spare tire covers are particularly appropriate and attractive for trunks which are not carpeted.

242-965 \$68.95



LIGHT TAN

Roadster Light-Tan Deluxe Interior

One part number will change the entire look of your car. Available in easy to care for vinyl or supple, long wearing leather. Includes: complete panel kit ('71 to '75 design), door cappings, center console lid, shift gaiter, black door pulls, custom seat covers, foams, diaphragms, backboards, and an edge bound carpet set with molded transmission tunnel. For Roadsters only.

Vinyl Seats 1970-'80	111-808	\$1,496.95
Leather Seats 1970-'80	111-809	2,039.95

1970-80 Custom Deluxe Upholstery | 03

1962-68 Complete Upholstered Seats | 04

Seat Savers | 05



(03) Custom Deluxe Upholstery

Our Custom Deluxe Interior Kits emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded leather seat covers are carefully stitched for exact fit and plush contour, giving your seats a feel of true luxury. Door panels are stitched rather than heat-welded to complement the seats.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadsters, rear deck insert panels for GTs, new door window brush seals, and leather to cover roadster door top rails. We recommend using the early style fur-fabric/rubber door seal to match the appearance of the rest of your interior. (See page 64 for door seals.) We guarantee 100% satisfaction or we will be happy to refund your money upon receipt of the uninstalled kit. Material samples may be had by ordering free sample card #878-110.

Custom Deluxe Front Seat Kits

	1970-'72	1973-'76	1977-'80
	\$719.95	\$739.95	\$739.95
Black with Black Piping	641-700	641-725	641-750
Black with Red Piping	641-705	641-730	641-755
Black with White Piping	641-710*	641-735	641-760
Red with Red Piping	641-715	641-740	641-765
Tan with Tan Piping	641-720*	641-745	641-770

Leather Custom Deluxe Rear Seat Kits \$409.95

Black with Black Piping	-	641-850*	-
Black with Red Piping	-	641-855	-
Black with White Piping	-	641-860*	-
Red with Red Piping	-	641-865*	-
Tan with Tan Piping	-	641-870*	-

1970-'80 Vinyl Custom Deluxe Panel Kits \$384.95

	'70-'80 Rdstr	'70-'76 GT
Black with Black Piping	643-750	643-800*
Black with Red Piping	643-760	643-810*
Black with White Piping	643-770	643-820
Red with Red Piping	643-780	643-830
Tan with Tan Piping	643-790	643-840

(04) 1962-'68 Complete Upholstered Seat Sets

Complete, ready to bolt in, brand new leather seat assemblies! Upholstered here in California around UK-produced seat sub-frames using Moss upholstery kits. While the proper installation of all upholstery is labor intensive, our expertise combined with volume production means the price will compare favorably to having your badly deteriorated original seats recovered by a local specialist. All seats will be upholstered to order only, so please allow 6 to 8 weeks for delivery. Sets include both left and right seats. (Mounting hardware not included.)

Upholstered Seat Set \$1,549.95

Black with Black Piping	641-178
Black with Red Piping	641-188
Black with White Piping	641-198
Black with Blue Piping	641-208
Red with Black Piping	641-218
Red with White Piping	641-228
Red with Red Piping	641-238
Tan with Tan Piping	641-248



(05) Seat Savers

Cool, comfortable, washable heavy-duty poly/cotton blend seat covers. Storage pocket on the backrest. Sold in pairs.

'70-'80 Black Set	237-350	\$104.95
'70-'80 Tan Set	237-360	104.95

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. Four 1' x 3' sheets. 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



A10 Interior

STEERING WHEELS



3-Spoke Drilled | 01



3-Spoke Drilled | 03



3-Spoke Slotted | 02



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 Steering 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 Steering Wheels

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

OE Style Solid Wood

Styled like the original, but crafted in rich solid wood. Includes hub and center cap.

(04) Fits 1970-'76.	
263-728	231.95
Fits 1977-80	
263-758	242.95

Limited Edition Wheel

This conversion kit allows you to have the late LE wheel on 1970-'76 models.

(05) 263-738	\$209.95
--------------	----------

OE Style Wood | 04



Limited Edition Wheel | 05



Complete Wheel Adapter Kits

	28 mm	46 mm
Includes hub, horn push and emblem.	Plastic Emblem	Enamel Emblem
	\$94.95	\$96.95
'62-'67	454-365	454-366
'68-'69	905-470	905-468
1970	905-475	905-476
'71-'76	905-480	905-482
'77-'80	905-485	905-486
Horn push with emblem is available separately.		
	28 mm plastic emblem	905-616 \$22.95
	46 mm plastic emblem	905-646 28.95

Rubber Mats | 06



Embroidered Mats | 07



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.

(06) MGB 1962-'67	241-840	\$29.95
MGB 1968-'80	241-850	29.95

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.

(07) MGB 63-67	240-720	\$124.95
MGB 68-80	240-730	124.95

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.

MGB 1963-67	240-420	\$88.95
MGB 1968-'80	240-430	88.95

Door Threshold Plates

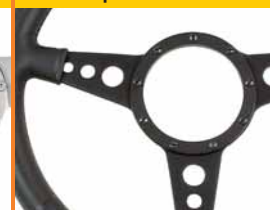
Our threshold plates are easy to install. Add a custom touch while protecting your door sills from scuffs and scratches. Set of two.

MGB Polished Stainless	240-630	\$27.95
MGC Polished Stainless	240-645	22.95
MGB Ribbed Aluminum	240-610	25.95

3-Spoke Drilled | 08



3-Spoke Drilled | 10



3-Spoke Slotted | 09



3-Spoke Drilled | 11



Tourist Trophy Wheels

Tourist Trophy offers a complete selection of wood and leather steering wheels for most British automobiles and they are the best looking steering 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 additional adapter hub sold separately.

Wood Rimmed Steering Wheels

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

(09) 15" 3-spoke Matte/Slotted	489-080	219.95
--------------------------------	---------	--------

Leather Rimmed Steering Wheels

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

(11) 14" 3-spoke Matte/Drilled	489-030	199.95
15" 3-spoke Matte/Drilled	489-020	199.95

Leather Steering Wheel 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.

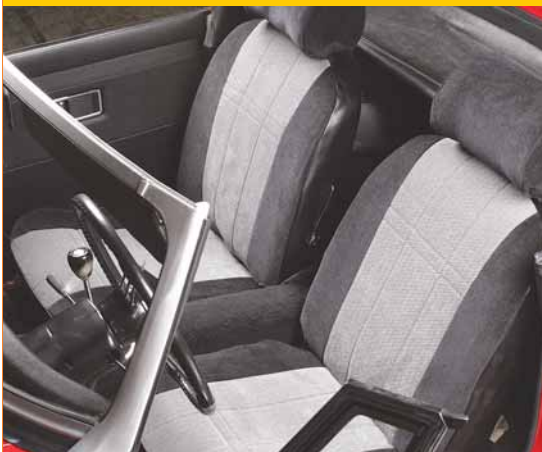
222-315	\$42.95
---------	---------



Interior | A11

DASHBOARD

Custom Cut Seat Covers | 12



Custom Cut Seat Covers

Dress up and protect your MGB interior. Seat Covers are a great way to prolong the life of your upholstery or hide unsightly rips and blemishes in seats that have seen better days. They're a washable blend of extra durable heavy-duty cotton and polyester. Available in your choice of beige and black. Installs easily over your old interior with no tools.



- (12) 1973-80 Beige 237-600 \$199.95
1973-80 Black 237-601 199.95

Wind Blocker | 13



Wind Blocker

Cut down on wind noise and buffeting. Easily installs to cut down fatigue on long trips.

- (13) Wind Blocker 458-290 \$194.95

Center Console & Armrest



Similar to vintage aftermarket consoles made by Amco some years ago. Black grained ABS thermoplastic base with leather covered armrest. A large storage compartment is located under the armrest pad and a cup holder is located in the forward portion.

MGB-MGC '62-'71 453-800 \$110.95

MGB Console Coin Dish

Molded plastic tray replaces ashtray in '72-'80 MGB. Convenient for coins and small items.

900-065 \$7.80

'62-'67 Walnut Dash

Made in England. Upgrade your early MGB interior with the elegant look of walnut veneer. Steel backing provides lasting strength. Mounts directly to the original dash surface.

- (14) 233-611 \$415.95

'72-'80 Wood Dash Trim Kits

Wood gives your interior an added warmth and natural beauty. Our multiple piece sets install easily and the advanced adhesive backing and UV-resistant finish ensure years of enjoyment.

1972 thru '76 Wood Dash Kits 6 pc.

- (15) Rosewood Dash Kit 453-835 \$279.95
Burlwood Dash Kit 453-830 279.95

1977 thru '80 Wood Dash Kits 6 pc.

- (16) Rosewood Dash Kit 453-845 \$279.95
Burlwood Dash Kit 453-840 279.95



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

Accessory Shift Knobs

Genuine walnut, and vinyl accessory shift knobs with cloisonné medallions.

Walnut Crested Knobs

- MGB '63-'67 228-260 \$17.95
MGB '68-'76 228-310 17.95
MGB '77-'80 228-340 17.95

Plain Walnut Knobs

- MGB '68-'76 021-401 \$17.95
MGB '77-'80 228-350 17.95

Vinyl Crested Shift Knobs

- MGB '63-'67 228-270 \$17.95
MGB '68-'76 228-300 17.95
MGB '77-'80 228-330 17.95



'62-'67 Walnut Dash | 14



'72-'76 Wood Dash Kit | 15



'77-'80 Wood Dash Kit | 16



Walnut Door Caps

Easily installed in place of the original vinyl covered caps. MGB GT set includes rear side panel caps as well.

- 1966-80 2 pc Set 233-680 \$469.95
MGB GT 4 pc Set 233-685 859.95



Dash Top Pad Covers

Revitalize your old cracked dash top pad with this molded ABS cover. Comes complete with adhesive and instructions.

- MGB '68-'71 453-890 \$49.95
MGB '72-'76 453-895 49.95
MGB '77-'80 453-905 49.95



A12 Interior

Inertia Reel Seat Belt | 01

(01) Inertia Reel Seatbelts

We have a great source for quality American made inertia reel seatbelts, suitable for MGBs. Black with a stalk mounted receiver similar to that originally fitted in 1974 and later cars. Includes mounting hardware.

Black Seatbelt 222-025 \$99.95 ea.

Vintage Competition Seatbelt | 02

(02) Vintage Competition Belts

Quick release buckle with mounting hardware included.

222-211 \$83.75 ea.

Vintage Style Seatbelt | 03

(03) 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.

3-Point Belt, Short (93" shoulder side, 12" on the lap side) 222-204 \$41.95

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

3-Point Belt, Long (93" shoulder side, 20" on the lap side) 222-205 41.95

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

Standard Seatbelt

Sold individually with alloy steel mounting hardware.

Standard Seatbelt 222-215 \$28.95

Seatbelt Shoulder Pads

Comfort, with a dash of color. \$19.95 each










Red Logo 231-300

White Logo 231-301

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	Non-Crested	BL Style
	\$8.95	\$2.75	\$13.95

	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	-	163-375
	MG Series	-	-	163-365
	RV Series	163-380	-	163-355
	WS Series	-	-	163-345
	BL Series	-	-	163-335

Inflatable Lumbar Support

Manually operated adjustable pneumatic lumbar support fits easily under the seat back upholstery of most cars. Simply pump it up to fit your back.

650-100 \$54.95



Interior Light Kit

An easy and affordable upgrade, our door light kits provide convenient illumination when you get in and out of your car. Fits 1972-80.

Black Light Kit 111-810 \$44.95

Tan Light Kit 111-811 44.95



Sun Visor Kit

Sun visors were a factory option from 1962 thru about '67, and these kits are intended for those of you with cars not so equipped. Includes two black vinyl visors and all necessary brackets.

224-108 \$95.95



New!

1968-71 Radio Console Assy.

Replace damaged or missing originals with this complete assy. Previously available only as a cover, which took time and care to install.

453-706 \$145.95



Chrome Door Pull & Window Winder

While standard pulls and winders are bound to break with normal use, these are attractive and durable alternatives to the original plastic components. Sold individually, Order screws separately.

1962-'71 Door Pull 803-440 \$21.95

1968-'80 Winder 472-540 16.95

Power Windows

Crafted in the UK specifically for the MGB, this kit replaces the entire window winder mechanism giving smooth operation.

Fits 1968-80. 299-000 \$409.95

Dashlight Flashlight

Plug this flashlight into your cigarette lighter. This small, yet high-powered light re-charges as you drive. LED charge indicator lets you know when it is fully charged.

900-005 \$13.95



Expandable Cup Holder

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



OE Style Cigarette Lighter Kit

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.

142-270 \$36.95



Exterior | A13

"Special Tuning" Air Dam | 01**BL "Limited Edition" Spoiler | 02****Sebring Valance Panels | 03****(01) "Special Tuning" Air Dam**

Specifically designed to chrome-bumper MGBs, this is a fiberglass reproduction of the factory Special Tuning air dam as used on race and rally cars.

475-195 \$90.95

(02) BL "Limited Edition" Spoiler

Fitted by the factory to MGB "LE" models in 1980, this spoiler greatly improves the looks of all rubber-bumpered MGBs! Also adds a racy touch to chrome-bumpered MGBs.

475-180 \$144.95

MGB Sebring Front & Rear Valance Panels**(03)**

Fiberglass® reproductions of the streamlining panels fitted to the works MGBs when they raced at Sebring. The bumpers are eliminated, and these panels fill the resulting gaps for a smooth, clean appearance. As with all aftermarket fiberglass body panels, fitting these properly requires a large amount of patience and skill.

Front Sebring Valance* 475-185 \$173.95

Rear Sebring Valance 475-190 156.95

*Will not fit MGC without modification.

Chrome Bumper Conversion Kit | 04

**MOSS
EXCLUSIVE!**

**(04)****Chrome Bumper Conversion Kit**

Although still requiring welding and bodywork, our kit makes converting the later car to the more classic look much easier. Features front and rear steel fill panels, fabricated mounting brackets, front and rear bumper assemblies with overriders, front turn signal assemblies, front valence, all hardware and complete instructions. Does not include grille assembly, order 454-140 for the early chrome grille or 455-340 for the later black honeycomb grille.

Conversion Kit with Chrome Overriders	453-878	\$759.95
Conversion Kit with Rubber Overriders	453-888	799.95

**Front Fender Well Liners**

These popular UK accessories are perfect for the MGB daily driver. The molded plastic liners seal the inner front fender area, preventing salt, snow and mud from attacking your bodywork. Installation is easy; fits all MGBs.

457-415 \$81.95



New!

Stainless Licence Plate Support

Add a touch of sparkle to your ride. Polished stainless steel resists corrosion and brightens up later rubber bumper MGBs and Midgets.

451-296 \$40.95

**GT Rear Quarter Flashes**

Fitted as original equipment to all late GTs sold in England. Now you can individualize your GT with this rare and unique chrome & back trim piece.

Left Hand	408-390	\$25.95
Right Hand	408-395	25.95

**Stainless Steel Rocker Cover Set**

Adds a touch of brightness and can be used to cover up scratches or non-structural corrosion. Screws to the body, drilling required.

458-228 \$190.95



A14|Exterior

Classic Rack | 01



Luggage Rack | 02



Removable Rack | 03

**(01) Classic Luggage Rack**

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

Classic Rack 244-715 \$399.95

(02) MGB Luggage Rack

This chrome beauty measures 30.5" x 16".
Luggage Rack 244-710 \$399.95

(03) Removeable Rack

Quickly mounts with no drilling for those weekend trips. Polished Stainless Steel is strong, attractive and rust free.

Removable Rack 244-750 \$189.95

**OE Style Luggage Rack**

Reproduction of the factory optional luggage rack from approximately 1974-1980. Unavailable for many years, we now offer a complete polished stainless steel assembly to replace dented or incomplete originals. Includes all mounting hardware. 244-010 \$239.95

**Security Door Lock Set**

Except for the early roadster will pull-out door handles, this high security lock set will fit all roadsters and GTs through 1980. Proven to increase protection dramatically, this system incorporates a unique locking cam mechanism. 401-628 \$87.95

Aston Gas Cap

Features include quick release and easy installation. This polished aluminum Aston gas cap is theft proof. Fits 1962-'69. 407-125 \$159.95

**Locking Gas Cap**

Chrome locking fuel filler cap. Includes two keys. Fits 1962-'69 202-760 \$20.95

**Stainless Steel Covers for Hood, Trunk & Hatch Lift Cylinders**

You can now add a touch of polished stainless steel flash to our hood, trunk and hatch hydraulic lift kits. Easy installation.

GT Stainless Steel Hatch Lift Cover 900-077 \$29.95
Stainless Steel Trunk Lift Cover 900-078 29.95
Stainless Steel Hood Lift Cover 900-079 29.95

**Badge Bars & Mounting Hardware**

Dress up the front of your car. All are 3/4" diameter.

'62-'74 Chrome	244-120	\$94.95
'74 1/2 -'80 Chrome	244-230	92.95
'74 1/2 -'80 Black	244-240	80.95
Backing Plate	408-577	6.95
Clip (3/4" bar)	408-567	5.55

**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

**Gas Strut Lift Kits**

Available for both hood and trunk applications. Dual struts provide the extra support required for steel hoods and trunk racks.

Hood Lift Kit, Dual Strut	900-072	\$62.95
Trunk Lift Kit, Single Strut	900-070	47.95
'62-'71, Trunk Lift, Dual Strut	900-074	62.95
'72-'80, Trunk Lift Kit, Dual Strut	900-071	62.95
GT Hatch Lift Kit, Dual Strut	900-076	73.95

Exterior | A15

Badge Bar Badges

(04) Cloisone RAC	408-517	\$40.95
(05) Queen Elizabeth	408-376	44.95
(06) BMC Driver's Club	408-375	40.95
(07) R.A.C. Badge	408-695	89.95
St. Christopher	408-435	106.95
(08) Brooklands	408-175	64.40
Coat of Arms	408-185	59.95
(09) 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

Cloisone Union Jack

Designed to mount on flat surfaces. 2 1/4" x 1 3/8".
 Set of 2, screws included.
 Cloisone Badges 229-308 \$29.95

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

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



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.

Tripod Set 156-878 \$176.95
 Bulb for Tripod 170-600 8.40

Tripod Headlamp Set



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.

Lucas "PL" Set 156-898 \$341.95
 Bulb for PL units 170-650 8.15 ea.

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:

Stem mount	162-700	\$139.95
Back mount	162-760	139.95

Fog Lamps:

Stem mount	162-800	139.95
Back mount	162-770	139.95

Covers:

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

Replacement Bulbs:

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



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

Headlamp Stone Guards

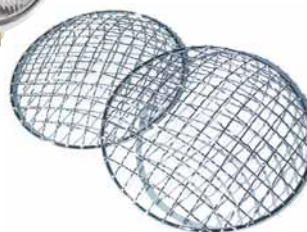
Heavy duty chrome plated wire mesh stone guards protect your headlights.*

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

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



A16 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



(03) Detachable Bike Rack

MGB Bike Rack | 03



Holds up to three
bikes securely.
Easy installation
and removal.
900-310 \$76.25



License Plate Screws

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

MG Screws 215-865 \$13.95

Union Jack Screws 215-915 13.95

Clear Cover License Plate Frame

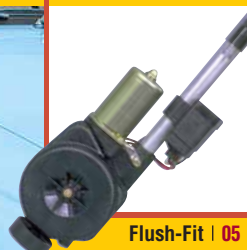
Features a one-piece
durable plastic lens with gasket. Easy to install,
includes stainless steel fasteners. (Check your
local DMV regulations.) 222-705 \$26.50



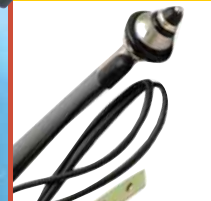
Wing Mount Mirror | 01



Electric Antenna | 04



Flush-Fit | 05



Wing Mount Mirror | 01



Rubber Antenna | 06



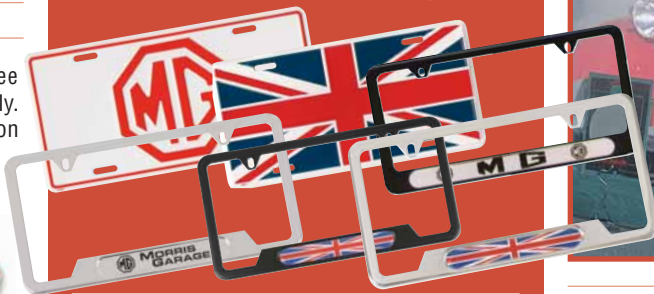
Antennas

(04) Electric Retractable Antenna

Our electric antenna kit wires into your radio for
fully automatic operation. Requires 13.5" depth to
mount. 386-960 \$88.65

(05) Flush-Fit Radio Antenna: Collapsible.
Requires 9.5" depth to mount. 386-970 \$9.95

(06) 14" Rubber Antenna: Black. Includes 54" lead
cable. 900-716 \$12.95



License Plates & Frames

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

	ABS Plastic	Stainless Steel*	Black Steel*
MG Frame	222-720 \$4.95	222-796 \$38.95	222-846 \$32.95
MGB Frame	222-750	222-776	-
MG Safety Fast	-	222-776	-
*Standard mounting hardware included.			
Morris Garage	-	222-830	-
Union Jack	-	222-725	222-735

Hardtop | 07



(07) Fiberglass Hardtops

From Roadster to GT in 1 minute. A fiberglass
hardtop is the ultimate accessory for comfortable
year round motoring. Hand laid fiberglass construction
and aircraft grade plexiglass windows give high
strength and light weight. The secure stainless
steel mounting system assures tight fit and ease of
removal. Comes ready to paint. Requires
prepayment and surface shipping. Factory direct
order. 458-300 \$1,199.00



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. CarCapsule
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

Exterior | A17

CAR COVERS

Cockpit Cover | 08

GT Backlight Louver | 09

Handle Guard | 10

Vent Cover | 11



(08) 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.

MGB Cockpit Cover 237-900 \$44.95



Front Vests

These durable vests help protect your paintwork from stone chips, bugs and other flying debris. Black vinyl, with straps that clip over your car's fender, easy attachment and removal.

'62-'74 1/2	242-880	\$109.95
'74 1/2-'80	242-890	101.95

Mud Flaps

Durable, heavy duty mud flaps. Fits front or rear wheel arches. Set of two includes mounting hardware.

MG	222-610	\$18.95
MGC	222-640	18.95



Screw Cover Set

New!

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



Stainless Steel Mesh Grille Insert

Reminiscent of the blower Bentleys and pre-war racing MGs our Stainless Steel grille insert give a racy look and improve air flow. The insert replaces the chrome or plastic grille section of original and most reproduction grille assemblies. May require drilling and re-riveting of the panel brackets, instructions included. High quality 304 stainless mesh. 455-343 \$99.95



MGB Sebring Headlamp Covers & Fitting Kit

These American-made reproductions are far superior to the U.K.-produced reprints periodically available, yet are much more economical. We have created a new, yet vintage-style method of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works-type alloy fitting kits are available separately but are only recommended for the serious, originality-conscious vintage racer.

Headlamp Cowl Kit	222-130	\$144.95
Alloy Cowl Fitting Kit	222-140	52.95



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



(10) Door Handle Guards

Polished stainless steel guards. Fits 1965 thru '80. Door handles must be loosened to install. This requires removal of interior door panel. Set of two. 228-745 \$16.95

(11) Cowl Vent Cover

Die-cut magnetic sheet vinyl cover fits over your MGB's chrome cowl vent, keeping out water, debris, and cold air. Not designed for use while vehicle is in operation. 215-315 \$10.45

(12) Headlamp Cover

Rigid clear plastic headlamp covers protect your 7" headlamps from rock damage. Fits most 7" headlamp applications. 169-200 \$17.95

Headlamp Cover | 12



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

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



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. 164-005 \$109.95



A18 | Exterior

CAR COVERS

Duravent | 01

Duravent | 01


WEATHER LOCK 4
 YEAR WARRANTY

Ultralon Embroidered | 02


WEATHER LOCK 5
 YEAR WARRANTY


Flannel | 03


WEATHER LOCK 2
 YEAR WARRANTY


(01) 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 scratchproof 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.

Roadster 1962-'74	237-420	\$109.95
Roadster 1975-'80	237-430	109.95
MGB GT	237-440	109.95

(02) 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.

Roadster 1962-74	237-425	\$214.95
Roadster 1975-80	237-435	214.95
MGB-GT	237-445	214.95

	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	★★★★★	★★★★★	★★★
POLLUTANTS	★★★★★	★★★★★	★★★
ACID RAIN	★★★★★	★★★★★	★★★
SCRATCH DEFENSE	★★★★★	★★★★★	★★★★★
HEAT RELEASE	★★★★★	★★★★★	★★★

(03) 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 scratchproof 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.

Roadster 1962-'74	238-420	\$149.95
Roadster 1975-'80	238-430	149.95
MGB GT -'74	238-440	149.95

Plastic Antenna Grommet

237-495 \$0.35



Dessicant 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



Wheel Spacers

For use where wheel to brake caliper clearance is an issue. These 6mm solid spacers can also be used for fine tuning track width. (pair)

674-685 \$33.95



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

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



Wire Wheel Conversion Kits

Available with either silver painted or chrome wheels, these kits put the classic style of Dunlop wire wheels on your car. All kits include five wheels, necessary hubs, hardware, knockoffs and wheel hammer. MGB kits are available for tube axles only and come with new front wheel bearings and special rear hubs. Chrome wheels feature stainless steel spokes and nipples.

Chrome Wire Wheel Conversion Kit

111-418 \$2,195.95

Painted Wire Wheel Conversion Kit

111-428 1,729.95

MG Crested Lug Nuts

Several pre-war MGs sported over 30 MG octagons or octagonal shapes. With a full set of our MG crested lug nuts, you'll be up to 16 right off the bat!

264-985 \$3.80 ea.

14" Bright Trim Rings

Polished stainless steel trim rings provide an attractive accent to your rims. Sold individually, for use with Rostyle wheels only.

455-370 \$14.95

Wire Wheels | A19

& SPORT WHEELS

Copper/Copper | 04

Copper/Rawhide | 05



1lb. Zinc | 06

Wrench | 08



4lb. Zinc | 07



Wire Wheel Tools

Knock-Off Hammers

All types, weights and sizes for every possible application.

(04)	1lb. Copper/Copper	386-000	\$28.95
	2lb. Copper/Copper	386-850	43.95
(05)	2lb. Copper/Rawhide	386-110	37.95
(06)	1lb. Zinc Alloy	386-020	29.95
(07)	4lb. Zinc Alloy	386-180	30.95

(08) Long Handle Knock-Off Wrench

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

For Octagon Knockoffs	386-120	\$48.95
For Eared Knockoffs	386-125	48.95
Fabric Wrench Cover	386-115	15.95



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

Tire Irons

A close match to those in early tool kits.

387-008 \$16.95

Protective Knockoff Wrenches

Prevent damage to knockoffs with multi-ply wooden wrenches. The 42mm size fits all conventional British two eared knock-offs. 386-165 \$31.95



Knockoffs

Choose the original 2-eared style, or the more exotic 3-eared style. Earlier cars have fine 12 threads per inch, later cars use a coarser 8 threads per inch. Our MG crested knockoffs were original equipment on MGT and MGA, but would look great on your early MGB.

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

Coarse Thread (8 t.p.i.)

Left Hand	674-680	\$39.95
Right Hand	674-670	39.95



3-eared Knockoffs

Fine Thread (12 t.p.i.)

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

Coarse Thread (8 t.p.i.)

Left Hand	200-335	\$86.75
Right Hand	200-345	86.75



Inner Tubes & Rim Bands

Designed for use with radial tires, but suitable for bias-ply tires. Features rubber covered valve stems. Rim bands prevent spoke and nipple ends from chafing your inner tubes. All sold individually.

Inner Tubes

155/165 x 14"	452-735	\$21.95
175/185 x 14"	452-745	23.95
155/165 x 15"	452-755	21.95
175/185 x 15"	452-765	23.95

Rim Bands

14" Rim Band	452-740	\$13.95
15" Rim Band	452-750	13.95

60-Spoke Wire Wheel | 09



Replica Minilite Wheel | 10



Knockoff Sport Wheel | 11



Panasport Wheel | 12



(09)

Wire Wheels

An essential part of your MGBs 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
14" x 4 1/2"	60	Chrome	Each	454-635	\$278.95
14" x 4 1/2"	60	Chrome	Set (4)	454-688	1,049.95
14" x 4 1/2"	60	Painted	Each	454-625	196.95
14" x 4 1/2"	60	Painted	Set (4)	454-708	699.95
14" x 5 1/2"	72	Chrome	Each	454-825	397.95
14" x 5 1/2"	72	Chrome	Set (4)	454-848	1,429.95
14" x 5 1/2"	72	Painted	Each	454-815	266.95
14" x 5 1/2"	72	Painted	Set (4)	454-868	959.95
15" x 5"	72	Chrome	Each	454-660	366.95
15" x 5"	72	Painted	Each	454-665	219.95

(10) Bolt-on Replica of the Original Minilite Wheels

These MiniLite Style alloy wheels are a timeless design, adding period charm to your MGB. Manufactured using the latest techniques and testing procedures to ensure the highest quality.

15" x 5.5" plus (+1")	456-045	\$199.95
14" x 5.5" (stock)	455-386	195.95
Replacement Hub Cap	455-368	9.40

(11)

Knockoff Sport Wheels

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

14" x 5.5" (stock)	455-360	\$339.95
15" x 5.5" (+1)	455-385	349.95

(12)

Panasport Wheels

New!

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.

MGB 14" x 6" +15mm offset, 12.86 lbs	854-705	\$269.95
MGB +1 15" x 6" +22mm offset, 15.6 lbs	854-715	289.95
MGB +1 15" x 7" +22mm offset, approx. 16 lbs	854-725	319.95
MGB +2 16" x 7" +22mm offset, 17.10 lbs	854-735	339.95

A20 | Performance

SUPERCHARGER

Supercharger | 01



(01) MGB Supercharger System

The new MGB supercharger system uses the same Eaton positive displacement roots-type supercharger found on contemporary OE applications such as Mercedes Benz and Jaguar. In spite of its modern origin, Moss was careful to design the system to look like it was a factory installed option that complements the classic MG image.

Moss engineers designed an intake manifold that provides equal airflow, pressure and fuel mixture to each cylinder. By optimizing the distribution in the manifold for each cylinder, you can run more boost pressure without the chance of harmful detonation. The Moss supercharger system produces 7.5-8.25 PSI of boost at sea level and bolted to a stock engine you can expect a minimum 50% increase in rear wheel horsepower.

MGB Supercharger System

The Supercharger kit is very complete and includes a 4-rib serpentine belt drive system, new cast iron water pump, a set of colder NGK BPR7ES sparkplugs and a high-flow K&N air filter. The 1968-74.5 kit also includes a new Lucas high output alternator. A list of Frequently Asked Questions and detailed installation instructions with photos are available online at www.mossmotors.com. The installation can be completed by a competent mechanic or hobbyist with hand tools. Installation 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.

1965-1967	150-058	\$3,145.00
1968-1974-1/2	150-068	3,145.00
1975-1980	150-078	3,145.00
Supercharger Emblem	648-210	19.95
Carburetor Service Kit	375-627	119.95
Carburetor Rebuild Kit	375-628	189.95
Supercharger Needle BCA	374-375	18.50
0.96 Viton Tip Needle Valve	373-627	32.85
MGB Drive Belt	052-234	17.95

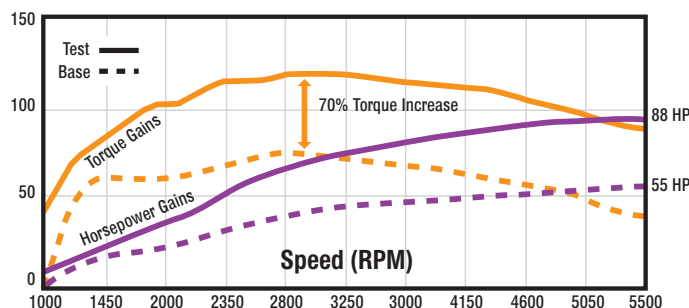
Gauge Kits

Keep an eye on Supercharger boost with this easily installed gauge kit. Custom bracket mounts the gauge on the left side of the steering column shroud in either a non-reflective black or brilliant chrome mounting cup.

Chrome	150-028	\$141.95
Black	150-029	142.95



Dyno test Results • 1973 MGB Roadster



MGB Supercharger System High Flow Fuel Pump Kit

Variable pressure pump mounts in original location. Allows higher fuel flow for demanding applications.

377-388 \$106.95



Performance | A21

INTAKE & EXHAUST

MGC Exhaust | 02



Ansa Exhaust | 03



Stainless Steel Exhaust | 04



MGC Performance Stainless Steel Exhaust System (02)

Not for the weak hearted, this system is sized for maximum flow and will be louder than stock. Single muffler system increases ground clearance for increased longevity.

780-035 \$464.95

Ansa Free-Flow Exhaust Systems (03)

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

1963-'74 1/2	454-595	\$357.95
1974 1/2-'80*	454-555	329.95

Stainless Steel Exhaust System (04)

Constructed entirely of top quality stainless steel. This is an 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. Lifetime guaranteed against corrosion only.

1963-'74 System	454-560	\$338.95
1975 System	454-570	331.95
1975-'80* System	454-745	267.95



MGC Exhaust Header

Manufactured in the UK by Manifold, this header can be used as is with twin exhaust systems, or 780-026 Y pipe may be used to connect to a single exhaust system. Please note, some dimpling of the header may be required to clear the Federal intake manifold.

MGC Exhaust Header	780-025	\$839.95
Y pipe	780-026	162.95



3-1 Short Exhaust Header

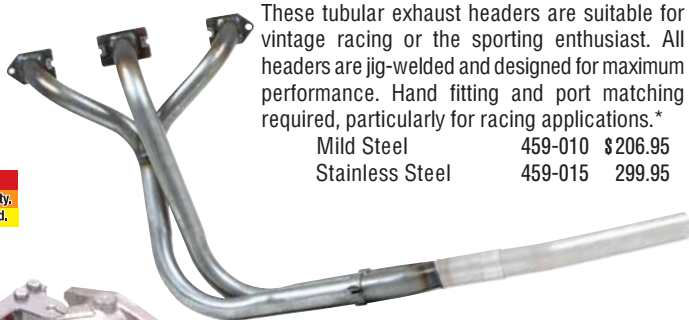
American made short header design offers improved ground clearance and easy installation. Can also be modified for use on other B-Series engine vehicles such as TVR and Nash Metropolitan.

459-011 \$148.95

Performance 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.*

Mild Steel	459-010	\$206.95
Stainless Steel	459-015	299.95



Peco Exhaust System

Rated as the best exhaust system for effectiveness, quality, and reliability in "How to Power Tune MGB 4-Cylinder Engines" (Moss #213-175), this system typically boosts mid-range power at the wheels by 5 b.h.p. Pipes are slightly larger in diameter than stock, and the single muffler is larger than standard. Silencing ability is excellent.*

Muffler & Pipes	459-035	\$249.95
Exhaust Header	459-045	234.95



Competition Manifold Gasket

Designed for use with modified heads with extra large ports. Careful port matching is recommended to ensure sealing to header flanges.

297-545 \$11.95



Weber DCOE Conversion

High performance DCOE carburetors are still the enthusiasts choice to extract maximum power. The kit includes manifold, linkage and carburetor with ram pipes. Re-jetting and venturi changes may be necessary. We recommend that tuning be performed by an experienced tuner. Please note that there is no provision for emission connections and some modification will be required for best operation.

Single 45DCOE Kit* 222-460 \$799.95

* Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except cars used exclusively off-road.



A22|Performance

CARBURETORS

New SUs | 01



(01) New SU Carburetor Sets

Genuine SU carburetors produced in the UK from new and original tooling. Sold as a set of two.

1962-'67 HS4 Set	372-248	\$569.95
1968 HS4 Set	366-478	569.95
1969 HS4 Set	366-498	569.95
1970-'71 HS4 Set	366-488	569.95
1972-'74 HIF Set	366-628	899.95

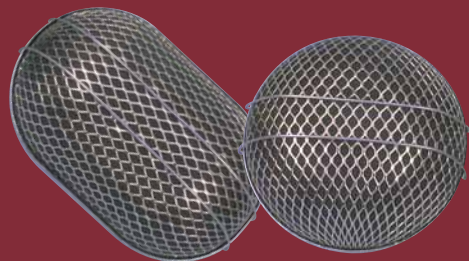
1 3/4" SU Carburetor (02) Conversion with Heatshield

Includes two SU HS6, 1 3/4" carburetors, intake manifold and linkage. Recommended for engines requiring increased flow to cylinder head. Some fabrication will be required. A separate exhaust manifold or header is required for installation on single Zenith-Stromberg carbureted MGBs.*

Carburetor Set	366-418	\$994.95
Ram Pipe Set	372-445	44.95

Chromed Dashpot Covers

Give your dull carbs a facelift.
Sold Each.
SU HS4 and HS6 374-575 \$18.95



Foam Air Filters

The traditional performance washable foam airfilters.

Oval for 1 1/2" S.U.	223-220	\$36.55
Round for 1 1/2" S.U.	223-230	39.95
Oval for 1 3/4" Zenith-Stromberg	223-240	38.95

1 3/4" SU Carb. Set with Heatshield | 02



* Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except cars used exclusively off-road.



SU Competition 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 MGB 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.

Std. Points (+) ground	377-045	\$362.95
Std. Points (-) ground	377-035	362.95
Solid State (+) ground	377-345	384.95
Solid State (-) ground	377-335	393.95

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.



Weber Downdraft Conversion | 03



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

Weber Downdraft Carb Kits

The Weber DGV two barrel progressive carburetor has proven to be the most popular replacement for worn out or damaged stock carburetors and gives a good combination of performance and economy on stock engines. Kits include instructions, carburetor, manifold/adapters, linkage and air filter. Please note that there is no provision for emission connections and some modifications will be required for best operation. A separate exhaust manifold or header is required for installation on single Zenith-Stromberg carbureted MGBs.*

(03) Manual Choke	222-260	\$539.95
Electric Auto. Choke	222-265	539.95
Replacement Filler Assy.	222-365	37.95



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
----------------------	---------	---------



SU Solid State Fuel Pump

New from SU. Electric fuel pumps with modern, reliable, electronic, solid state switching and control 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.

Pos. grd. to (c)44438	377-235	\$184.95
Neg. grd. to (c)44438	377-225	196.95
Pos. grd. from (c)44439	377-245	179.95
Neg. grd. from (c)44439	377-255	171.95

Performance | A23

AIR FILTERS

High Performance Ram Pipes

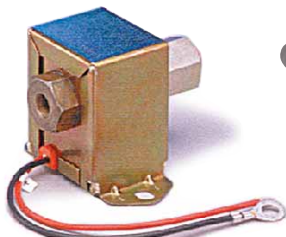
Our TWM racing air horns are the highest flowing design available for SU and Zenith Stromberg applications. Precision manufactured, light weight and robust, they measure two inches from mounting flange to bell. Sold individually.

	1 1/2" SU Carbs	222-970	\$49.95
(04)	1 3/4" SU Carbs	222-975	49.95
	Zenith-Stromberg CD175	222-980	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)	HS/HIF4 Carburetors	372-410	372-415
	HS/HIF6 Carburetors	372-435	372-445



Solid State Fuel Pump

The solid state pump will push or pull fuel through your original pump while mounted hidden under the car, or power it with a switch to use as a backup. Works on positive or negative ground cars.

377-420 \$99.95

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.



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. SU carburetors only.

Dashpot Caps (pair) 370-735 \$20.95

TWM Ram Pipes | 06



K&N Air Filters | 08



Long Ram Pipe Set | 07



(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 for clearance '74 1/2-on w/ twin carb conversion

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 Assembly 175CD Zenith-Stromberg

1 3/4" deep	222-965	\$74.95 ea.
3" deep	222-990	76.50 ea.

Chrome K&N Filter Assemblies Weber DCOE

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

Chrome K&N Filter Assemblies Weber DGAV

1 3/4" deep	222-366	\$62.45 ea.
-------------	---------	-------------

K&N Air Filter Elements For Stock Applications

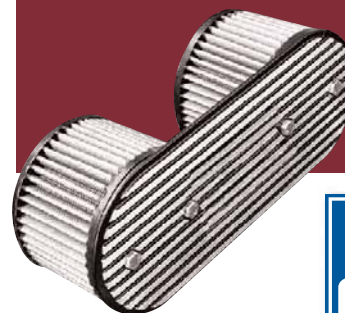
MGB '62 - '74	372-395	\$32.95 ea
Filter Cleaning Fluid	231-480	9.95 ea.
Filter Oil Bottle (250ml)	231-490	5.80 ea.

K&N Air Filter Assembly

Filter plate sets include two pre-oiled K&N air filters and a cast aluminum cover plate. Set replaces your original air filter canisters.

Requires original air filter base plates.

'62-'74 Assembly	222-910	\$154.95
------------------	---------	----------



Single Carburetor Conversion

Replace your worn out original Zenith Stromberg 175 carburetor with a new easier to tune manual choke SU carb. Mounts to existing manifold and maintains the original look of the engine compartment. Please check your local emission statutes for legality.

'75-'80 Conversion	370-678	\$549.95
K&N Air Filter	222-905	108.87

Manual Choke Conversion Kit

Designed in England by Zenith-Stromberg. Includes all mounting hardware, indicator light, and detailed instructions. Easy installation.*

'75 - '80 Choke Kit	386-325	\$124.95
---------------------	---------	----------



A24 | Performance

IGNITION

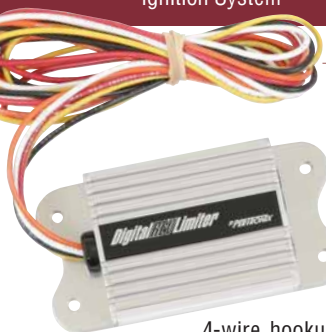
Second Strike Ignition System | 01



(01) 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. Fits negative ground only.

Ignition System 222-625 \$374.95



Pertronix Digital Rev Limiter

If you are auto-crossing 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. Fits negative ground only.

Rev Limiter 222-635 \$159.25

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

Alternator Conversion Bracket

Originally fitted to late 1275cc Midgets, this bracket may be fitted to the early ('62-'67) block to allow the direct fitting of an alternator without having to use an extra long bolt and spacers.

130-115 \$16.95



Race Distributor | 02



Mallory Distributor | 04



Performance Wires | 03



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. Uses 153-915 point set, 151-855 rotor and 151-875 cap.

(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

(03) Performance Plug Wire Set

Magnecor competition spark plug cable sets work great on street cars with either conventional or electronic ignition systems. Low resistance, yet also shielded to reduce radio noise interference. Fits 1967-'80.

143-565 \$49.95



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.

Negative Ground	143-181	\$124.95
Positive Ground	143-182	107.95

Mallory 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.

(04) 4-Cylinder Distributor	143-155	\$524.95
6-Cylinder Distributor	543-045	524.95

Mallory Dual Point Distributors

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).

4-Cylinder Distributor	143-180	\$280.95
6-Cylinder Distributor	543-040	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	\$39.95
--------------------	---------	---------

Mallory Distributor Tune-Up Parts

Point Set (2 req.)	143-185	\$18.95
Rotor, Dual Point	143-190	7.65
Rotor, Unilite 4-Cyl.	143-285	15.95
Rotor, Unilite 6-Cyl.	143-280	15.95
Condenser	143-195	7.60
Cap, 4-Cylinder	143-175	28.95
Cap, 6-Cylinder	143-225	27.95



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



Crane Electronic Ignition

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

For point-type dist.	222-680	\$130.95
For Lucas elec. dist.	222-325	128.95

Paddy Hopkirk Gas Pedal

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

Pedal	900-315	\$26.95
-------	---------	---------



Performance | A25

ELECTRICAL

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. 143-240 \$58.95

(06) Lucas Sports Coil

40,000 volt output gives more starting power, and greater performance at high rpm. Works with non-ballasted ignition systems only. Lucas Coil 143-200 \$46.95

(07) Pertronix Ignition Coil

Matched to the Ignitor ignition. Ballasted ignition system was used from 1975 on.

Non-ballasted systems	143-265	\$43.60
Ballasted systems	143-270	43.60

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.

1962-'74 (Lucas Model 23, 24, 25D)

Negative Ground	222-405	\$107.60
Positive Ground	222-555	127.95

1975, Moss 143-110 distributor

(Lucas 45D4)	222-435	\$110.95
'76-'78, (Lucas 45DE4)	222-425	110.95
'79-'80, (Lucas DM4)	222-475	110.95



Racing Battery Switch (10)

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



Tar Top Battery | 08

Classic Tar Top Batteries

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

(08) 6-Volt Battery 459-385 \$114.95

Battery Box Liners

Tough, corrosion-proof battery box liners. Includes a strong lip running around the top, so it will work even if the original battery box has completely rotted away.

(09) 1962-'74 1/2 (2 req.)	241-040	\$40.95
1974 1/2-'80 (1 req.)	241-050	46.95



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

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 battery tray.

241-025 \$6.95

Racing Switch | 10



Liner | 09



HiTorque Starter | 11



(11) HiTorque Starter

Modern design and reliability make these rebuilt starters ideal for the "daily driver." High torque gear drive produces superior starting power for your engine. (Some minor re-wiring required on 1962 - '67 cars.)

1962 - '67	541-545	\$257.95
1968 - '80	131-215	272.95

Battery Cut-Off | 12



Quick Bolt | 13



(12) Battery Cut-Off Switch

Quickly and effectively disconnects your battery for servicing or long-term storage. Sized for negative posts. 145-795 \$12.95

(13) Quick Bolt Set

Quick bolts feature an over-center clamp system for the 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

(14) 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.

(14) 459-350 \$84.95

PriorityStart | 14



A26 | Performance

CYLINDER HEADS

Cross-Flow Cylinder Head | 01

Polished Valve Cover | 02



Black-Textured, Finished Valve Cover | 03



(01)

Alloy 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 early manifolds or headers may be used. We recommend either the MGA LCB header (454-855) or MGB stainless header (459-015) 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. Valve interference must be checked on pre-18V blocks.

Note: Alloy heads require pre-1974 1/2 in line oil feed #4 rocker pedestal.

Cross Flow Cylinder Head	451-690	\$1,799.95
SU Carburetor Manifold Kit	373-975	349.95
1 3/4" SU Carburetor 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 Carburetor	378-685	329.95
Water Choke Block Off Plate	052-341	7.95
Air Injection Port Plug	052-242	0.95



* Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except cars used exclusively off-road.

Alloy Valve Covers

- (02) Polished Ribbed Cover (no breather vent)
Includes Grommets & Cap 224-508 \$100.95
- (03) Black Textured Finish
Replacement Chrome Cap 224-490 108.95

Chrome Valve Cover Cap

Extra-long cap nut for use on alloy valve covers.

460-111 \$3.75



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



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 recommended for use with alloy heads.

387-505 \$74.95

Copper Gasket Sealant

Spray copper sealant for use with copper head gaskets. Aerosol must ship ground.
16 oz 387-501 \$15.00



Performance | A27

CYLINDER HEADS



Air/Fuel Indicator |

New!

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

New!

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



Gas Flowed Intake & Exhaust Valves

Larger diameter Intake valve with smooth flowed back face and tapered stem. Valve size is 1.73" (44mm) compared to early valve size of 1.563" (38mm) or 1973-'74 valve 1.625" (41 mm). Gas flowed exhaust valve made from EN21/4N material. The smooth back face and tapered stem improves gas flow. Standard size 1.34" (34 mm). These valves are designed to use the later 1968-'80 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

Alloy Cylinder Heads | 04



(04)

Alloy Cylinder Heads *

Improved cylinder head flow means more power. Our Alloy Cylinder Heads for MGB's 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. Heads are smog legal with stock emissions control equipment. If required, water choke port must be drilled.

Assembled Heads	1962-'67	451-806	\$1,299.95
	1968-'80	451-816	1,299.95
Bare Heads	1962-'67	451-805	\$1,049.00
	1968-'80	451-815	1,049.00
Water Choke Block Off Plate		052-341	7.95
Air Injection Port Plug		052-242	0.95

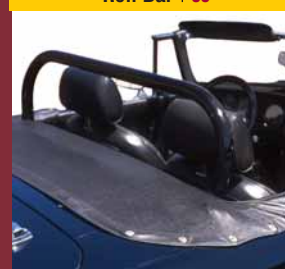
(05)

Roll Bar

Our bolt-in roll bar looks great and causes minimum restriction of cockpit space. They're even designed to fit inside the convertible top. The optional pad is vinyl covered and uses snaps and velcro fasteners. Includes mounting hardware.

MGB '63 - '74	459-025	\$379.95
(not '69 - '70 w/inward folding top frames)		
Roll Bar Cover	236-000	97.30

Roll Bar | 05



Up-rated Oil Pump

Fits all 5-main engines. This oil pump has been modified to the factory special tuning specifications for increased oil flow at high RPM.

435-625 \$119.95

Spin-On Oil Filter Adapter

Easier oil changes are the result when you change your engine over to a modern spin-on filter. Includes all necessary pieces for installation, filter not included.

1963-'67 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

Up-rated Oil Pressure Relief Spring

Increase the oil pressure in your stock engine by about 20 psi. Note: This is not a remedy for a worn engine in need of a rebuild!

329-235 \$4.40

ARP Performance Fasteners

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
18GG-18V (straight cut rod)	322-848	126.95
Main Cap Stud Kit, 3-Main	322-868	104.95
Main Cap Stud Kit, 18 GB-GK	322-938	167.95
Main Cap Bolt Kit, 18V	322-948	99.95

Up-rated Latest Design Tubular Pushrods

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

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



A28 | Performance

VALVE TRAIN

Servo Kit | 01



(01) Moss Exclusive '62-'67 Single Line Servo Kit

A common option in the UK, we have engineered a complete kit for LHD cars which includes a Lockheed servo unit, custom mounting bracket, brake lines and complete instructions. Improve brake response and shorten stopping distances. Safety Fast!

182-298

\$419.95

Valve Springs | 02



Heavy-Duty (02) Valve Springs

Higher tension springs increase your rev limit beyond 7000 RPM!

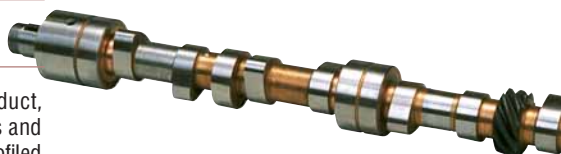
Valve Spring Set	423-455	\$62.95
Valve Stem Seal (ea)	290-890	0.75

Hardness Tested Tappets for 18V Engines



To ensure the highest quality product, we test each tappet for hardness and dimensions. The wear surfaces are then profiled and a matched set packaged with cam lubricant. These tappets may be installed in earlier engines when matched with 18V pushrods.

18V Short Tappet Set 460-604 \$159.95



Fast Street Camshaft

Your MGB 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



Alternator Conversion Kits

This kit has all the parts and instructions necessary to install an alternator to an MGB fitted with our 150-058 supercharger kit. Includes extra drive belt.

Alternator Conversion for Supercharged MGB
130-098 \$203.95

'62-'67 Alternator Conversion



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

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 from plus 4° to minus 4° in 2 degree increments. Kit also includes double row chain and cam sprocket.

460-388 \$148.95

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

Rocker Kits | 03



(03) 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.

'63 - '74 Rocker Kit	451-460	\$1,199.95
'75 - '80 Rocker Kit	451-470	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.

'63 - '74 Pedestals	460-268	\$399.95
'75 - '80 Pedestals	460-278	330.30

Tufttrided Rocker Shaft

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

433-725 \$79.95

Rocker Shaft Spacer Set

Ensures positive centering of the rockers over the valve stems. Again, these are highly recommended. Supplied as an engine set of spacers.

460-365 \$44.95



Alloy Flywheel Assembly

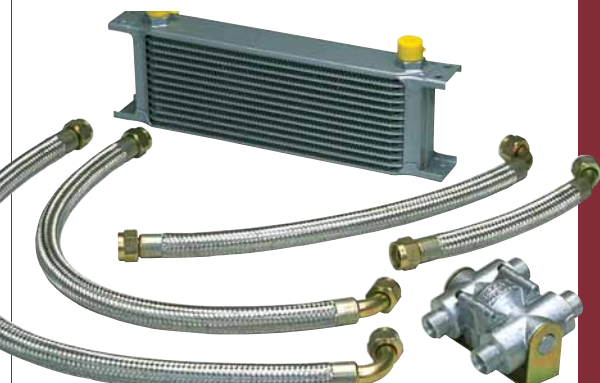
For quicker response and improved performance, our alloy flywheel assembly is the racer's choice. These lightened flywheels feature a removable steel face with a mechanically located ring gear.

'62-'65 3 main	460-673	\$549.95
'65-'67 5 main	460-674	549.95
'68-'80	460-675	549.95

Performance | A29

OIL & WATER COOLING

Oil Coolers | 04

**(04) Oil Cooler Installation Kits**

These English made kits include hoses and adapter plates to allow installation of an engine oil cooler radiator. Thermostat controlled kits feature a full flow control unit that bypasses the radiator until operating temperature is reached. Choose from radiators listed below.

'63 to '74 1/2 Kit with Rubber Hoses	235-905	\$84.95
'63-'74 1/2 Thermostatic Kit/Stainless Steel Hoses	235-840	223.95
'74 1/2 - '80 Thermostatic Kit/Stainless Steel Hoses	235-850	233.95

Oil Cooler Radiators

The 13-row radiator is the most popular for street use. The 10-row radiator is for limited space applications, and 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

**Braided Stainless Steel Oil Cooler Lines**

Heavy duty (and attractive) option.

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

'74 1/2 - '80 Oil Cooler Kits

Similar to the factory option. Includes rubber hoses, grommets, fittings and 10-row oil radiator. Not shown.

Complete Cooler Kit	235-990	\$150.95
---------------------	---------	----------

**K & N Oil Filter**

Now you can have K & N protection on your later MGB with top loading oil filter adapter.

K & N Oil Filter	235-825	\$13.80
------------------	---------	---------

Blanking Sleeve | 08



Thermostat | 07

**(07) Failsafe Thermostats**

Manufactured from high-grade stainless steel and copper, this thermostat locks open on failure to prevent engine damage.

180°	434-205	\$15.95
------	---------	---------

(08) 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
---------	---------

**Limited Slip Differentials**

Quaife gear type limited slip differentials deliver more engine power to the ground. Great for racing, auto-crossing, driving in the snow or just for fun. Installation requires no more work than rebuilding a standard differential.

Banjo Rear Axle	267-065	\$1,996.95
Tube Type Axle	267-055	2,016.95

Electric Fan | 05



Radiator Shroud | 06

**(05) 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". 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
14" Electric Fan Kit	231-658	149.95

(06) MGB Fan Shrouds

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.

'62-'67	459-685	\$52.95
---------	---------	---------

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
---------	---------

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
---------	--------



A30 | Performance

SUSPENSION & HANDLING

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.

(1) 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

2) 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.

(1) 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
Upper Control Arm Outer Bushing Set	1 kit reqd.	282-325	10.50
Front Cross Member Pad Set (chrome bumper)	1 kit reqd.	264-906	32.95
Front Cross Member Pad Set (rubber bumper)	1 kit reqd.	264-907	41.15

Combine and save! Complete Front Kit, includes all the above.

Chrome Bumper Cars 264-918 \$63.95

Rubber Bumper Cars 264-928 73.95

Leaf Spring Front Eye Kit	1 kit reqd.	267-525	\$33.95
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
267-538 \$79.95



9/16" Front or Rear Sway Bar Mounting Bush Set 1 kit reqd.
280-935 \$11.95

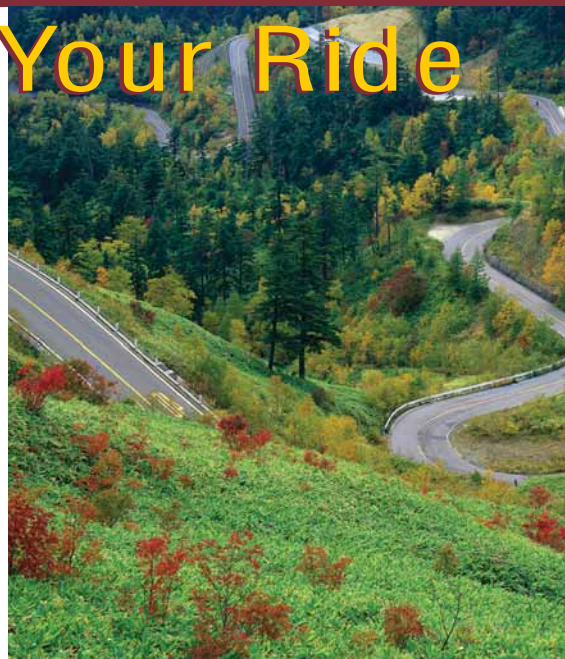
(2) Nylatron Bushings:

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.



Tighten Your Ride



Performance Front Springs | 01



Tube Shock Conversion | 02



Prothane Gearbox Mounting Bushings

Gearbox Steady Rod Pad Set all RD, GT '67-on	282-335	12.95
Gearbox Centre Pin Bush Set RD '68-on, all GT	280-056	8.95
Combination Kit (includes both kits) 1968-80	282-338	18.95

Performance | A31

SUSPENSION & HANDLING

Sway Bars | 03



(01) Performance Front Springs

Springs will fit all years, but take note of the suggested applications for best results. Stock front spring rate is approximately 480 lbs. per inch, depending on model and year. Sold each.

480 lb. Rate Coil Spring

Fits rubber-bumpered roadsters and lowers car approximately 1". 264-385 \$42.95

550 lb. Rate Coil Spring

Lowers chrome-bumpered cars 1", rubber-bumper cars 2", and GT approx. 3/4". 264-395 \$50.95

660 lb. Rate Coil Spring

This full race spring lowers cars about 2" from stock. Not recommended for street use or on rubber-bumpered cars. 264-335 \$117.95

(02) Tube Shock Conversion Kits

An economical and effective way to really tighten up the handling and feel of your car, these kits include modern tubular type shock units, complete brackets, hardware, and detailed instructions. Spax rear kits will offer improved dampening and fine tuning capabilities due to their adjustable, gas-pressurized design.

Rear Only Conversion Kit

(Monroe® Shocks) 268-126 \$209.95

Front Only Conversion Kit

(Spax® Shocks) 264-677 \$624.95

Rear Only Conversion Kit

(Spax® Shocks) 268-228 \$348.95

(03) Front Sway Bars

Front sway bars are a major influence in how your MGB handles. The following observations should also be considered in selecting a sway bar.

1. Increasing the bar diameter will reduce body roll. 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 (ie., its stiffness) increases with 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.

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

The following mounting kits allow installation of front sway bars on cars to which sway bars were not originally fitted.

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

Solid Sway Bar Mounts

Competition-designed machined aluminum. Expect an increase in road noise. Sold as a pair.

For 7/8" Bars (pair) 263-445 \$76.95

For 3/4" Bars (pair) 263-435 80.95

Heavy-Duty Shock Valves

About 25% stiffer than stock valves. Sold individually.

Front 264-345 \$30.95

Rear 267-975 27.95

Rear Lowering Kits

For lowering the center of gravity on cars with stock springs only, or in race applications. Kits include spacer blocks, longer U-bolts, and all necessary hardware. These lower car 1".

For Banjo Axles 268-165 \$94.95

For Tube Axles 268-140 89.95

Lowered Rear Springs

Significant gains in cornering ability can be achieved with lowered rear springs. Sold each.

1962 - '74 1/2 Roadsters 1 inch Lower

456-205 \$159.95

1974 1/2 - '80 Roadsters 1 inch Lower

456-215 \$159.95

1966 - '74 1/2 GT 1 inch Lower

456-375 \$169.95

1966 - '74 1/2 GT 2 inch Lower

456-385 \$196.95

1974 1/2 - '80 Roadsters 2 1/2 inch Lower

456-225 \$197.95

moSS

A32 | Performance

BRAKES

Big Brake Kit | 01



Green Stuff Pads | 02



Hawk Pads | 03



Semi-Metallic Pads | 04



(01) Big Brake Kit

Combine Wilwood Aluminum Four Piston calipers with our unique drilled and slotted rotors. Throw in a set of braided stainless lines and you have improved pedal feel, better stopping power and less unsprung weight. Looks, handling and brakes all in one package. This kit does not require 15" wheels and will work with original Rostyle and wire wheels. The Brake Calipers do have dust seals, so the kit is suitable for regular road use.

Wilwood Four Piston Brake Kit
586-628 \$1,295.00

*Not suitable for "LE" Limited Edition wheels.

(02) EBC 'Green Stuff' Pads

Made in the UK for "fast road" use. Kevlar brake pads for improved stopping, reduced fade and dusting.

Green Stuff 585-630 \$74.95

(03) Hawk Brake Pads

Designed for the serious street and autocross enthusiast these pads are at home on both the track and street. Note: Due to the increased friction levels, brake life may be decreased.

Hawk Brake Pads 585-610 \$64.95

(04) Semi-Metallic Brake Pads

These special brake pad sets provide excellent overall braking performance and give you smooth straight stops from even the highest speeds. Guaranteed not to dust, squeal or fade, they typically last three to five times longer than stock ones.

182-225 \$40.95

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.

Brake Hose Set 182-228 \$96.95

Disc Brake Anti-Squeal Strips

These foil-lined self adhesive strips fit between the pad & piston to eliminate squeal causing vibration.

583-805 \$5.45

Cross-Drilled & Slotted Rotors

Get the stopping power you need with a Moss Motors exclusive. Cross-drilled holes lower brake temperatures and reduce rotational mass and increase out-gassing, while slots allow excess water, dirt and dust to dissipate. Sold as a pair.

Drilled/Slotted Rotors 586-605 \$180.95

High Performance Brake Kit

Combine our slotted, cross drilled rotors with Hawk brake pads. Add a set of braided stainless steel hoses and you have an awesome improvement to the braking ability of your car.

Performance Brake Kit 586-608 \$298.95



Brake Caliper Paint System

Make your Brake Calipers look as special as the rest of your car. In a couple of hours, your calipers can have the same colorful high gloss luster found on very expensive German sports cars. The paint has an industry leading heat resistant capability of 9000 F. Kits come complete with the following: 2 component high tech paint system, 1 can of brake caliper cleaner, 1 mixing cup, 1 application brush. Ground Shipping Only.

Red	216-800	\$33.95
Yellow	216-801	\$33.95
Blue	216-802	\$33.95
Silver	216-803	\$33.95
Black	216-804	\$33.95
Purple	216-805	\$33.95
White	216-806	\$33.95
Green	216-807	\$33.95
Gold	216-808	\$33.95

New
COLORS
Available



Books | A33

& MANUALS

Bentley Manual | 01



Carburetor Manual | 02



Manual | 03



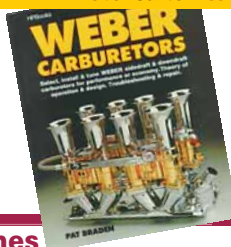
Bosch Handbook | 04



Lucas Diagnostics | 05



Weber Carbs. | 06



Haynes Workshop Manuals

Excellent guides to tune up and maintenance.

- (02) Carb Manual 211-430 \$18.95
(03) MGB Manual 212-405 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.

- (04) 212-155 \$69.95

Lucas Fault Diagnosis

For professional technicians, easy to understand by the non-professional. Softbound, 8 1/2" x 11", (05) 46 pages. 990-035 \$7.95

Weber Carburetors

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

- (06) 213-430 \$20.95

AutoRef

AutoRef gives you information, including, but not limited to: 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.

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

Bentley Shop Manuals

Robert Bentley manuals contain reprints of the factory workshop manual, plus the owner's manual. The most complete and authoritative manual available.

- (01) MGB, 1962-'74 212-320 \$49.95
MGB, 1975-'80 215-325 43.95

MGC

SHOP MANUAL

Covers the six-cylinder MGC 1967-69

Full maintenance, repair, troubleshooting and tune-up guide for home mechanic, collector and professional alike

MGC Factory Manual Reprint

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

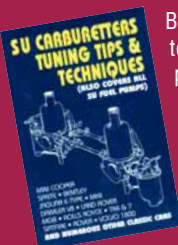
- 212-360 \$47.95

Glovebox Workshop Manuals

These glovebox sized 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.

- MGB 1955-'68 212-460 \$25.95
MGB 1968-'80 212-470 27.95

SU Tuning Tips & Techniques



By G. R. Wade. Factory information to help you solve all standard SU problems.

- 211-345 \$29.95

SU Workshop Manual

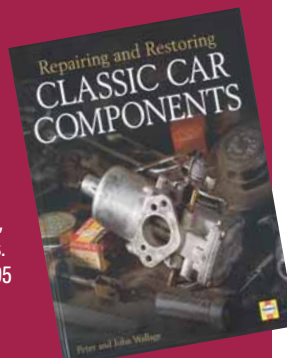
Factory workshop manual for SU carburetors and fuel pumps.

- 211-305 \$26.70

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



Owners Manual | 07



Competition Manual | 08



(07) Owner's Manual Reprints

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

- MGB '63 - '67 210-840 \$15.95
MGB '68 - '69 210-910 15.95
MGB '70 - '72 210-920 15.95
MGB '73 - '74 210-930 15.95
MGB '75 - '76 210-940 14.95
MGB '78 - '80 210-965 14.95
MGB '70- '74, UK spec 210-970 12.50

(08) Competition Preparation Manuals

Reprints of the original factory competition manuals. Get the most of your MGB.

- 1963-'67 211-005 \$14.95
1968-'80 211-010 14.95

Owners Handbook Vinyl Covers

Keep your handbook looking like new. 210-485 \$19.95



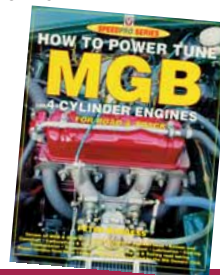
Haynes Restoration Manual



By Lindsay Porter. Complete coverage of mechanical repair, body work, electrical, upholstery, and tires. Previously titled "Guide to Purchase & D.I.Y. Restoration." Hardbound, 8 1/4" x 10 3/4", 352 pages, 1530 illustrations. 211-365 \$37.95

How To Power-Tune MGB 4-Cylinder Engines

By Peter Burgess. Practical information on which modifications are most cost effective. Softbound, 8 1/4" x 9 3/4", 112 pages. 213-175 \$24.95



A34 | Books & MANUALS

SU Video | 01



Maintenance Video | 02



The MGB Experience | 03



Across America | 04



Video Library

SU Carb Rebuild Video (01)

Tune or rebuild SU carbs with this easy-to-follow 2 hour 40 minute video. 211-035 \$39.95

MGB Engine Rebuild Video

Covers MGB engine removal, dismantling, reassembly and reinstallation. 90 min.

Engine Video 211-140 \$72.95

Guide to MGB (02)

Step-by-step guidance through important safety and reliability items which will keep your MG running smoothly. 211-070 \$18.95

MGB Experience: The Video (03)

Covers basics of restoration and DIY maintenance, model changes, buyer's guide and clubs. 55 minutes on VHS. 211-165 \$24.95

MG's Across America (04)

Two-video set brings the world of MG enthusiasts into your living room. Includes racing at Watkins Glen, Bridgehampton, Sebring and Mount Washington Hill Climb. 211-080 \$46.95

The MGB Video

The story of the MGB from conception to closure of the Abingdon works, told by the people who were there: John Thornley, Don Hayter, designer of the MGB, and Stuart Turner. On VHS. 211-060 \$57.95

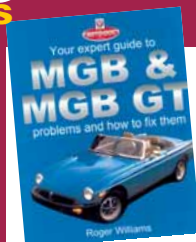
DVD: MGs Across America

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

MGB-The Illustrated History

Includes technical and production data, racing information and developmental history. Hardbound, 8 1/4" x 10 1/2", 256 pages.

Illustrated History 213-220 \$44.95



Guide to MGB/GT Problems

The collected knowledge of many MGB experts put together for both novice and experienced owners. 212-995 \$39.95



Practical Classics

This book covers all aspects of restoration including body work, mechanical repair, electrical, paint and trim. Softbound, 7 3/4" x 10 1/4", with over 370 illustrations. 212-370 \$26.95



Landmarkes MGB

By David Knowles. Filled with new material and rare photographs.

Hardbound, 10" x 10", 192 pgs, 300 illustrations. 213-295 \$39.95

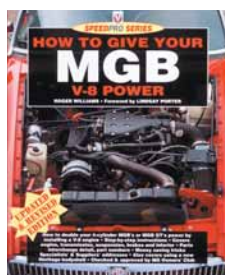
The Works MGs

By Mike Allison and Peter Browning. The full story of the factory race cars from 1920s to the late 1960s. 320 pages, illustrated, hardbound. 212-975 \$39.95



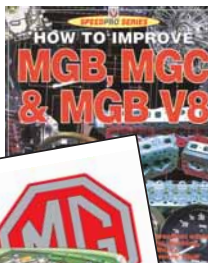
How to Give Your MGB V-8 Power

By Roger Williams. Double your MGB's power by installing a Rover V-8 engine. Softbound, 8 1/4" x 9 1/4". 213-615 \$34.95



How To Improve MGB, MGC, MGB V8

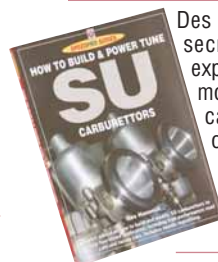
by Roger Williams. A guide to improving the grip, handling, braking and overall performance of these cars. Softbound, 8" x 10", 128 pages. 213-170 \$24.95



SU Power Tuning Book

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

Power Tune SU's 211-465 \$24.95



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



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



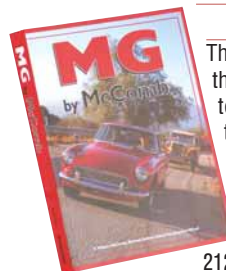
MGB, MGC & MGB GT V8 by David Knowles



A refreshing new approach that makes good reading. Lots of photos and technical specs. Covering the entire history of the cars from conception to the final roll down the production line. 211-455 \$29.95

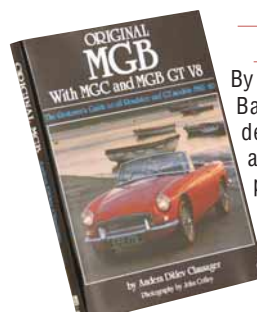
MG by McComb

The author was part of the team that built the post-war MGs. He took more than ten years to write this definitive history which has been brought up to date by the editor to analyze the resurgence of the marque. 212-630 \$29.95



Original MGB

By Anders Ditlev Clausager. Back in print. This is the definitive work on originality and the wealth of color photography ensures that your restoration will be as accurate as possible. 211-355 \$38.95



Car Care | A35

& 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

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

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



(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

Kozak Dry Wash | 03



(03) Kozak Dry Wash Cloth

Kozak'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



A36 | Car Care & MAINTENANCE

Auto Dry Blade | 01



(01) Auto Dry Blade

This 11.5" 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 | 03



Castrol | 04



Classic Color Paints | 06



(06) 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
Black Engine Paint 220-575 8.95
Silver-Grey Disc & Wire Wheel Paint 220-560 14.95

Black Wrinkle-Finish Paint: Dashboards, Wiper Motors, etc. 220-570 10.95
MGC Lt-Green Engine Paint 220-550 14.95

(07) 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 | 02



(02) 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 | 05



Waxoyl | 07



Brake Fluids

Castrol LMA & Lockheed Brake Fluid:

Both LMA Brake Fluids exceed all factory DOT specifications. Compatible with all British brake systems. Available in 1 pint.

(03) Lockheed Brake Fluid 220-400 \$5.10
(04) Castrol Brake Fluid 220-455 5.50
Castrol Brake Fluid 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.

(05) Silicone Brake Fluid 220-410 \$26.95

Shock Absorber Fluid

Custom blended specifically for British Girling and Armstrong lever action shock absorbers. Convenient flip-open pouring spout for easy refills. 16 fl. ounces.

220-304 \$9.95

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

Stop Rust with Corrosion Block

Penetrates corrosion cells, removes moisture and leaves a protectant coating. Useful for protecting bare metal during a restoration project.

12 oz Aerosol (no air shipping) 225-380 \$16.95
32 oz Pump 225-385 35.95

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

Car Care | A37

& MAINTENANCE

Assembly Lube | 01



Hylomar | 03



Cam Lube | 02



Wellseal | 04



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

Step 1 & 2 | 05



(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

Muffler and Tailpipe Sealant

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



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

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



Water Repellent Kit | 06



(06) 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



Mr. Moly Lubrication

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

moSS

A38 | Workshop Tools & EQUIPMENT



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.

Arc Welder 386-241 \$138.50



Fender Cover

Our top-quality fender covers are imprinted with the logo of your MG marque. Foam rubber backing. MG Logo 241-725 \$24.95



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



Roll Around Engine Stands

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

'62-'74 Stand 384-915 \$104.95
'75-'80 Stand 384-920 104.95



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 A Dot Hand Punch 226-105 \$69.95

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



(01) 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

(02) 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

(03) 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 | 04



(04) 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 | 05



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.

(05) 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 | A39

& EQUIPMENT

Self-Lifting Dolly | 01



Wheel Dolly Set | 02



Auto Dolly | 03



Alignment Gauge | 06



(06) 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

King Pin Reamer

To install new king pin bushings, they must be carefully reamed in perfect alignment after installation. Moss has the special factory king pin reamer. Not for cars with front drum brakes.

King Pin Reamer 386-370 \$302.95

(07) 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. 5/16W (.600" nut) fits original carbs. 17mm (.669" nut) fits new upgraded carbs.

5/16W wrench 386-400 \$2.95
17mm wrench 386-401 8.15

(08) Carburetor Synchronizer

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

386-200 \$32.95

(09) "Synchrometer" Flow Meter

Easy-to-read flowmeter allows accurate adjustment of multiple carburetor installations. Made in Germany.

375-321 \$48.95

Gunson's Colortune | 12



(12) 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

SU Tools | 07



Jet Centering Tool | 10



Synchronizer | 08



Synchrometer | 09



Throttle Shaft Reamer | 11

SU Jet Centering Tool

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

(10) 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.

(11) Reamer 386-385 \$139.95

Zenith-Stromberg Mixture Tool

Essential for tuning adjustable needle Zenith-Strombergs.

Mixture Tool 386-310 \$9.85

Shop Apron

MG logo shop apron with adjustable straps and three deep pockets.

217-200 \$19.75



A40 | 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"



Battery Charger 386-245 \$59.95

Fire Extinguisher

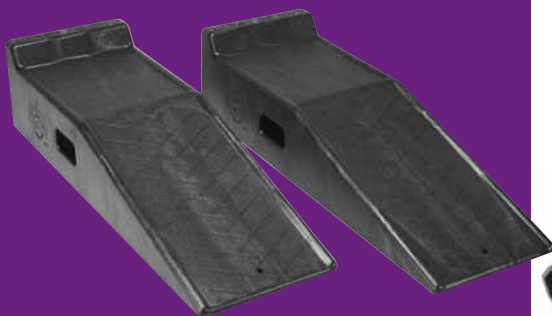
2 lb. dry chemical extinguisher, U.L. rated 5-B:C to protect against electrical, fuel and oil fires. 11" x 3.5" size, mounting bracket included.

220-380 \$22.95

**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

**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

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

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 5/16" 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

**Grease Gun | 02**

(02)

Grease Gun

For all those maintenance tasks.

386-710 \$38.95

(03)

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.

Clikadjust 386-205 \$80.95

**Clickadjust | 03****Clutch Alignment Tool**

For easy engine/transmission assembly.

MGB 3-Main 387-210 \$4.95
MGB 5-Main 387-235 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

**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

**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



Workshop Tools | A41

Air Powered Bleeder | 04

Eezibleed | 05

**(04) 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

(05) 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

Drum Brake Adjusting Wrench

Get a better grip on brake adjusters with our specially designed wrench. It has 1/4" and 5/16" square boxed ends, and a long handle for improved leverage.

386-160 \$12.95

**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

**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.

Fire Extinguisher 220-381 \$129.95

**Castrol 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

**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

**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

**Brass Tire Gauge**

Solid brass precision gear movement. Push button valve to bleed air to the desired pressure. U.S. and metric scales.

225-715 \$19.95

**Expanding Lug Wrench**

Extending lug wrench includes sockets to fit most cars. Will not fit Limited Edition lugnuts.

382-325 \$25.95



A42 | 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.

MGB Wall Plaque 214-215 \$18.95

(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

(04) 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

Lucas Poster | 01



Bar Stool | 03



Official Dart Board | 05



Official Tournament Darts & Dart Board (05)

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 sharpener, 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
Apollo Dart Set	229-690	32.75
Excaliber Dart Set	229-695	49.95

Metal Plaque | 02



Factory Dealer Signs | 04



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.

214-120 \$9.95



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



1:18 Scale Models



Autoart 1:18 Scale Metal Diecast Model. Very fine engine, chassis and interior detail. Opening doors, bonnet and hatch.

Red 220-683 \$98.95

MGC Keyfob

229-907 \$9.15



MG Parking Sign

9" x 12" Aluminum. 215-760 \$23.95



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.

214-400 \$19.95



Union Jack Flag

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

Union Jack Flag 217-070 \$16.95



1:24 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



Classic Driving Gloves

	Black Leather	String-Back
Small	228-700	228-800
Medium	228-710	228-810
Large	228-720	228-820
X-Large	228-750	228-830
	\$34.95	\$33.95



MG Wine Glasses | 06



MG Wine Glass Set (06)

Set of four Glasses. 230-968 \$26.95

Beer Glasses

Colorful logo glasses to toast your favorite marque. Set of 4. 230-931 \$19.95



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



Apparel | A43

& ACCESSORIES



Hoodie | 07

(07) Hoodie Sweatshirts 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



Letterman | 08

(08) 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



Embroidered Pullover | 09

(09) Embroidered Pullovers

On a 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

Folding Organizer | 10



Soft Sided Organizer | 11

**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.

(10) Folding	112-515	\$39.95
(11) Soft Sided	112-516	27.95

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". 647-105 \$17.95

**Classic Flying Helmet & Goggles**

(12)

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

**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

Classic Flying Helmet & Goggles | 12

**Pendleton Motor Robes**

Muffler | 13



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
(13) Green Muffler	237-411	31.95

Embroidered Hat

Beige/navy hats with the MG logo embroidered in contrasting thread. 219-822 \$20.95

**Logo Earrings**

Brightly enameled miniature marque logos. 219-730 \$12.95



A44 | MG Regalia

MORE FUN STUFF

Cheese & Wine Set | 01



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



Embroidered Shirt | 02



Union Jack Shirt | 03



Embroidered T-Shirts

100% Cotton short sleeve allows comfortable fit and long-lasting durability. The embroidered 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	013-295	X-Large	013-297
Large	013-296	XX-Large	013-298

(03) Union Jack T-Shirts \$18.95

Medium	013-425	X-Large	013-427
Large	013-426	XX-Large	013-428



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...down.

013-410 \$14.95



Current Catalog Editions

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

Coming Soon...

- 05 Ford Mustang
www.fordmustangstore.com



How To Order | A45

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.

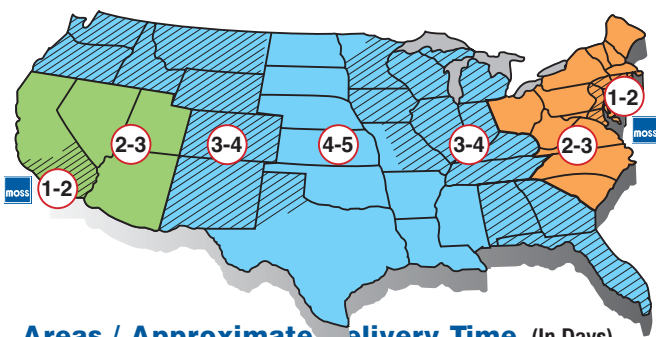
FOREIGN ORDERS (Includes Canada)

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
 Monday-Friday 7:00am to 5:00pm PST
805-681-3400 • Overseas

A
Accelerator Controls18-19
Air Filters23,25,27, A20-21
Air Horn KitA15
Air Pump21
Alternator81
AntennaeA14
Apparel & GiftsA37-40
Automatic Choke27

B
Badge BarA13
Badges69,74,75,77,80, A13
Batteries81, A23
Battery Brackets86
Battery Cables89
Bearings, engine8
Bicycle RackA14
Body Parts and Fittings58-79
Body Side Stripe Kits77
Bonnet StrapsA13
Books/Manuals4-5, A30-31
Brake Cables56
Brake Caliper PaintA28
Brake Lines/Pipes57
Brake ToolsA36-37
Brakes, brake parts54-57, A28
Bulbs89-91
Bumpers68-69

C
Camshaft8-9, A26
Car CapsuleA14
Car Care & SuppliesA32-34
Car CoversA15-16
Carburetors22-27, A19-21
Carpets101, A8
Catalytic Converter32
Charging System73
Choke Cables18
Chrome Bumpers68
Chrome Trim69,70,71,76,78
Clutch Alignment Tool35
Clutch34-35
Clutch, hydraulic system35
Cockpit Fittings72,100
Connolly Leather ProductsA33
Convertible Tops105
Cooling System16-17
Cup HolderA12
Cylinder Head10-11, A24-26

D
DartsA38
Dashboards92-96, A11
Decals75
Differentials48-49
Distributors82-85, A22
Door Fittings, handles, etc.64-65
Door Seals100
Door Window Fittings66
Doors58,64-66
Drive Shaft50
Driving GlovesA38
Driving LampsA13

E
E.G.R. Valve20-21
Electric Fans, engine17, A27
Electrical80-91
Electronic IgnitionA22-23
Emission controls20-21
Engine Controls18-19
Engine Mounts6-7
Engine PerformanceA24-26
Engine, cylinder head6-7
Engine, external6-7
Engine, internal8-9
Exhaust System32-33, A19
Exterior Body Panels58

F
Fans, engine cooling16-17
Fenders58
Fire ExtinguisherA36
Floor Mats101, A8,10
Fog Lamps91, A13
Front Suspension46-47
Fuel Filters30-31
Fuel Lines30-31

Fuel Pumps29, A20
Fuse Boxes81

G
Gas Caps28-29
Gas Pedal18-19
Gas Tanks28
Gearbox36-37,38-39
Gearshift Knobs36-37,38-39, A11
Generator81
Gift Certificates45
GiftsA37-40
Grille BadgesA13
Grilles69, A15
Grommets72,73
GT-only Parts78-79
Gulp Valve20-21

H
Handbrake Cables56
HardtopA14
Hardware (generic)98
Hardware Kits63
HatsA39-40
Headers33, A19
Headlamp Covers77, A15
Headlamps90
Heater97
Hood StrapsA13
Horn Controls45
Horns86
Hoses, brake57
Hoses, heater97
Hoses, radiator17

I
I.D. Plates75
Ignition Coil85, A23
Ignition Switches42,92
Ignition System82-85, A22-23
Interior Body Panels61
Interior LightsA12
Interior Trim64-65,99-103

J
Jacks53

K
Key BlanksA12
Key FobsA11
Knockoff HammersA17
Knockoffs53, A16

L
Lamps90-91
Lexol Leather ProductsA33
License Plate FramesA14
License Plate Mountings70,74
Limited Slip DifferentialA27
Lock Tab Sets9
Locking Gas CapA22
Lowering SpringsA29
Luggage RacksA12

M
Manifolds23,25,27
Manuals/Books4-5
Master Cylinders35,54
MGC Parts106-109
Mirrors71, A14
Model CarsA38
Mufflers32-33

O
Oil Coolers14-15, A27
Oil Filters12-13
Oil Lines12-15
Oil Pumps8-9, A25
Overdrive Electrical80
Overdrive40-41

P
Paint Color Codes62-63
Paint7,62-63, A33
PatchesA39
P.C.V. Valve20
Picnic BasketsA40
Pollution Equipment20-21
PostersA38
PulloversA39

R
Radiator ShroudA27
Radiators17
Rear Axle48-49
Rear Suspension50-51
Relays86
Road Wheels52-53
Rocker Panels58
Roll BarA25
Rubber Bumpers74
Rubber Mats101
Rugby ShirtsA39
Rust Repair Panels58,61

S
Seat Components/Covers99,102-103, A5-7,11
SeatbeltsA12
Sending Units10,28,86
Sheet Metal58,61
Shift KnobsA11
ShirtsA39-40
Shock Absorber Fluid47
Shock Absorbers46-47,50-51, A28-29
SignsA38
Spare Tire Covers101, A8
Spark Plugs85
Speedometer Cables92-96
Speedometer Drive Adaptor36,38,92,93,94
Springs, suspension46-47,50-51
Stainless Steel Exhaust33, A19
Starters80, A23
Steering/Steering Wheels42-45, A10
SU Carburetors22-25, A20
Sunvisors67,100
SuperchargerA18
Suspension Bushings (upgrade)A29
Suspension, front46-47
Suspension, rear50-51
Sway Bars46,47,50
Sway BarsA29
Switch, brake light56,57

T
Tail Lamps90-91
Tech Tips106-112
Thermostats10
Throw Out Bearing35
Timing Chain8-9
Tools53, A34-37
Top Frames & Fittings104
Tops/Tonneau Covers104-105
Transmission Mounts37,39
Transmission36-37,38-39
T-ShirtsA40

U
U-Joints42,50
Upholstery99,102-103

V
Valve Covers10, A24
Valve Train8-11, A25-26
Valves, engine10
Vent Windows66,78
Visors, sun67,100
Voltage Regulators81

W
Water Pumps16
Weber CarburetorsA19-20
Wheel Bearings46,48,49
Wheel ToolsA17
Wheels, road52-53, A16-17
Wind BlockerA11
Windows66-67,78
Windshields67,78
Wipers/Washers87
Wiring Harnesses88
Wiring Sundries89
Wood DashboardsA11

Restoration Parts

MGB MGB GT



MGB/MGC Restoration Parts Catalog

MGC Supplement begins on page 106

Table of Contents

Information/Production Data		3-5
Engine	External	6-7
	Internal	8-9
	Cylinder Head	10-11
	Oil Filters	12-13
	Oil Coolers	14-15
	Cooling System	16-17
	Engine Controls	18-19
	Emission Controls	20-21
Carburetors/Air Filters	HS4	22-23
	HIF4	24-25
	Zenith-Stromberg	26-27
Fuel System		28-31
Exhaust System		32-33
Clutch		34-35
Gearbox	early non-synchro 1st gear	36-37
	late all synchro	38-39
	Overdrive	40-41
Steering		42-45
Front Suspension		46-47
Rear Axle/Differential		48-49
Driveshaft/Rear Suspension		50-51
Road Wheels/Wheel Tools		52-53
Brakes		54-57
Body	Body Panels	58-61
	Paint Color Codes	62-63
	Door Fittings	64-65
	Windows	66-67
	Bumpers & Grilles	68-69
	Body Fittings	70-77
	GT Unique	78-79
Electrical	Starters	80
	Charging System	81
	Ignition	82-85
	Minor Electrical	86
	Wipers/Washers	87
	Wiring	88-89
	Lamps	90-91
Dashboards		92-96
Heater		97
Interior	Seat Fittings	99
	Soft Trim/Fittings	100
	Carpets/Floor Mats	101
	Seat & Panel Kits	102-103
	Tops/Tonneau Covers	104-105
MGC Supplement	MGC-unique parts	106-109
Tech Tips		110-112

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 MGB & MGC 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) 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.

WARNING!

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.



BRITISH MOTOR
HERITAGE APPROVED

By special licensing agreement with British Motor Heritage Ltd., Moss Motors, Ltd., is a fully authorized manufacturer and distributor of British sports car spares. With official support from the original manufacturer, we are able to produce a wide range of reproduction spares which meet or exceed the original factory standard of quality. In conjunction with British Motor Heritage, Ltd., Moss Motors is dedicated to the preservation and restoration of British sports cars. The British Motor Heritage, Ltd. and marque trademarks, as well as some exploded view artwork included in this publication, are the property of British Motor heritage, Ltd., and are reproduced under licensing agreement by Moss Motors, Ltd.



MGB/MGC Parts Catalog

© Copyright Moss Motors, Ltd. April, 1979
Edition MGB-0508 August, 2005
Printed in the USA

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, photocopying, recording, or otherwise without the prior written permission of Moss Motors, Ltd.

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

moSS

MGB

Manuals



Robert Bentley Shop Manuals

Robert Bentley manuals contain reprints of the factory workshop manual, plus the owner's manuals. The most complete and authoritative manual available for your car.

212-320	MGB, 1962-'74	\$49.95
215-325	MGB, 1975-'80	\$43.95

Haynes Workshop Manual

Haynes workshop manuals are an excellent guide to the tune up and maintenance of your car. Haynes carburetor manuals are the definitive works on these critical instruments.

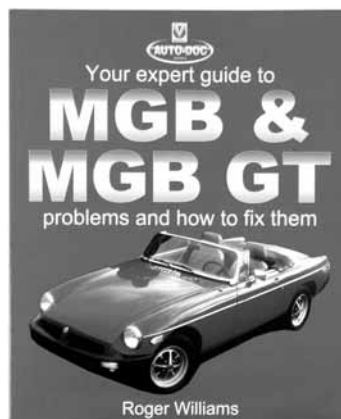
212-405 \$18.95



Competition Preparation Manuals

Improve your car's performance with the benefit of knowledge gained through years of testing and competition. These reprints of the original factory competition manuals provide a wealth of knowledge which is applicable to both street and all out racing applications.

211-005	MGB 1963-'67	\$14.95
211-010	MGB 1968-'80	\$14.95



MGB & MGB GT Problems and How to Fix Them

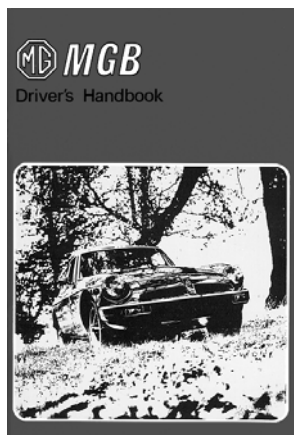
by Roger Williams
How to troubleshoot and fix your MGB's problems, clearly explained and well-illustrated with many clear color photos. This book is your "24-7" expert on all the MGB's common faults and foibles. An essential book to have if you drive your car - a definite "must have" if you do your own maintenance and repairs. Softbound, 8 1/8" x 9 7/8", 176 pages.

212-995 \$39.95

Owner's Manual Reprints

We have a variety of exact reprints of the manuals originally supplied with your car. These handy volumes contain information on a variety of subjects, from basic tuning and maintenance, to putting up the top. Throw one in the glove box, it'll come in handy some day.

210-840	MGB '63-'67	\$15.95
210-910	MGB '68-'69	\$15.95
210-920	MGB '70-'72	\$15.95
210-930	MGB '73-'74	\$15.95
210-940	MGB '75-'76	\$14.95
210-960	MGB '77 (use '78-'80)	NA
210-965	MGB '78-'80	\$14.95
210-970	MGB 1970-'74, UK spec.	\$12.50

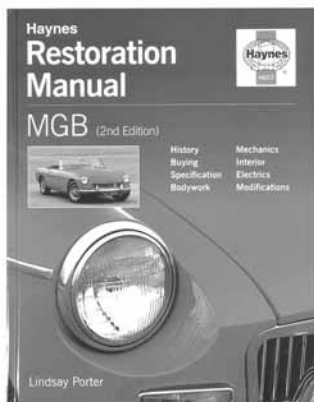
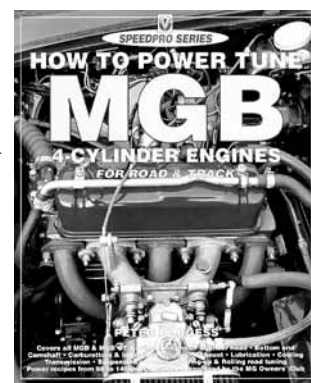


How To Power Tune MGB 4 Cylinder Engines

By Peter Burgess

You need this book if you want even your "stock" MGB to perform the way it should. With much practical information on which modifications are or aren't worth the effort (or cost), this book will help you build a powerful and reliable engine, whether for street or competition use. Since performance is not the responsibility of only the engine, carburetion, ignition, exhaust, cooling, drivetrain, suspension, brakes and tires are also discussed in detail. Softbound, 8 1/4" x 9 3/4", 112 pages.

213-175 \$24.95



Haynes Restoration Manual

by Lindsay Porter

Simply stated, Lindsay Porter's do-it-yourself guides are the best, most complete self-help books available for aspiring mechanics. All aspects of repair and restoration are clearly explained and amply detailed with hundreds of informative photos. This book contains complete coverage of, mechanical repair, body work, electrical, upholstery, even tyres (that's tires to you and me). What tools do you need? This book tells you, and shows how to ensure that problems like rust-out don't return. Add a factory workshop manual, and you'll have more knowledge available than most professional foreign car mechanics. Hardbound, 8 1/4 x 10 3/4", 352 pages, 1,530 illustrations.

211-365 \$37.95



Glovebox Size Workshop Manuals

The perfect companion for your car. Though not as complete as the full factory manuals, these clever new manuals are 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 these compact 5 1/2" x 8 1/2" books.

212-460	MGA & MGB 1955-'68	\$25.95
212-470	MGB 1968-'80	\$27.95

moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

Vehicle Identification

MGB Roadster 62-70, GT 67-70

MGB Roadster & GT 71-74

MGB Roadster (Rubber Bumper) 75-'80

Vehicle Number LocationTop left-hand side of the front bulkhead
 Engine Number LocationMetal plate right-hand side of cylinder block
 Gearbox Number LocationTop of gearbox, left of dipstick and filler plug
 Rear Axle Number LocationFront of left-hand axle tube by spring seat

Tune Up

Engine Firing Order	1,3,4,2	1,3,4,2	1,3,4,2
Valve Rocker Clearance	.015 in (.38 mm) cold	.015 in (.38 mm) cold	.013 in (.33 mm) warm
Idle Speed	500 rpm	900 rpm 18GF, GH, GJ, 18, 850 rpm 18V	.850 rpm
Static Ignition Timing	10° BTDC (HC), 8° BTDC (LC)		
Dynamic Ignition Timing	14° BTDC @ 600 rpm	1971-1972 - 16° BTDC @ 1500 rpm	13° BTDC @ 1500 rpm w/o cat; 1973-1974 - 11° BTDC @ 1500 rpm
Timing Mark Location	crankshaft pulley / timing chain cover	crankshaft pulley / timing chain cover	crankshaft pulley / timing chain cover
Contact Breaker (points) Gap	.014 to .016 in (.36 to .41 mm)	.014 to .016 in (.36 to .41 mm)	.014 to .016 in (.36 to .41 mm) (75-76 Fed)
Rotation of Rotor	anti-clockwise	anti-clockwise	anti-clockwise
Dwell Angle	60 +/-3 degrees	60 +/-3 degrees	
Ignition System	Lucas 12 volt	Lucas 12 volt	Lucas 12 volt for ballasted system
Spark Plug Make/Type	Champion N-9Y	Champion N-9Y	Champion N-9Y
Spark Plug Gap	.025 in (.64 mm)	.025 in (.64 mm)	.035 in (.90 mm)
Carburetor Make/Type	Twin SU HS4	Twin SU HIF4	Single Zenith Stromberg type 175 CD5T
Carburetor Main Jet	.090"	.090"	
Carburetor Main Jet Needle	.MB, 5, FX, AAE, AAL	AAU, ABD	

Vehicle & Engine

Length (with overriders)	12 ft 9 7/16 in (3.9 m)	12 ft 9 3/16 in (3.89 m)	13 ft 2 1/4 in (4 m)
Width	4 ft 11 15/16 in (152.3 cm)	4 ft 11 15/16 in (152.3 cm)	4 ft 11 15/16 in (152.3 cm)
Height	4 ft 1 3/8 in (125.4 cm)	4 ft 1 3/8 in (125.4 cm)	4 ft 1 3/8 in (125.4 cm)
Ground Clearance	.5 in (12.7 cm) min.	.5 in (12.7 cm) min.	.5 in (12.7 cm) min.
Track Front, steel wheels	4 ft 1 in (124.4 cm)	4 ft 1 in (124.4 cm)	4 ft 1 1/2 in (124.7 cm)
wire wheels	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)	4 ft 1 in (124.4 cm)
Track Rear, steel wheels	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)	4 ft 1 3/4 in (126.4 cm)
wire wheels	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)	4 ft 1 1/4 in (125 cm)
Wheelbase	7 ft 7 in (231.1 cm)	7 ft 7 in (231.1 cm)	7 ft 7 1/8 in (231.5 cm)
Turning Circle	32 ft (9.75 m)	32 ft (9.75 m)	32 ft (9.75 m)
Toe-In	1/16 to 3/32 in (1.5 to 2.3 mm)	1/16 to 3/32 in (1.5 to 2.3 mm)	1/16 to 3/32 in (1.5 to 2.3 mm)
Unladen Weight	RD 1920 lb (871 kg), GT 2190 lb (993 kg)	RD 2303 lb (1044 kg), GT 2401 lb (1088 kg)	.2290 lb (1039 kg) 1975-1976; 2416 lb (1097 kg)
Curb Weight	RD 2030 lb (920 kg), GT 2310 lb (1048 kg)	RD 2653 lb (1203 kg), GT 2751 lb (1248 kg)	.2590 lb (1174 kg) 1975-1976; 2716 lb (1234 kg)
Gross Weight (max.)	RD 2430 lb (1102 kg), GT 2660 lb (1206 kg)	RD 2753 lb (1249 kg), GT 2851 lb (1293 kg)	.2710 lb (1229 kg) 1975-1976; 2836 lb (1287 kg)
Original Tire Size	5.60-14 or 155-14 (162-'64); 165-14 (65-on)	165-14	165-14
Replacement Tire Size	165SR-14	165SR-14	165SR-14
Orig. Tire Pressure Front (Cold)	18 or 21 ('62-'64); 20 ('65-on)	20	21
Orig. Tire Pressure Rear (Cold)	18 or 24 ('62-'64); 24 ('65-on)	24	24
Engine Type	4 cyl. inline OHV	4 cyl. inline OHV	4 cyl. inline OHV
Engine Displacement	1798 cc (109.8 ci)	1798 cc (109.8 ci)	1798 cc (110 ci)
Firing Order	1, 3, 4, 2	1, 3, 4, 2	1, 3, 4, 2
Compression Ratio	8.8:1 (HC), 8.0:1(LC)	8.0:1	8.0:1
Engine Bore	3.16 in (80.26 mm)	3.16 in (80.26 mm)	3.16 in (80.3 mm)
Engine Stroke	3.5 in (89 mm)	3.5 in (89 mm)	3.5 in (88.9 mm)
Number of Cylinders	4	4	4
Oil Pressure Idle	10 to 25 lb/in2 (.7 to 1.7 kg/cm2)	10 to 25 lb/in2 (.7 to 1.7 kg/cm2)	10 to 25 lb/in2 (.17 to 1.7 kgf/cm2)
Oil Pressure Normal	50 to 80 lb/in2 (3.5 to 5.6 kg/cm2)	50 to 80 lb/in2 (3.5 to 5.6 kg/cm2)	50 to 80 lb/in2 (3.5 to 5.6 kgf/cm2)
Ignition Type	points	points	Lucas electronic
Fuel Pump Make/Type	SU type HP or AUF 300 electric	SU type AUF 300 electric	SU type AUF 300 electric
Fuel Tank Capacity	Early 12 gal, late 14 gal	12 gal, 14 gal w/evaporative loss system	12 gal (1975-1976); 13 gal (1977-on)
Cooling System Capacity	11.4 pints w/o heater, 12 pints w/ heater	11.4 pints w/o heater, 12 pints w/ heater	12 pints (1975-1976); 14.4 pints (1977-on)
Sump Capacity	9 pints	Early cars-9 pints, 9.6 pints w/ oil cooler	6 pints, 7.25 pints w/ filter change"
		Late cars-6 pints, 7 1/4 pints w/ oil cooler	
Gearbox Capacity, non-OD	5.6 pints	6 pints	6 pints
Gearbox Capacity, overdrive	6 pints	7 pints	7.25 pints
Rear Axle Capacity	2.7 pints	2 pints	2 pints

Information

About This Catalog

In producing this MGB catalog, our research staff's primary goal was to publish a listing of MGB parts which was as comprehensive, accurate and informative as possible. 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 MGB, with the exception of the more common nuts, bolts and washers which can usually be found locally. Although some of the parts listed are not currently available, our Product Development Department is constantly seeking new suppliers and manufacturers of quality reproductions of otherwise obsolete items. The current Moss Motors catalog is always the best indication of availability, although new products are being added to our inventory on an ongoing basis.

Special Features

In addition to the comprehensive parts listings, our catalog offers many special features. The illustrations and text are designed to be sufficiently comprehensive for the catalog to serve as a parts manual for your car. We have included much useful data concerning chassis numbers, production changes, etc. Throughout the catalog you will find technical tips and articles, designed to help you maintain and service your car efficiently and correctly. (We welcome contributions for possible inclusion in future catalogs; send your tip or article to Moss Motors' Editorial Dept.) Our separate Accessory Catalog, with hundreds of items that make British sports car driving more fun, is now bound into the front of this catalog.

MGB Modifications

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.

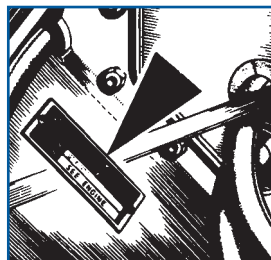


By special licensing agreement with Rover Cars, P.L.C., (formerly British Leyland) Moss Motors, Ltd., is a fully authorized manufacturer and distributor of British sports car spares. With official support from the original manufacturer, we are able to produce a wide range of reproduction spares which meet or exceed the original factory standard of quality. In conjunction with British Motor Heritage, Ltd. (a division of Rover Cars, P.L.C.), we are dedicated to the preservation and restoration of British sports cars.

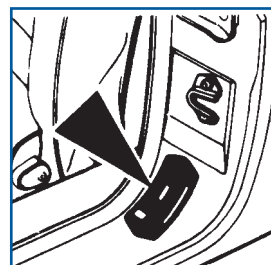
The British Motor Heritage Ltd., and MG trademarks, as well as some exploded view artwork included in this publication, are the property of Rover Cars, P.L.C., reproduced under licensing agreement by Moss Motors, Ltd.

Identification Numbers

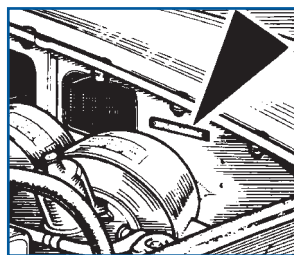
When ordering parts, it is essential that your car is identified exactly, by model year and serial number. Since many part changes were made during model years, the car number, engine number and body number provide the only positive identification. Quite often a car's title will not show the correct model year. Before ordering parts, please use the space provided below to copy the applicable numbers from your car. Use of these numbers is the best way to ensure that you order and receive the correct parts. Wherever possible, we have listed part applications by car number(c). In some cases, we had to use the engine numbers(e) or body numbers(b). Commission numbers, as used from 1968, are of little significance and are not used for reference purposes in this catalog. Where we use years, they are model years, not build dates. For the sake of simplicity, we have deleted all alpha-numeric prefixes from change points found in our application columns. While these letters are helpful in pinpointing certain production features, they do not affect the parts' applications as listed. Example: Car number GHN5/ UB/234567 is shown as (c) 234567. For more information on these numbers and years, see the production data on the facing page.



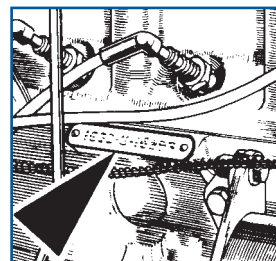
The **Car Number** for cars from 1963-'69 is stamped on a plate secured to the right hand wing valance forward of the radiator.



The **Car Number** for cars from 1970 on is stamped on a plate secured to the left hand door post, and to a plate on top of the fascia.



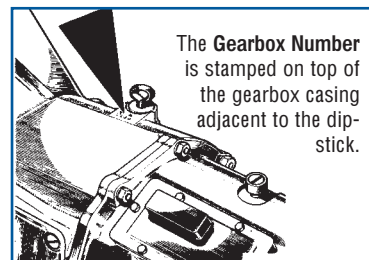
The **Body Number** for early chrome-bumpered cars is stamped on a plate on the left front valance behind the radiator diaphragm as illustrated, or in some cases, in front of the radiator diaphragm.



The **Engine Number** is stamped on a plate secured to the right hand side of the cylinder block.



The **Commission Number** is stamped on a plate secured to the bonnet lock platform.



The **Gearbox Number** is stamped on top of the gearbox casing adjacent to the dipstick.

Record Your Identification Numbers Here:

Customer Number _____

Model Year _____

Car Number _____

Engine Number _____

MOSS

MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

Note: Where year applications are given in the body of this catalog, they are approximate model year dates, not production dates. For accurate applications, use car numbers.

Production Data

1st Month of Production ea. Model Year			Car # First RD/GT Built ea. Model Year	Car # * First RD/GT Built ea. Calendar Year*	Engine # First RD/GT Built ea. Model Year	Commission # First RD/GT Built ea. Model Year	Body # First RD/GT
1962	5/62	RD	-	GHN3/L/101	(3-main engine)	-	-
1963	1/63	RD	-	GHN3/L/4619	18G/UH/101 (3-main engine)	†	MGB/101
1964	8/63	RD	GHN3/L/19586	GHN3/L/27278	N/A H (3-main engine)	†	MGB/26813
1965	10/64	RD	GHN3/L/48766	GHN3/L/53635	18GB/UH/101 (first 5-main engine)	†	N/A
		GT	-	GHD3/L/71933	-	-	-
1966	10/65	RD	N/A	GHN3/L/75243	18GB/UH (con't.)	†	N/A
		GT	GHD3/L/71933	N/A	18GB/UH/30038	†	GBD/101
1967	11/66	RD	GHN3/L/108039	-	18GB/UH (con't.)	†	N/A
		GT	N/A	GHD3/L/109804	18GB/UH (con't.)	†	N/A
1968	10/67	RD	GHN4/U/138401	N/A	18GF/WE/H101	GU23N/101F	MGBU/101
		GT	GHD4/U/139472	N/A	18GF/WE/H101	GU23D/101P	GBUD/500101
1969	10/68	RD	GHN4/U/158371	GHN4/L/159806	18GH/WE/H101	G23N/18164‡	MGB/14588‡
		GT	GUD4/U/158233	GHD4/L/162552	18GH/WE/H101	N/A	N/A
1970	10/69	RD	GHN5/UA/187211	GHN5/UA/196222	18GH/-/22209	G23N/31862‡	MGBU/27359
		GT	GHD5/UA/187841	GHD5/UA/194552	18GH/-/22209	G23D/18042	GBUD/510630
1971	9/70	RD	GHN5/UB/219021	GHN5/UB/232765	18GK/WE/H101	N/A	MGBU/300101
		GT	GHD5/UB/219355	GHD5/UB/233500	18GK/WE/H101	G23D/029048	GBUD/520235
1972	5/71	RD	GHN5/UC/258001	GHN5/UC/268635	18V/584Z/L101 (non O/D) 18V/585Z/L101 (O/D)	N/A	MGBU/400101
		GT	GHD5/UC/258004	GHD5/UC/269303	18V/584Z/L101 (non O/D) 18V/585Z/L101 (O/D)	G23D/047002	GBUD/620101
1973	8/72	RD	GHN5/UD/294251	GHN5/UD/307772	18V/672Z/L101 (non O/D) 18V/63Z/L101 (O/D)	G23N/62557‡	MGBU/500101
		GT	GHD5/UD/296001	GHD5/UD/31600	18V/672Z/L101 (non O/D) 18V/673/L101 (O/D)	N/A	GBUD/720101
1974	8/73	RD	GHN5/UE/328101	GHN5/UE/338790	18V/672Z/L14891 (non O/D)‡ 18V/673Z/L14891 (O/D)‡	G23N/86226‡	MGBU/600101
		GT	GHD5/UE/328801	GHD5/UE/338560	18V/672Z/L13234 (non O/D)‡	G23d/70589	GBUD/820101
1975	12/74	RD	GHN5/UF/367901	GHN5/UF/368090	18V/797AE/L101 (non O/D) 18V/798AE/L101 (O/D)	G23N/115009‡	GU23T/7707
		GT	N/A	GHD5/UF/369101	N/A	N/A	N/A
1976	9/75	RD	GHN5/UG/386601	GHN5/UG/393763	18V/801AE/L101 (non O/D) 18V/802AE/L101 (O/D)	G23N/129440‡	GU23T/50101
		GT	N/A	GHD5/UG/394665	N/A	N/A	N/A
1977	6/76	RD	GHN5/UH/410001	GHN5//UH/424748	18V/883AE/L101 (non O/D) 18V/884AE/L101 (O/D)	N/A	GU23T/760000
		GT	GHD5/UH/410351	GHD5/UH/422730	N/A	N/A	N/A
1978	9/77	RD	GHN5/UJ/447001	GHN5/UJ/455743	N/A	N/A	GU23T/860000
		GT	N/A	GHD5/UJ/455283	N/A	N/A	N/A
1979	6/78	RD	GHN5/UL/471001	GHN5/UL/485179	18V/883AEL/29033 (non O/D) ‡	N/A	GV23T/960000
		GT	N/A	GHD5/UL/483812	N/A	N/A	N/A
1980	6/79	RD	GVVDJ2AG/501001	GVVDJ2AIG/507309	18V/883AEL/43540 (non O/D) ‡	N/A	GV23T/984080‡
		GT	N/A	GVGEJ1AG/507309	N/A	N/A	N/A

MGB

* Calendar Year build dates are of historical significance only.
† Commission Numbers were not used prior to 1968 model year.
‡ These numbers are approximate.
‡ 18GA engine used from car #31021 thru 48765.

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

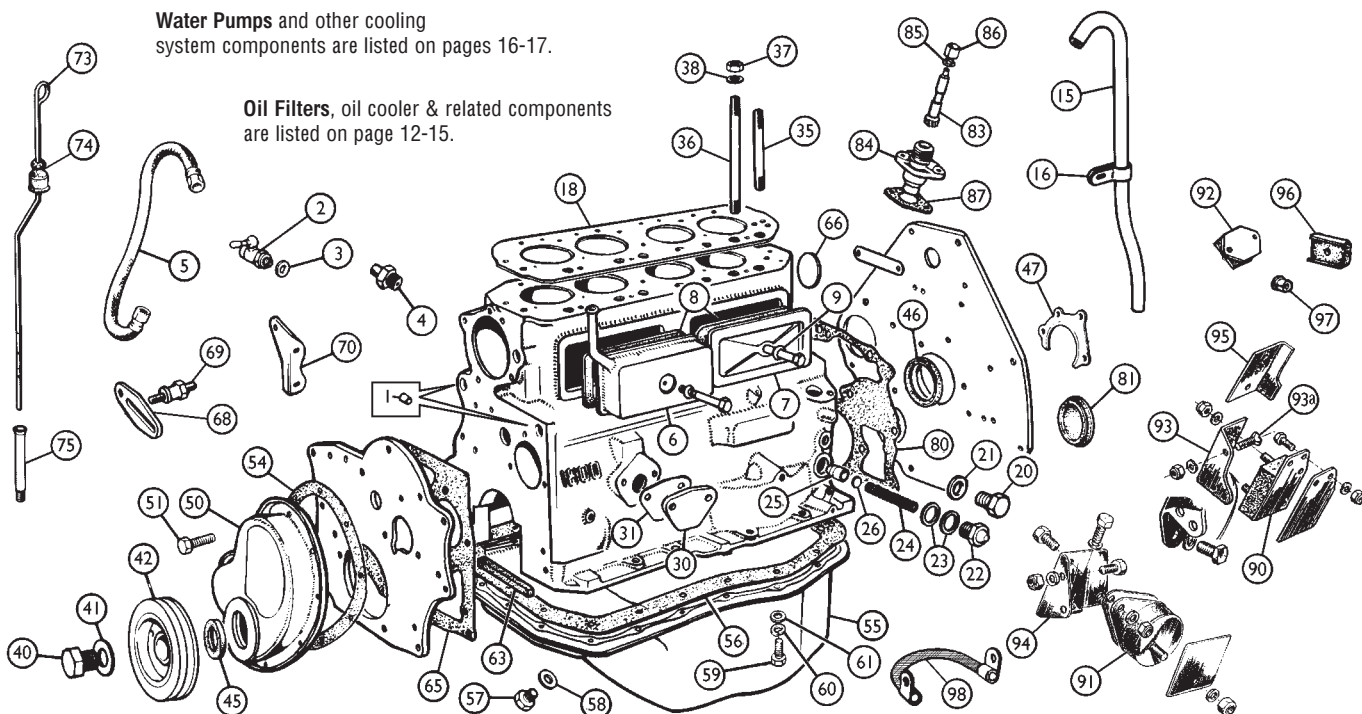


Note: Engines were painted red through 1971, after which they were black.

External Engine

Water Pumps and other cooling system components are listed on pages 16-17.

Oil Filters, oil cooler & related components are listed on page 12-15.



No.	Part No.	Price (each)	Description	Application	Qty. Req.	
1	328-160	\$5.95	OIL GALLERY PLUG	} alternatives	4	
2	470-240	\$19.95	TAP, water drain, in block		1	
	328-180	\$7.55	DRAIN PLUG		1	
3	324-670‡	\$0.60	WASHER, drain tap		1	
4	460-015	\$4.95	UNION, oil gauge pipe		1	
	324-626	\$0.40	WASHER, oil pipe union		1	
5	376-180	\$17.95	OIL FLEX LINE, block to oil gauge pipe		1	
6	460-060	NA	COVER, front, w/breather pipe		18G engines	1
	460-065	NA	COVER, front		18GA thru GJ engines	1
	460-075	NA	COVER, front, w/oil separator	18GK/V engines to 1977	1	
	460-085	NA	COVER, front, w/oil separator	from(e)18V/883/AEL/12545 1977 on	1	
7	460-050	\$9.95	COVER, rear	1962 - '77	1	
	460-055	NA	COVER, rear, w/tab	1977 on	1	
8	296-370	\$0.95	GASKET, front & rear cover	18G thru GK engines, cork 2		
	296-375	\$2.95	GASKET, front & rear cover	18V engines, rubber	2	
9	324-315	\$0.40	WASHER, fiber	18G engines	2	
	367-055	\$0.95	WASHER, copper	} 18GA thru V engines	2	
	365-720	\$0.30	WASHER, plain		2	
	324-335	\$1.95	BUSHING, cover fixing		2	
	324-345	\$1.20	CUP, cover fixing		2	
Front and rear main bearing caps are a snug fit and care must be taken not to damage their mating surfaces when removing and installing them. The best method of removal is to insert a bolt in the threaded hole in the cap and pull on it gently with a slide hammer.						
15	451-050	\$26.95	BREATHING PIPE		1	
16	460-070	NA	CLIP	18G engines	1	
18	296-415	\$16.95	GASKET, cylinder head, copper	1962 - '74, fits all years	1	
	296-405*	\$21.75	GASKET, cylinder head, composition	1975 - '80, fits all years	1	
	296-500	NA	GASKET, cylinder head, copper	Competition (all years)	1	
20	328-180	\$7.55	PLUG, oil hole	18G thru GB engines	1	
	328-345	NA	PLUG, oil hole	18GD thru 18V engines	1	
21	324-626‡	\$0.40	WASHER, for plug	18G thru GB engines	1	
	324-965	\$1.35	WASHER, for plug	18GD thru 18V engines	1	
22	460-870	\$2.60	CAP NUT, oil release valve		1	
23	324-650	\$0.40	WASHER, cap nut	18G/GA engines use 2	2/1	
24	329-210	\$1.35	SPRING, oil release valve		1	
25	460-155	\$8.70	VALVE, oil release		1	
26	460-165	\$0.90	PACKING, oil release valve	18GB engines on	1	
30	460-095	\$6.95	FUEL PUMP BLANK PLATE	} 18V engines	1	
31	296-220‡	\$0.95	GASKET, pump blank plate		1	

No.	Part No.	Price (each)	Description	Application	Qty. Req.
35	328-950	\$2.95	STUD, cylinder head, 4 1/2"		7
36	328-940	\$5.20	STUD, cylinder head, 6 1/4"		4
37	310-280	\$0.85	NUT, cylinder head		11
38	324-435	\$0.35	WASHER, cylinder head stud, stock type		11
	324-725	\$0.80	WASHER, cylinder head stud, heavy		11

During engine overhauls, always have your machine shop check that the block surface is flat. A particular problem with MGBs is that the studs pull the topmost thread up out of the block, which makes it hard to get a good seal at the head gasket. Take a suitably sized countersink and relieve the first 1/32" or so into each threaded hole to prevent this problem.

40	322-120	\$9.95	BOLT, crank pulley		1
41	460-470	\$0.95	WASHER, pulley bolt (must pre-bend slightly to fit bolt head)		1
42	433-690	\$109.95	PULLEY, crankshaft	18G thru GF engines	1
	433-695	NA	PULLEY, crankshaft	18GG & 18V thru 1974	1
	433-705	NA	PULLEY, crankshaft	18V engines from 1975	1
45	120-000	\$4.70	OIL SEAL, crank, front	} 5 main engines	1
46	120-820	\$8.35	OIL SEAL, crank, rear		1
47	120-830	\$6.95	RETAINER, rear oil seal		1
50	455-380	NA	TIMING COVER	18G thru GF engines	1
	455-390	NA	TIMING COVER	18GG thru 1974	1
	455-400	NA	TIMING COVER	18V engines from 1975	1
51	323-568	\$7.40	BOLT & WASHER SET, timing cover	1962-'76	1
	323-558	\$4.85	BOLT & WASHER SET, timing cover	1977-'80	1
	322-645	\$0.70	BOLT, to front plate, 1/4", short		4
	322-230	\$0.35	BOLT, to front bearing cap, 1/4", long		2
	322-040	\$0.45	BOLT, to block, 5/16"		4
	324-855	\$0.15	LOCK WASHER, 1/4"		6
	365-730	\$0.20	LOCK WASHER, 5/16"		4
	324-765	\$0.50	WASHER, oval, 1/4"		6
	460-360	\$1.00	WASHER, oval, 5/16"		4
54	296-340‡	\$2.80	GASKET, timing cover		1
55	460-370	NA	OIL PAN	18G/GA engines	1
	460-375	NA	OIL PAN	18GB thru V engines	1
56	296-330‡	\$3.10	GASKET, oil pan	3 main engines	1
	291-010‡	\$4.90	GASKET, oil pan	5 main engines	1
57	328-280	\$5.85	PLUG, oil drain		1
	328-282	\$4.95	PLUG, oil drain, magnetic		1
58	324-626	\$0.40	WASHER, oil drain plug		1
	323-548	\$8.75	BOLT & WASHER SET, oil pan		1
59	322-170	\$0.35	BOLT, oil pan	18G & GA use 19	19/18
60	462-385	\$0.40	LOCK WASHER		19/18
61	324-590	\$0.20	PLAIN WASHER (orig. for 1975-80, may use on all)		19/18

NOTE:‡ Included in Gasket Sets marked (‡) * Included in Gasket Sets marked (*)

MOSS

MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

No.	Part No.	Price (each)	Description	Application	Qty. Req.
63	296-360‡	\$0.90	SEAL, main bearing cap	{ 18G/GA, front & rear 18GB thru GK, front only	2 1
	296-365‡	\$1.25	SEAL, main bearing cap	{ 18GB thru GK, rear only 18V, front & rear	1 2
65	296-000	\$1.80	GASKET, front plate to block		1
66	328-230	\$1.05	CORE PLUG		4
68	460-330	\$9.00	LINK, generator adjusting	18G/GA/GB engines	1
	460-330	\$9.00	LINK, alternator adjusting	18GF to V eng. to (c)410000	1
	460-325	\$16.95	LINK, alternator adjusting	18V eng. from (c)410001 on	1
69	460-320	\$9.05	PILLAR, adjusting link		1
70	460-310	NA	BRACKET, generator mount	18G/GA/GB engines	1
	460-315	NA	BRACKET, alternator mount	18GF engines on	1
73	451-350	\$32.95	DIP STICK, engine oil	18G thru GF engines	1
	451-355	\$47.95	DIP STICK, engine oil	18GH thru 1976	1
	451-345	\$47.95	DIP STICK, engine oil	1977 on	1
74	460-040	\$1.95	DUST CAP		1
75	460-030	\$8.95	TUBE, dip stick, in block	18G thru GF engines	1
	460-035	\$8.95	TUBE, dip stick, in block	18GG thru V engines	1
80	297-500‡	\$1.70	GASKET, rear engine plate		1
			Included in lower gasket sets.		
81	297-495	\$5.85	COVER, gearbox mount plate	18GD thru V engines	1
83	460-660	NA	PINION, tachometer drive	} 3 main engines	1
84	460-665	\$74.95	HOUSING, tachometer pinion		1
85	460-670	\$8.10	O-RING, tachometer pinion		1
86	460-680	NA	RING, O-ring retaining		1
87	460-690‡	\$2.95	GASKET, pinion housing		1
90	413-020	\$7.95	ENGINE MOUNT, L/H, front	} RD to (c)360300 GT to (c)361000	1
	413-010	\$7.95	ENGINE MOUNT, R/H, front		1
91	413-060	\$7.95	ENGINE MOUNT, front	} RD from (c)360301 on GT from (c)361001 on	2
	413-065	\$13.95	ENGINE MOUNT, front, heavy duty		2
92	413-050•	\$4.15	ENGINE MOUNT, rear	RD	2
	413-070•	\$7.95	ENGINE MOUNT, rear	GT to (c)139471, thru '67	2
	413-050•	\$4.15	ENGINE MOUNT, rear	GT from (c)139472, '68 on	2
93	460-180	\$18.95	BRACKET, L/H, engine mount	} RD to (c)360300 GT to (c)361000	1
	460-170	\$18.95	BRACKET, R/H, engine mount		1
93a	323-235	\$0.75	SCREW, bracket to LH engine plate		2
94	460-185	\$9.95	BRACKET, L/H, engine mount	} RD from (c)360301 GT from (c)361001	1
	460-175	\$9.95	BRACKET, R/H, engine mount		1
95	413-075	\$12.95	RECOIL BRACKET	{ RD to (c)339094 GT to (c)339471	2
	413-085	NA	RECOIL BRACKET	{ RD from (c)339095 to 410000 GT from (c)339472	2
96	282-330•	\$2.95	BUFFER, engine stay rod	RD only	2
97	280-050•	\$1.65	BUSH, rear gearbox extension	GT only	2
	280-055•	\$1.85	BUSH, rear gearbox extension	GT only	2

• Note: rear engine (transmission) mounts are fully listed on pages 37 and 39.

98 332-070 \$10.15 CABLE, engine ground 1

Gasket Sets

297-302*	\$50.95	GASKET SET, head, "Payen" brand (includes downpipe gaskets)	} 1962 - '74	1
297-301*	\$50.95	GASKET SET, head, "Payen" brand (does not include downpipe gaskets)		1
297-303*	\$30.95	GASKET SET, head **	} 1975 - '80	1
297-321*	\$43.95	GASKET SET, head, "Payen" brand		1
297-322*	\$30.95	GASKET SET, head **	} 3 main engines	1
297-510‡	\$19.95	GASKET SET, lower **		1
297-521‡	\$43.50	GASKET SET, lower, "Payen" brand	} 5 main engines	1
297-522‡	\$19.95	GASKET SET, lower **		1

Note: Not all gaskets included in gasket sets are shown on this page.

**Products of various manufacturers supplied.

Engine Paint

The right paint in the right color is the only kind to use on your freshly rebuilt engine. One can is enough to paint a properly prepared engine. (Black is not Moss Classic Color.)

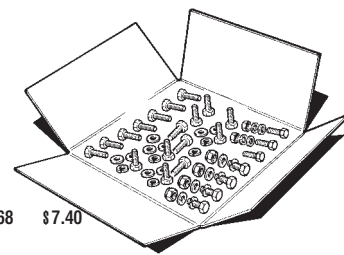
Red (1962-'71) 220-540 \$14.95
Black (1972-'80) 220-575 \$8.95



LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

External Engine



Engine Hardware Kits:

Timing Cover Screw Set

Fits 1962-'76 with oval washers.

323-568 \$7.40

Timing Cover Screw Set

Fits 1976 on with plain washers.

323-558 \$4.85

Sump Screw Set

Fits all 1962-'80.

323-548 \$8.75

Engine to Gearbox Nut & Bolt Set

Fits 1962-'67 with 3-Synchro gearboxes.

322-428 \$7.90

Engine to Gearbox Nut & Bolt Set

Fits 1968 on with All-Synchro gearboxes.

322-438 \$7.25



Oberg Tilt Lift

It never fails. No matter what angle you hang an engine from its sling, it will be wrong. Unfortunately, most cars require the engine to be installed in an arc. This chore is hard enough with help, but it's nearly impossible without. Tilt Lift is a product which enables you to remove or install an engine alone. 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 only four pounds) makes it perfect for small work areas. The mounting cleats are adaptable to any engine. Reduce the risk of personal injury, or damage to your car with a Tilt Lift.

386-730 \$75.95



MGB Engine Rebuild Video

Cut hundreds of dollars in labor costs by rebuilding your own engine! This informative video covers MGB engine removal, dismantling, reassembly and installation. The 90 minute presentation by expert mechanic, "Dr. Doolin," is loaded with valuable information and tricks of the trade. VHS format.

211-140 \$72.95

"Ultra Slick" Engine Assembly Lube

The most critical time for dangerous wear during an engine's life is during initial start-up. Protect your rebuild (and all of those expensive parts) by using "Ultra Slick" during assembly of camshafts, lifters, engine bearings, timing components, valves & guides and rocker shaft assemblies. It's the best insurance available.

221-565 \$6.25



"Hylomar HPF" Gasket Dressing and Sealer

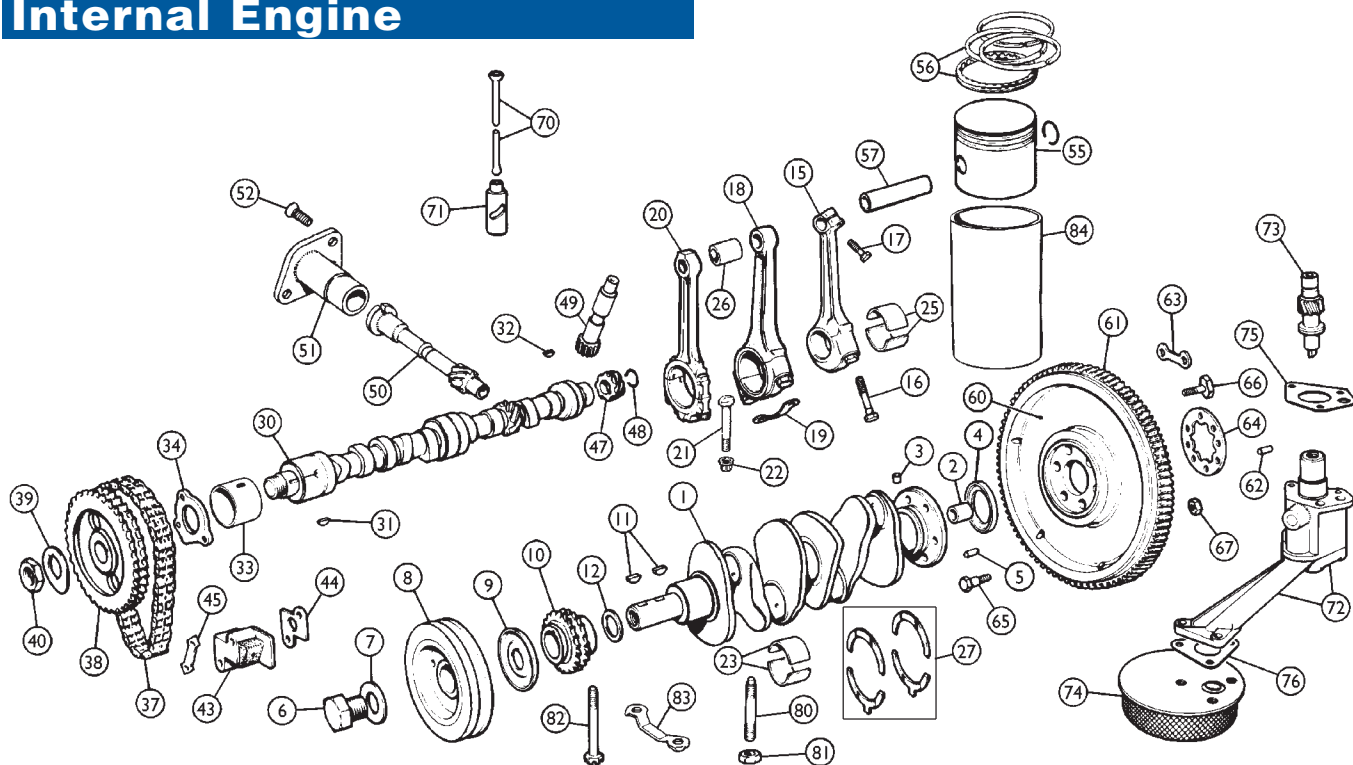
Scraping off firmly stuck old gaskets is a thing of the past when you use Hylomar. Unlike most older types of gasket dressing, Hylomar will not ever harden, ensuring easy disassembly even years later. Hylomar holds gaskets in place during assembly and allows repositioning, while providing an instantly useable seal after assembly with proper torque. Hylomar is resistant to all automotive fluids, including gasoline, and is useable in temperatures from -60° to +600°F.

221-555 \$7.95



Poor running can often be attributed to defective smog valves, either the early replaceable diaphragm type or the later, sealed gulp valve. To check these valves, remove them and block off all the disconnected hoses with plugs; if the engine now runs better, the valve needs replacing. On the later cars, check the plastic 'Y' fitting in the smog system. These often crack, allowing a vacuum leak to affect performance. Silicone sealer makes a great temporary fix.

Internal Engine



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	451-580	NA	CRANKSHAFT	3 main engines	1
	451-615	\$1,499.95	CRANKSHAFT	5 main engines	1
	451-670	NA	CRANKSHAFT, reground, w/brgs.	5 main engines	1
2	330-160	\$2.95	BUSHING, spigot, 1-1/16" long	3 main engines	1
	330-420	\$5.95	BUSHING, spigot, 1-1/2" long	5 main engines	1
	330-415	\$4.95	BUSHING, spigot, 1" long	5 main engines	1
	330-570	\$22.95	BUSHING, spigot, 1-1/2" long	5 main/3 main conversion	1
3	460-410	NA	PLUG, restrictor		4
4	120-820	\$8.35	OIL SEAL, crank, rear	5 main engines	1
5	325-045	\$3.50	PEG, flywheel to crankshaft		2/1
6	322-120	\$9.95	BOLT, pulley retaining		1
7	460-470*	\$0.95	WASHER, tab		1
8	433-690	\$109.95	PULLEY, crankshaft	18G thru GF engines	1
	433-695	NA	PULLEY, crankshaft	18GG & 18V thru 1974	1
	433-705	NA	PULLEY, crankshaft	18V engines from 1975	1
9	433-815	\$1.75	OIL THROWER		1
10	460-420*	\$19.95	SPROCKET, crank, double row	18G thru GK engines	1
	460-425*	\$21.95	SPROCKET, crank, single row	18V engines	1
11	327-100	\$1.35	KEY, crank	18G thru GK engines	2
	327-105	\$2.80	KEY, crank	18V engines	2
12	460-440	\$1.45	SHIM, 0.006"		A/R
15	460-500	\$56.95	CONNECTING ROD, #1, 3	18G/GA engines (3-main engines)	2
	460-510	\$103.95	CONNECTING ROD, #2, 4		2
16	322-840	\$13.25	BOLT, connecting rod		8
17	322-140	\$2.80	WRIST PIN BOLT		4
18	460-515	\$58.95	CONNECTING ROD (rebuild)	18GB thru GF engines (5-main "angled" rods)	4
	322-130	\$12.95	BOLT, connecting rod		8
19	460-520*	\$1.70	LOCKPLATE		4
20	437-000	\$62.95	CONNECTING ROD (rebuild)	8GG thru 18V thru '71 (5-main "straight" rods with small end bushes)	4
21	437-005	\$5.60	BOLT, connecting rod		8
22	437-020	\$4.25	NUT, connecting rod bolt		8
20	437-030	\$77.95	CONNECTING ROD (rebuild)	18V engines from '72 (for press fit pins)	4
21	437-005	\$5.60	BOLT, connecting rod		8
22	437-020	\$4.25	NUT, connecting rod bolt		8
23	425-060	\$40.95	MAIN BEARING SET, std.	3 main engines 18G, 18GA (5-main sets supplied- discard extra bearings)	1
	425-070	\$40.95	MAIN BEARING SET, .010"		1
	425-080	\$40.95	MAIN BEARING SET, .020"		1
	425-090	\$40.95	MAIN BEARING SET, .030"		1
	425-095	\$40.95	MAIN BEARING SET, .040"		1
	425-060	\$40.95	MAIN BEARING SET, std.	5 main engines 18GB - on	1
	425-070	\$40.95	MAIN BEARING SET, .010"		1
	425-080	\$40.95	MAIN BEARING SET, .020"		1
	425-090	\$40.95	MAIN BEARING SET, .030"		1
	425-095	\$40.95	MAIN BEARING SET, .040"		1

25	425-700	\$28.95	ROD BEARING SET, std.	3 main engines 18G, 18GA	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
	425-760	\$43.50	ROD BEARING SET, std.	5 main engine 18GB - on	1
	425-770	\$43.50	ROD BEARING SET, .010"		1
	425-780	\$43.50	ROD BEARING SET, .020"		1
	425-790	\$43.50	ROD BEARING SET, .030"		1
	425-795	\$43.50	ROD BEARING SET, .040"		1
26	330-428	\$14.95	WRIST PIN BUSHING SET (4 ea.)	5 main thru '71 (4 pieces)	1
27	425-660	\$13.95	THRUST WASHER SET, std.	(4 pieces)	1
	425-670	\$18.95	THRUST WASHER SET, .005"	(4 pieces)	1
30	451-320	\$260.95	CAMSHAFT	18G/GA engines	1
	451-335	\$219.95	CAMSHAFT	1965-'80	1
31	327-050	\$0.45	KEY, cam sprocket	(all)	1
32	327-120	\$0.65	KEY, tach. drive	3 main engines	1
33	425-000	\$25.95	CAM BEARING SET (set of 3)		1
34	460-530	\$19.95	PLATE, cam locating		1
	322-230	\$0.35	BOLT, plate to block		3
	462-385	\$0.40	LOCKWASHER for bolt		3
37	460-590*	\$9.95	TIMING CHAIN, double row	18G thru GK engines	1
	460-595*	\$8.95	TIMING CHAIN, single row	18V engines	1
38	460-540*	\$19.95	SPROCKET, camshaft, double row	18G thru GK	1
	460-545*	\$34.95	SPROCKET, camshaft, single row	18V engines	1

* Note: Late engines with single row chains can use double row sprockets & chains.

39	460-550*	\$0.95	LOCKTAB, cam		1
40	311-500	\$4.50	NUT		1
43	460-560	\$9.95	TENSIONER ASSEMBLY, timing chain		1
44	460-580	\$0.25	GASKET, tensioner		1
45	460-570*	\$0.95	LOCKTAB, tensioner		1
47	460-650	\$59.95	GEAR, tachometer drive	3 main engines	1
48	326-150	\$0.35	CLIP, tachometer drive gear		1
49	460-660	NA	PINION, tachometer drive		1
50	460-640	\$65.95	SPINDLE, distributor drive		1
51	460-300	NA	HOUSING, distributor mounting		1
52	323-250	\$0.40	SCREW		1
55	420-300	\$351.95	PISTON SET, std.	3 main engines 8.75:1 CR	1
	420-320	\$351.95	PISTON SET, .020"		1
	420-330	\$351.95	PISTON SET, .030"		1
	420-340	\$351.95	PISTON SET, .040"		1

* Items included in Locktab Sets are marked with an asterisk (*).

moos

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

No.	Part No.	Price (each)	Description	Application	Qty. Req.
	420-350‡	NA	PISTON SET, std., 3" long	5 main engines, 18GB thru GF 8.75:1 CR can use pistons below	1
	420-360‡	NA	PISTON SET, .020", 3" long		1
	420-370‡	NA	PISTON SET, .030", 3" long		1
	420-380‡	NA	PISTON SET, .040", 3" long		1
	420-390‡	NA	PISTON SET, std., 2.4" long	5 main engines floating pin thru '71 (pin uses Seeger rings) 8.75:1 CR	1
	420-400‡	\$299.95	PISTON SET, .020", 2.4" long		1
	420-410‡	NA	PISTON SET, .030", 2.4" long		1
	420-415‡	\$299.95	PISTON SET, .040", 2.4" long		1
	420-375	\$247.95	PISTON SET, std., 2.4" long	5 main engines press fit pin from '72 (pin press fit in con rod) 8.0:1 CR	1
	420-385	\$247.95	PISTON SET, .020", 2.4" long		1
	420-395	\$247.95	PISTON SET, .030", 2.4" long		1
	420-405	\$247.95	PISTON SET, .040", 2.4" long		1
	420-430	\$240.95	PISTON SET, std., 2.4" long	5 main engines press fit pin from '72 (pin press fit in Con rod) 8.7:1 CR Aftermarket brand	1
	420-435	\$244.95	PISTON SET, .020", 2.4" long		1
	420-440	\$244.95	PISTON SET, .030", 2.4" long		1
	420-445	\$244.95	PISTON SET, .040", 2.4" long		1
	420-450	\$244.95	PISTON SET, .060", 2.4" long		1
	420-431	\$299.95	PISTON SET, std., 2.4" long	5 main engines press fit pin from '72 (pin press fit in Con rod) 8.7:1 CR AE brand	1
	420-436	\$262.95	PISTON SET, .020", 2.4" long		1
	420-441	\$262.95	PISTON SET, .030", 2.4" long		1
	420-446	\$262.95	PISTON SET, .040", 2.4" long		1
	420-451	\$262.95	PISTON SET, .060", 2.4" long		1
56	421-420	\$48.95	RING SET, std.	4 ring - 3, 5 main engines 1963 - '71	1
	421-430	\$48.95	RING SET, .020"		1
	421-440	\$48.95	RING SET, .030"		1
	421-450	\$48.95	RING SET, .040"		1
	421-500	\$67.95	RING SET, std.	5 ring - 3, 5 main engines 1962 - '71	1
	421-510	\$67.95	RING SET, .020"		1
	421-520	\$67.95	RING SET, .030"		1
	421-530	\$67.95	RING SET, .040"		1
	421-580	\$51.95	RING SET, std.	3 ring - 5 main engines 1972 on	1
	421-590	\$51.95	RING SET, .020"		1
	421-600	\$51.95	RING SET, .030"		1
	421-610	\$51.95	RING SET, .040"		1
Note: Piston sets are supplied with rings and wrist pins.					
57	422-040	NA	WRIST PIN	3 main engines	4
60	460-695	NA	FLYWHEEL ASSEMBLY	18G/GA engines	1
	460-705	NA	FLYWHEEL ASSEMBLY	18GB engines	1
	460-685	\$408.95	FLYWHEEL ASSEMBLY	18GD thru V engines	1
61	190-040	\$44.95	RING GEAR, 10.75" dia.	18G/GB engines	1
	190-050	\$39.95	RING GEAR, 11.5" dia.	18GD thru 18V engines	1
62	325-090	\$3.95	PIN, clutch cover to flywheel	3 main uses 3	3/2
63	460-710*	\$2.65	LOCKPLATE	3 main engines	3
64	460-715	\$1.95	LOCKPLATE	5 main engines	1
65	322-850	\$4.60	BOLT, flywheel attaching	3 main engines	6
66	322-160	\$2.25	BOLT, flywheel attaching	5 main engines	6
67	310-050	\$0.50	NUT, flywheel attaching	3 main engines	6
	460-638	\$99.95	TAPPET & PUSH ROD SET	18G thru GK engines	1
70	460-610	\$4.95	PUSH ROD		8
71	460-600	\$7.95	TAPPET		8
	460-615	\$4.95	PUSH ROD	18V engines	8
	460-604	\$159.95	TAPPET SET (see note)		1
	460-605	NA	TAPPET		8
Note: Tappet Set has been dimension & hardness tested, and includes assembly lube.					
72	460-730	\$89.95	OIL PUMP	3 main engines	1
	435-600	\$67.95	OIL PUMP	5 main engines	1
73	460-720	\$69.95	SPINDLE, oil pump		1
74	460-760	\$29.95	STRAINER, oil		1
75	460-725	\$0.95	GASKET, pump to crankcase	3 main engines	1
	460-745	\$0.95	GASKET, pump to crankcase	5 main engines	1
76	460-735	\$0.95	GASKET, strainer to pump		1
80	328-195	NA	STUD, main bearing cap **	18G thru GK engines	6/10
81	311-000	\$1.40	NUT, main bearing cap		6/10
** Stud kit 322-938 may be used - see RH column					
82	322-145	\$2.95	BOLT, main bearing cap	18V engines	10
83	425-005	NA	LOCKPLATE, main bearing cap	some 1965 engines	3/5
84	426-080	\$39.95	CYLINDER SLEEVE		4

Locktab Sets

328-630*	\$19.95	LOCKTAB SET, engine	18GB-GF engines	1
328-640*	\$27.95	LOCKTAB SET, engine	18GG-18V engines	1

* Items included in Locktab Sets are marked with an asterisk (*).

Internal Engine

Speedi-Sleeve



Timing cover seal, used on crankshaft pulley "nose" (illus. # 8.) 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 kit.
520-515 \$34.45

Aluminum Alloy Flywheels



For a faster revving engine, these 9 lb. flywheels feature a replaceable steel face and mechanically located ring gear.

1962-'64 (3-main engine)	460-673	\$549.95
1965-'67 (5-main engine)	460-674	\$549.95
1968-'80 (5-main engine)	460-675	\$549.95

Heavy-Duty Bolt & Stud Kits

These heavy-duty, precision ground heat-treated bolts have a tensile strength of 180,000 p.s.i., and studs have a tensile strength of 190,000 p.s.i. - over three times the strength of stock engine hardware. Included are special hardened washers and 12-point nuts - perfect for the racer, weekend road warrior, or anyone who wants added insurance against mechanical failure.



Rod Bolt Kit Fits 18GB thru 18GF engines	322-845	\$52.50
Rod Bolt Kit Fits 18GG thru 18V engines.	322-848	\$126.95
Cylinder Head Stud Kit	322-858	\$181.95
Main Bearing Cap Stud Kit Fits 18GB thru 18GK 5-main engines (may be used for 3-main engines, but you will have 4 extra studs)	322-838	\$141.95
Main Bearing Bolt Kit 18V 5-main engines	322-948	\$99.95

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 MGB 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
Not for sale or use in California on pollution-controlled motor vehicles.

Vernier Cam Gear Conversion Kit

If you're serious about your engine rebuild, this is one upgrade you should be sure to install! 1972-'80 MGBs were originally fitted with a single tooth timing chain which wears more quickly than the earlier double wide chain and sprockets. Our kit includes the double row chain, along with fully adjustable cam sprockets.

460-398 \$299.95



Adjustable Sprocket Set

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

460-388 \$148.95



Upgraded Oil Pump

Fits all 5-main engines. This oil pump has been modified to the factory special tuning specifications for increased oil flow at high RPM. The ultimate protection for your engine.

435-625 \$119.95

Upgraded Oil Pressure Relief Spring

Increase the oil pressure in your stock engine by about 20 psi. Note: This is not a remedy for a worn engine in need of a rebuild!

329-235 \$4.40

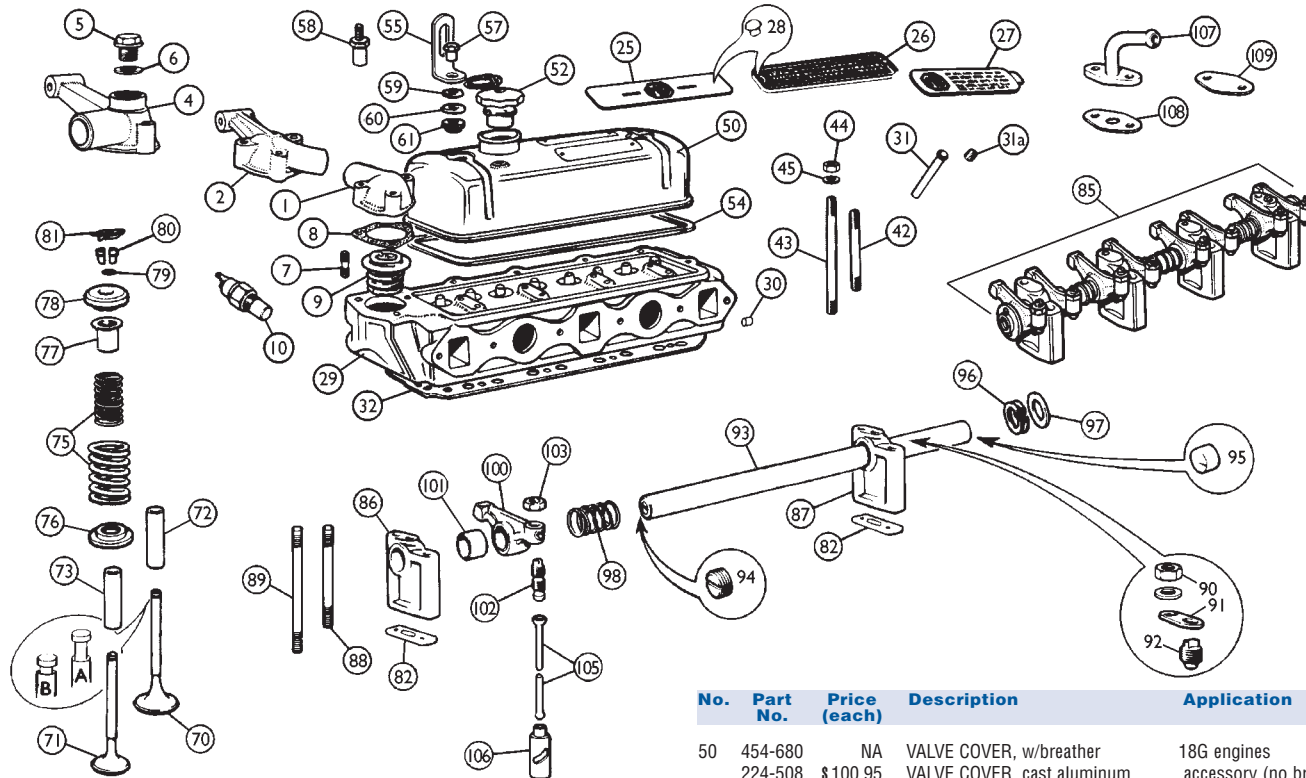


LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525 **www.mossmotors.com**

MOSS

Cylinder Head



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

All MGB cylinder heads are more or less interchangeable. 1962 - '67 heads have no pollution control features. 1968 - '71 heads have air injection manifold holes which can be plugged with 7/16" S.A.E. Allen head screws for use on earlier engines. The 1975 - '80 head is the only one not completely interchangeable. This has a water take-off at the back for the water choke, and the rear rocker shaft pedestal is different - use the correct one or the rocker assembly will not be lubricated. All heads had an original thickness of 3.177" to 3.192".

HEAD GASKET SETS* are listed on page 7.

*Head Gasket Sets include items marked * plus others not shown.

1	460-845	\$12.50	ELBOW, water outlet	18G/GA/GB engines	1
2	460-945	\$22.95	ELBOW, water outlet	18GF thru V engines to (c)367900	1
	460-945	\$22.95	ELBOW, water outlet	from (c)367901 to 410000	1
	460-955	\$18.95	ELBOW, water outlet	Euro-spec, w/o air pump brkt.	1
4	460-925	\$42.95	ELBOW, water outlet		1
5	328-480	NA	PLUG, outlet elbow (plastic)	from (c)410001 on, 1977 on	1
	459-760	\$6.50	PLUG, outlet elbow (brass)	alternative	1
6	328-485	\$1.05	GASKET, outlet plug		1
7	328-605	\$1.20	STUD, outlet elbow		3
8	296-380*	\$0.60	GASKET, outlet elbow		1
9	434-189	\$4.95	THERMOSTAT, 180°	standard	1
	434-180	\$4.95	THERMOSTAT, 165°	hot climates	1
	434-190	\$4.95	THERMOSTAT, 190°	cold climates	1
10	760-180	\$9.40	TEMPERATURE SENDING UNIT	1968 - '76	1
	131-565	\$9.95	TEMPERATURE SENDING UNIT	1977 - '80	1
25	408-800	\$3.95	"MG" PLATE	18G & GA engines	1
	215-620	\$2.95	"MG" DECAL	1965-'72 (approx.)	1
26	408-810	\$4.95	PATENT NUMBER PLATE	18G engines	1
27	408-815	\$4.90	INSTRUCTION PLATE	18GF thru V engines	1
	215-660	\$6.75	BRITISH LEYLAND DECAL	approx. 1973 on	1
28	458-765	\$0.45	RIVET, valve cover plates	18G engines	4
	325-245	\$0.50	DRIVE RIVET, engine # plate		2
29	451-518	\$1,095.00	CYLINDER HEAD w/valves & springs	18G & GA engines	1
	451-555	\$1,018.95	CYLINDER HEAD w/valves & springs	from 18V/797, 1975-on	1
30	328-270	\$0.60	PLUG, oil hole		1
31	360-700	\$10.75	AIR INJECTION TUBES	18GF thru V engines	4
31a	052-242	\$0.95	PLUG, air injection ports	See note below	4
(These plugs block the air ports, allowing late heads to be used on early engines)					
32	296-415	\$16.95	GASKET, cylinder head, copper	1962 - '74, fits all years	1
	296-405	\$21.75	GASKET, cylinder head, composition	1975 - '80, fits all years	1
	296-500	NA	GASKET, cylinder head, copper	Competition (all years)	1
42	328-950	\$2.95	STUD, cylinder head, 4 1/2"		7
43	328-940	\$5.20	STUD, cylinder head, 6 1/4"		4
44	310-280	\$0.85	NUT, cylinder head, stock type		11
45	324-725	\$0.80	WASHER, cylinder head, heavy		11
	324-435	\$0.35	WASHER, cylinder head stud, stock type		11

No.	Part No.	Price (each)	Description	Application	Qty. Req.
50	454-680	NA	VALVE COVER, w/breather	18G engines	1
	224-508	\$100.95	VALVE COVER, cast aluminum	accessory (no breather)	1
	454-690	NA	VALVE COVER, w/o breather	18GA thru GH engines	1
	454-695	NA	VALVE COVER, w/breather	18GJ thru V engines	1
52	460-100	\$13.95	CAP, oil filler, steel	18G engines	1
	460-102	\$17.95	CAP, oil filler, vented, OE type	18GA thru GH engines	1
	460-105	NA	CAP, oil filler, vented, replacement	18GA thru GH engines	1
	460-125	\$9.95	CAP, oil filler, non-vented	18GJ thru V engines	1
54	296-310*	\$2.80	GASKET, valve cover		1
55	386-745	\$7.75	BRACKET, engine lifting		2
57	460-110	\$2.95	CAP NUT, valve cover	18G - GB and 18V from '77 on	2
	460-045	\$6.65	CAP NUT, valve cover, chromed		2
58	460-112	\$2.80	CAP NUT, valve cover	18GF, GD and 18V thru '76	2
59	460-115	\$1.60	DISTANCE PIECE		2
60	460-130	\$0.75	WASHER, cupped		2
	460-135	\$1.85	WASHER, cupped, chromed		2
61	460-120	\$0.55	BUSHING, rubber		2
70	423-140	\$9.95	VALVE, intake, 1.563", stem "A"†	18G/GA/GB engines	4
	423-125	\$7.95	VALVE, intake, 1.563", stem "B"†	18GD - GH; 18V 1975-on	4
	423-135	\$8.95	VALVE, intake, 1.625", stem "B"†	18V engines 1972-74	4
71	423-150	\$9.95	VALVE, exhaust, 1963 - '68	18G/GA/GB engines	4
	423-155	\$16.95	STELLITE EXHAUST VALVE, (these valves have stem "A"†)	to 18GF/2158 non-O/D, 18GF/530 O/D	4
	423-145	\$9.95	VALVE, exhaust, 1968 - '80	from 18GF/2159 non-O/D, 18GF/531 O/D	4
	423-165	\$16.95	STELLITE EXHAUST VALVE, (these valves have stem "B"†)	thru 18V engines	4
†Valve stem "A" has a 0.352" wide groove, stem "B" has a 0.082" wide groove.					
72	423-240	\$2.95	GUIDE, intake valve	stock type	4
	423-245	\$5.50	GUIDE, intake valve	manganese-bronze	4
73	423-250	\$2.95	GUIDE, exhaust valve	stock type	4
	423-255	\$5.50	GUIDE, exhaust valve	manganese-bronze	4
75	423-430	\$32.95	SPRING SET, valve, double	18G, 18GA engines	1
	423-435	\$54.95	SPRING SET, valve, double	18GB thru GK engines	1
	423-445	\$21.95	SPRING SET, valve, single	18V engines	1
76	460-220	\$1.20	COLLAR, valve spring	18G thru GK engines	8
	460-225	\$1.30	COLLAR, valve spring	18V engines	8
77	433-020	\$7.25	DEFLECTOR, valve (use with original cups #78 only)	to (e)18G/4384	8
78	460-200	NA	CUP, valve spring (stem A) (use 460-205 without deflectors)		8
	460-205	\$3.40	CUP, valve spring (stem A)	from above thru GF engines	8
	460-195	\$6.80	CUP, valve spring (stem B, dbl. spg.)	GG thru GK engines	8
	460-235	\$8.95	CUP, valve spring (s31atem B, sgl. spg.)	18V engines	8
79	297-108*	\$2.00	SEAL SET, valve stem		1

moos

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS

No.	Part No.	Price (each)	Description	Application	Qty. Req.
80	460-210	\$ 8.95	VALVE COTTER (set of 2) 1962 - '68, stem "A"	{ 18G/GA/GB engines to 18GF/2158 non-O/D, 18GF/530 O/D	8
	460-215	\$ 3.15	VALVE COTTER, 1968 - '80, stem "B"		{ from 18GF/2159 non-O/D, 18GF/531 O/D thru 18V engines
81	326-120	\$ 1.25	CLIP, valve cotter	used w/460-210 cotter	8
82	460-255	\$ 2.25	SHIM, center rocker brackets	from 18GB engines on	2
85	460-258	NA	ROCKER ASSEMBLY, new	(incl. #86,87,91-103)	1
86	460-240	\$ 15.95	ROCKER BRACKET, plain hole		3
87	460-230	\$ 27.95	ROCKER BRACKET, tapped	thru 1974	1
	460-245	\$ 23.95	ROCKER BRACKET, tapped	from 1975 on	1
88	328-970	\$ 1.40	STUD, rocker bracket, short		2
89	328-980	\$ 1.80	STUD, rocker bracket, long		2
90	310-140	\$ 0.30	NUT, rocker bracket stud		4
91	460-280	\$ 2.75	LOCKPLATE		1
92	460-270	\$ 1.95	SCREW, rocker shaft locating		1
93	451-340	\$ 22.95	ROCKER SHAFT	stock type	1
	433-725	\$ 79.95	ROCKER SHAFT	tuftrided for longer wear	1
94	328-080	\$ 1.45	PLUG, threaded		1
95	328-290	\$ 10.45	PLUG, plain		1
96	329-470	NA	WASHER, double coil		2
97		NA	WASHER, plain		2
98	329-220	\$ 2.90	SPRING		3
100	460-250	\$ 22.95	ROCKER ARM		8
	325-240	NA	PLUG, oil drilling		8
101	330-150	\$ 2.95	BUSHING, rocker arm		8
Note: Oil holes must be drilled in these bushings after installation in a rocker arm. Bushings must then be reamed to fit shaft, and plug replaced.					
102	460-260	\$ 2.30	SCREW, tappet adjusting		8
103	310-150	\$ 0.85	NUT, adjusting screw		8
	460-638	\$ 99.95	TAPPET & PUSH ROD SET	{ 18G thru GK engines	1
105	460-610	\$ 4.95	PUSH ROD		8
106	460-600	\$ 7.95	TAPPET		8
	460-615	\$ 4.95	PUSH ROD	{ 18V engines	8
	460-604	\$ 159.95	TAPPET SET, tested, with ass'y. lube		1
	460-605	NA	TAPPET		8
107	470-245	\$ 12.95	OUTLET, for auto choke	{ 1975 on	1
108	295-040*	\$ 2.75	GASKET		1
109	052-341	\$ 7.95	BLANKING PLATE, auto-choke outlet	See note below	1
Blanking plate is used to block the water choke outlet when using late heads on early engines.					

Cross-Flow Cylinder Heads

Computer controlled design and production ensure consistent high quality with enhanced gas flow and heat dissipation characteristics essential to a high performance engine. Heads are supplied fully machined, with valve guides, valves, valve springs and retainers installed. Weight is only 16 lbs. 5.5 oz. - much less than the 36 lbs. of a stock head. These heads may be used with stock exhaust systems, but for maximum performance, we suggest any of our free-flow exhaust systems. Several SU and Weber carburetor options are available, and are sold separately (see our accessories section for these). We recommend 1 3/4" SUs for street use, although stock 1 1/2" SUs may be used. Dual twin throat DCOE Webers will provide maximum power and response, but may not be suitable for street use, especially in conjunction with other performance modifications. With a full array of engine modifications, these heads are an important part of building an MGB higher performance engine. The standard MGB heater valve does not fit this head - you must use valve 635-270 and adaptor 451-685.

Cylinder Head, MGB thru '67 **451-690 \$1,799.95**
Intake manifold Gasket (2 req'd.) **451-705 \$2.50**

This head may not be used in California except on vehicles which are used exclusively for off-road use. Please check local regulations before ordering this head, which may not be legal in your area.



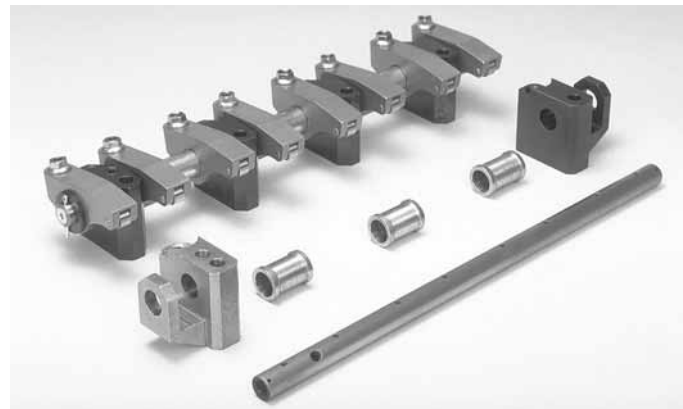
Up-rated Tappet Set

These lifters are lightened, and have oil drain holes to improve camshaft lubrication. As these lifters are the correct short length for 18V engines, 18V pushrods must be used. In this combination, they may be used in all MGB engines.

460-608 **\$69.95**



Cylinder Head



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. There are two different rocker feed hole positions which may be found on an MGB cylinder head so you must inspect the cylinder head to ascertain the position of the feed hole; either in-line with the rocker pedestal mounting stud holes or offset.

Strengthened Outer Pedestals (pair) with in-line oil feed hole (thru '74)

460-268 \$399.95

Strengthened Outer Pedestals (pair) with off-set oil feed hole ('75-'80)

460-278 \$330.30

Tuftrided Rocker Shaft

Tuftriding produces a harder wearing exterior coating on the shaft for improved reliability and is recommended for all MGBs 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.

Roller rocker kit, for in-line rocker feed type head (thru '74)

451-460 \$1,199.95

As above, but for offset rocker feed type head ('75-'80)

451-470 \$1,199.95

Heavy-Duty Valve Springs

These heavy-duty valve springs are highly recommended for all high performance MGBs.

Valve Spring Set **423-455 \$62.95**

Valve Stem Seal (each) **290-890 \$0.75**

Competition Manifold Gasket

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

297-545 \$11.95

Alloy Cylinder Heads



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. Complete with silicon-bronze valve guides, these bare heads weigh 15 lbs. 5 oz. - less than 1/2 of a stock 36 lb.

head. Assembled heads include valves and springs. Manifold studs (coarse thread) must be ordered separately. The 1968-'74 heads are smog legal when used with all stock emissions control equipment. Use on 1975-'80 cars requires the early rear rocker pedestal #460-230. (Let us know if you will be using the original water choke for later cars.)

MGB thru 1967 bare **451-805 \$1,049.00** assembled **451-806 \$1,299.95**

MGB 1968-'74 bare **451-815 \$1,049.00** assembled **451-816 \$1,299.95**

Manifold Stud (6 req'd) **328-765 \$0.95**

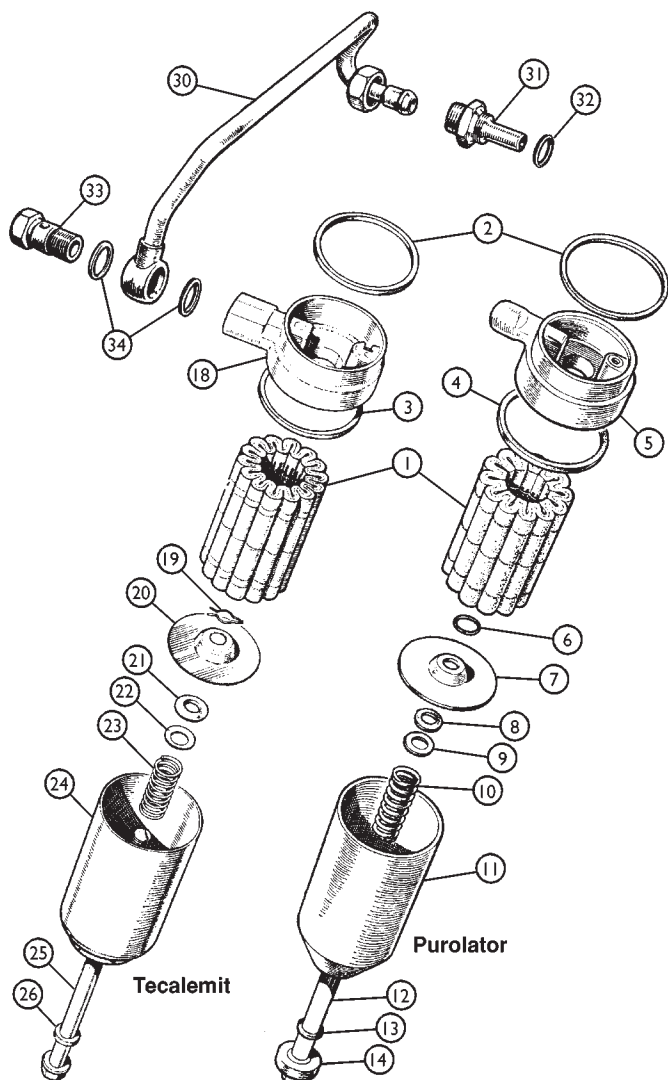
LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

Oil Filters



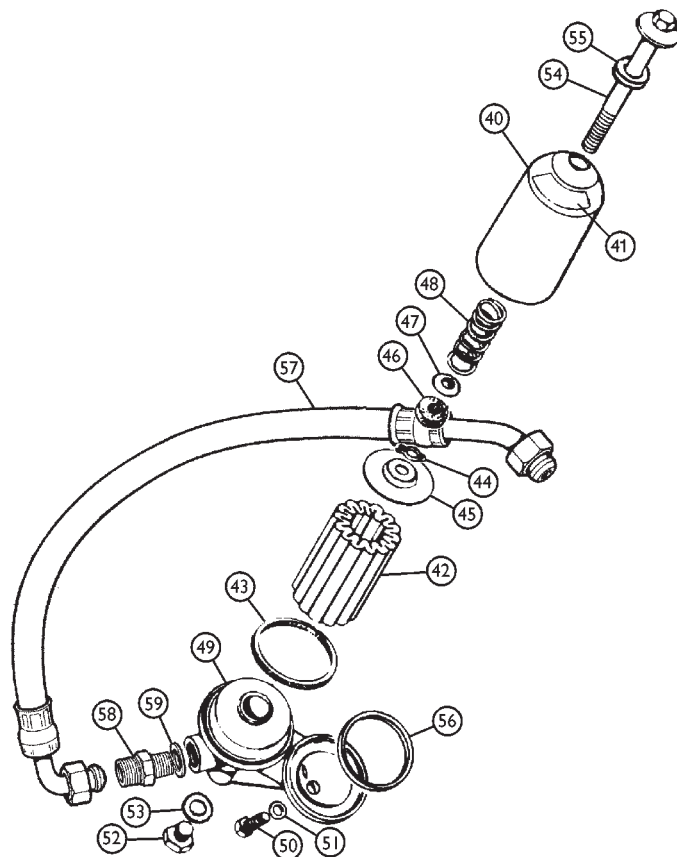
No.	Part No.	Price (each)	Description	Application	Qty. Req.
Hanging Cannister					
18G/GA/GB Engines					
The Purolator assembly was used on 18G and GA engines only. Tecalemit assemblies may also be found on these early engines. Although the entire assemblies may be interchanged, most individual components will not interchange.					
1	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
Note: Filters include two seals; one thick, one thin. These are for different application to be used between the cannister and the filter head.					
2	435-335	\$1.90	SEAL, filter head to block		1
3	021-467	\$1.25	SEAL, cannister to filter head	Tecalemit	1
4	435-335	\$1.90	SEAL, cannister to filter head	Purolator	1
5	460-850	NA	HEAD ASSEMBLY	Purolator	1
6	326-200	\$1.45	CIRCLIP		1
7	435-150	\$7.35	PLATE		1
8	435-560	\$0.75	WASHER, felt		1
9	435-570	\$0.50	WASHER, steel		1
10	329-120	\$2.95	SPRING		1
11	435-327	NA	CANNISTER		1
12	460-800	NA	BOLT		1
13	460-815	NA	SEAL		1
14	460-825	NA	WASHER		1
18	460-900	NA	HEAD ASSEMBLY	Tecalemit	1
19	326-200	\$1.45	CLIP		1
20	435-150	\$7.35	PLATE		1
21	435-560	\$0.75	WASHER, felt		1
22	435-570	\$0.50	WASHER, steel		1
23	329-230	\$5.95	SPRING		1
24	460-770	NA	CANNISTER		1
25	460-790	NA	BOLT		1
26	460-805	\$0.95	SEAL		1
30	460-830	NA	PIPE ASS'Y., filter head to block		1
31	460-820	\$30.95	ADAPTOR, pipe to block		1
32	324-800	\$0.65	WASHER, copper		1
33	460-840	NA	BANJO BOLT		1
34	324-800	\$0.65	WASHER, copper		2

NOTE: Parts #30 and 33 are not used when an oil cooler is fitted.

Spin-on Oil Filter Adapter

This Moss- designed pressure die cast adaptor looks nearly identical to the factory aluminum filter heads, and directly replaces the original unit. This conversion is extremely well-designed and makes future oil changes much cleaner and easier. The factory cannister design is prone to leakage due to failed seals and is always a hassle to clean up when changing filter elements. We highly recommend this conversion for all 1962-'67 MGBs. Will not fit alter-nator-equipped MGBs from 1968-'80.

235-940	\$32.95	Spin-on Oil Filter Adapter
235-880	\$5.95	Filter, Fram
235-830	\$13.95	Filter, K&N
235-855	\$11.95	Filter, Wix



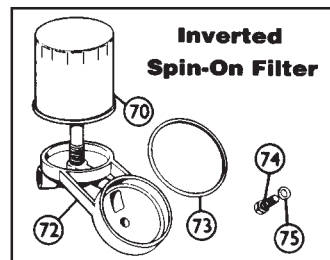
No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Inverted Canister

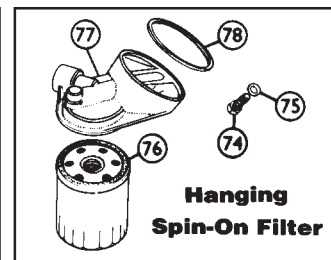
Fitted approx. 1968 thru mid 1970.

40	460-785	NA	CANNISTER		1
41	215-670	\$2.95	"TECALEMIT" DECAL		1
42	950-010	\$14.40	FILTER ELEMENT, felt, Crosland		1
	950-510	\$7.45	FILTER ELEMENT, felt, (various brands)		1
	950-030	\$9.80	FILTER ELEMENT, paper, Crosland		1
	950-530	\$5.95	FILTER ELEMENT, paper (various brands)		1
43	021-467	\$1.25	SEAL		1
44	326-205	\$0.60	CLIP		1
45	435-150	\$7.35	PLATE		1
46	031-218	\$0.85	WASHER, felt		1
47	435-565	\$0.50	WASHER, steel		1
48	329-230	\$5.95	SPRING		1
49	460-905	NA	FILTER HEAD		1
50	460-835	\$1.70	BOLT, filter head to block		1
51	435-567	\$0.95	WASHER		1
52	328-180	\$7.55	DRAIN PLUG		1
53	324-755	NA	WASHER, drain plug		1
54	460-795	\$19.95	BOLT		1
55	435-555	\$1.30	SEAL		1
56	435-335	\$1.90	SEAL, filter head to block		1
57	435-585	\$24.95	HOSE, filter head to block used when oil cooler not fitted		1
58	435-590	\$4.55	ADAPTER, hose to filter head		1
59	324-800	\$0.65	WASHER, copper		1

Inverted Spin-On Filter



Hanging Spin-On Filter



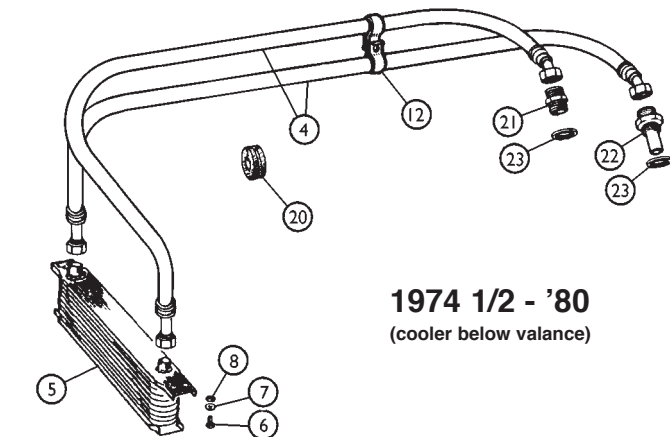
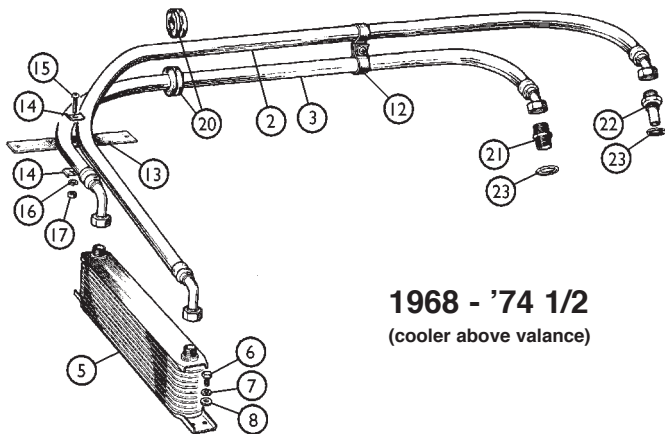
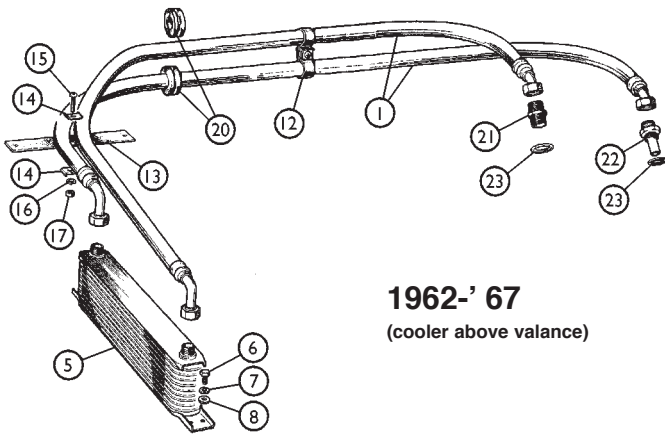
No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Spin-On Filters

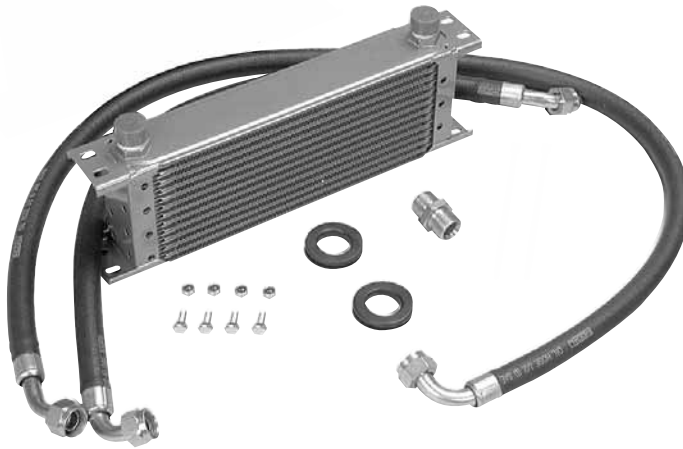
70	235-825	\$13.80	FILTER CARTRIDGE, "K&N Performance Gold"	inverted spin-on filter	1
	235-835	\$9.70	FILTER CARTRIDGE, heavy-duty, "Wix"		1
	950-000	\$7.95	FILTER CARTRIDGE, spin-on, "Crosland"		1
	950-500	\$6.80	FILTER CARTRIDGE, spin-on, various brands		1
72	460-910	\$139.95	FILTER HEAD		1
73	435-335	\$1.90	SEAL, filter head to block		1
74	460-835	\$1.70	BOLT, filter head to block	inverted & hanging spin-on filters	1
75	435-567	\$0.95	WASHER		1
76	950-045	\$8.45	FILTER CARTRIDGE, spin-on, "Crosland"	hanging spin-on filter	1
	950-545	\$6.85	FILTER CARTRIDGE, spin-on, various brands		1
77	460-915	NA	FILTER HEAD		1
78	435-335	\$1.90	SEAL, filter head to block		1

MGB

Oil Coolers



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Oil Coolers					
1	435-580	\$24.95	OIL HOSES, 39 1/2"	1962 - '67	2
2	435-660	\$25.95	OIL HOSE, 45 1/2"	} 1968 - 74 1/2	1
3	435-650	\$22.95	OIL HOSE, 26"		1
4	435-595	\$24.95	OIL HOSES, 47 1/2"	} 1974 1/2 - '80 (rubber bumpered cars)	2
5	235-925	\$114.95	OIL RADIATOR, 13 row		1
	235-915	\$95.95	OIL RADIATOR, 10 row	chrome bumpered cars	1
6	322-645	\$0.70	BOLT, oil radiator mounting	rubber bumpered cars	4
7	324-020	\$0.20	LOCKWASHER		4
8	324-590	\$0.20	WASHER, plain		4
12	235-988	\$3.95	STRAP ASSEMBLY, hose	} quantities reduced for rubber bumpered cars	2/1
13	235-980	\$3.75	STRAP, rubber		2/1
14	235-985	\$2.95	CLAMP PLATE		4/2
15	322-945	\$0.60	SCREW		2/1
16	324-010	\$0.15	LOCKWASHER		2/1
17	310-040	\$0.15	NUT		2/1
20	282-975	\$1.95	GROMMET, in radiator support		2
21	435-590	\$4.55	UNION, hose to filter head		1
22	460-820	\$30.95	ADAPTOR, in engine block		1
23	324-800	\$0.65	WASHER, union & adaptor		2



Oil Cooler Kits

Oil not only lubricates, but also conducts heat away from critical engine components. Lower engine oil temperature translates to 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. Our stock-type MGB kits come complete with radiators and are simple to install.

MGB '63-'74 1/2 Complete Orig. Style Oil Cooler Kit 235-920 \$161.95
(includes 1968-on style hoses)

MGB '74 1/2-'80 Complete Orig. Style Oil Cooler Kit 235-990 \$150.95



Braided Stainless Steel Oil Cooler Hoses

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

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

MGB



MGB Oil Cooler Thermostat Kit

This kit features a specially designed thermostat fitted into the oil lines to allow quicker oil warm-up to protect your engine better. Included are four stainless steel oil lines to connect to your existing radiator, and the thermostat unit. Order an oil cooler radiator separately if necessary.

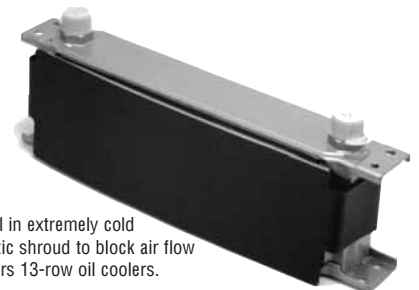
for chrome bumper cars	235-840	\$223.95
for rubber bumper cars	235-850	\$233.95



Oil Cooler Radiators

All coolers except the 16-row unit have top and bottom mounting flanges. The 16-row unit has bottom flanges only.

10-Row	235-915	\$95.95
13-Row	235-925	\$114.95
16-Row	235-995	\$136.95
19-Row	235-845	\$165.95



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

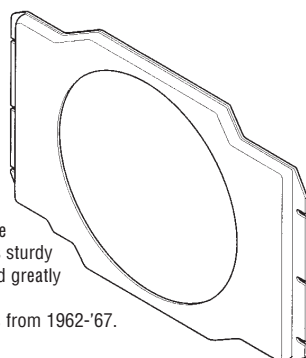
Cooling System



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.

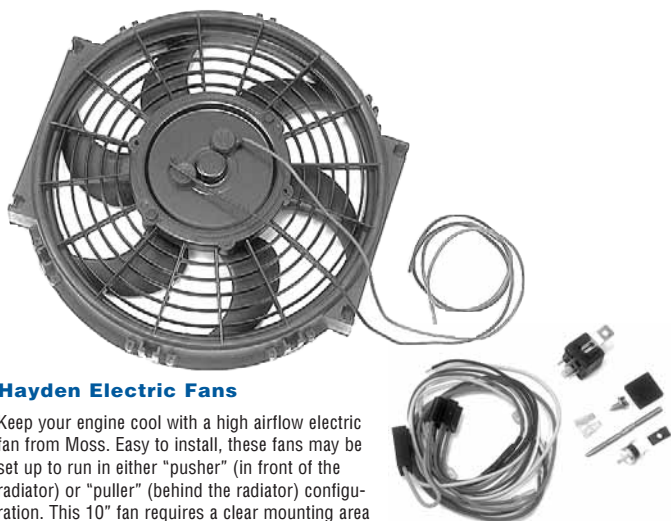
220-115 \$9.60



Fan Shroud, 1962-'67

Significantly reduce overheating problems with the "missing link" of your MGBs cooling system. This sturdy unit attaches to your existing radiator mounts, and greatly increases the efficiency of the fan by forcing air through the radiator instead of around it. Fits cars from 1962-'67.

459-685 \$52.95



Hayden Electric Fans

Keep your engine cool with a high airflow electric fan from Moss. Easy to install, these fans may be set up to run in either "pusher" (in front of the radiator) or "puller" (behind the radiator) configuration. This 10" fan requires a clear mounting area of at least 10 5/8" x 11 1/8". Fans come complete with hardware and instructions.

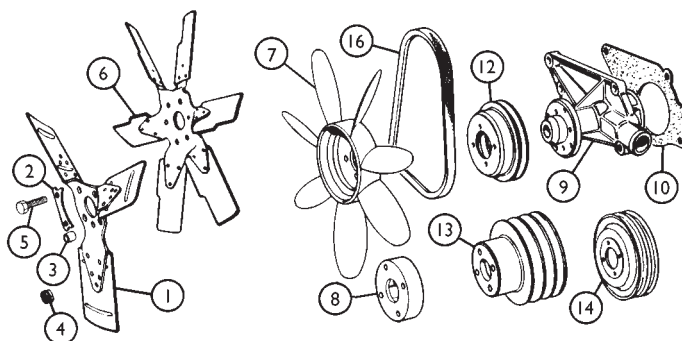
The preset temperature control will turn the fan on at 185°F and off at 170°F.

231-678 \$129.95

Thermostat Bypass Blanking Sleeve

Fits MGA, MGB, Sprite and Midget. For sustained 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. We have reproduced the factory competition part.

434-135 \$22.95



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Fans/Pumps/Pulleys					
1	434-310	\$84.95	FAN, 3 blade	RD to (c)138400 GT to (c)139471	1
2	434-380	\$0.95	LOCKTAB		2
3	434-370	\$1.95	SPACER		4
4	282-830	\$0.95	GROMMET		4
5	322-247	\$0.30	BOLT, fan mounting		4
6	434-330	\$69.95	FAN, 6 blade, metal	RD from (c)138401 to 306256 GT from (c)139472 to 309325	1
7	434-340	\$139.95	FAN, 7 blade	RD from (c)306257 to 410000 GT from (c)309326 on	1
8	434-375	NA	SPACER, fan		1
9	434-000	\$101.95	WATER PUMP	18G/GA engines, 1962 - '64	1
10	292-010	\$1.85	GASKET		1
	434-030	\$50.95	WATER PUMP	18GB thru GK engines, 1965 - '71	1
	292-030	\$0.95	GASKET		1
	434-035	\$50.95	WATER PUMP	18V engines, '72 - '74	1
	292-030	\$0.95	GASKET		1
	434-045	\$55.95	WATER PUMP	18V engines, '74 1/2 - '80	1
	292-030	\$0.95	GASKET		1
12	434-300	NA	PULLEY, water pump	18G thru GB engines, '62 - '67	1
13	434-290	NA	PULLEY, water pump	18GF thru GK engines, '68 - '71	1
14	434-307	NA	PULLEY, water pump	18V engines, 1972 - '74	1
	434-315	NA	PULLEY, water pump	18V engines, 1975 - '76	1
	434-325	NA	PULLEY, water pump	18V engines, 1977 - '80	1
	434-490	\$29.95	PULLEY, air pump drive		1
16	460-990	\$6.00	BELT, water pump drive	1962-'74	1
	460-970	\$5.20	BELT, water pump drive	1975-'80	1



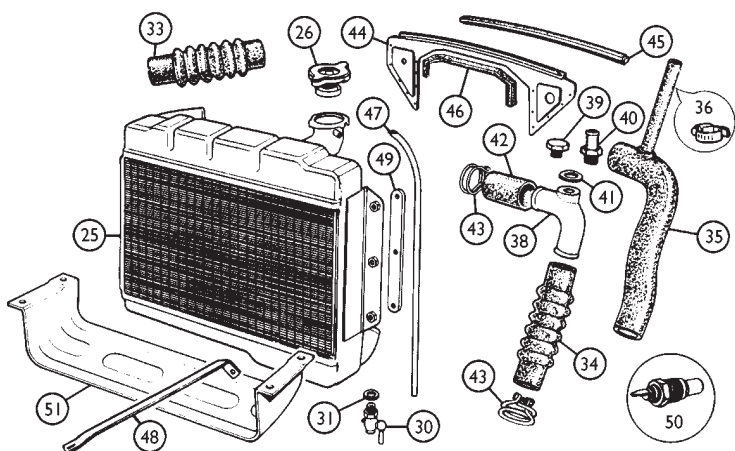
Original-Type Hose Clamps

These wire-type clamps were original equipment on MGs. 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 1 1/16"	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

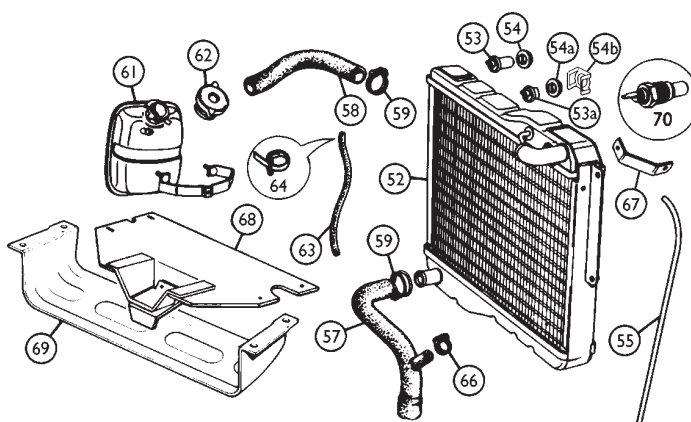
MOSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

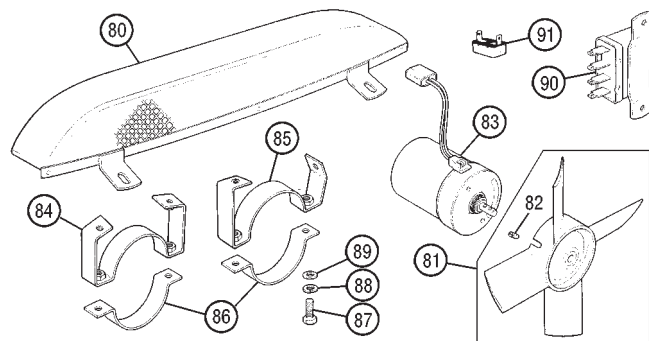


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - 1976 RD to (c)410000/all GT					
25	456-880	\$219.95	RADIATOR, 1962 - '67	RD to (c)138400, GT to (c)1394711	
	459-660	\$229.95	RADIATOR, 1968 - '75	{ RD from (c)138401 to 386000 GT from (c)139472 on	1
	459-660	\$229.95	RADIATOR, 1976	RD from (c)386601 to 410000	1
26	834-820	\$3.95	CAP, radiator, 7 lbs. 1962 - '67	{ RD to (c)138400 GT to (c)139471	1
	202-090	\$4.80	CAP, radiator, 10 lbs.	{ RD from (c)138401 to 386000 GT from (c)1394722 on	1
	202-100	\$4.55	CAP, radiator, 13 lbs., 1976	RD from (c)386601 to 410000	1
30	460-020	\$18.95	TAP, radiator drain		1
31	324-670	\$0.60	WASHER, for original tap	RD/GT to (c)410000, thru '76	1
33	470-270	\$6.60	HOSE, top	all	1
34	470-270	\$6.60	HOSE, bottom, replacement	{ RD/GT to (c)258000, thru '71	1
	470-275	\$31.95	HOSE, bottom, OEM		1
35	470-310	\$11.95	HOSE, for use w/heater	{ RD from (c)258001 to 360300	1
	470-330	NA	HOSE, for use w/o heater	{ GT from (c)258001 to 361000	1
	470-320	\$10.95	HOSE, bottom (1974 1/2 - '76)	{ RD from (c)360301 to 410000 GT from (c)361001 on	1
36	326-250	\$0.75	CLAMP, hose		1
38	470-040	\$29.95	PIPE, water pump connector	{ RD/GT to (c)258000, 1962 - '71	1
39	328-040	\$9.40	PLUG, when heater not fitted		1
40	473-080	\$10.40	UNION, when heater fitted		1
41	324-660	\$1.15	WASHER, when heater not fitted		1
42	434-487	\$6.10	HOSE, connector pipe to pump		1
43	326-408	\$6.45	CLAMP SET, 6 original type		1
	326-430	\$1.30	CLAMP, radiator hose		6/4
44	459-680	\$69.95	RADIATOR SUPPORT (1968-'74 style)		1
45	282-900	\$5.95	SEAL, radiator support to hood		1
46	282-905	\$5.65	SEAL, radiator to support	RD/GT from (c)138401 to 410000	1
47	470-340	\$4.55	TUBE, overflow, 23" long		1
48	459-710	\$4.95	SUPPORT BAR, L/H		1
	459-715	\$4.95	SUPPORT BAR, R/H		1
49	459-700	\$1.95	PACKING		A/R
50	760-180	\$9.40	SENDING UNIT, temp. gauge	1968 - '76	1
51	475-245	NA	LOWER AIR DUCT PANEL	RD from 360301 to 410000	1

Cooling System

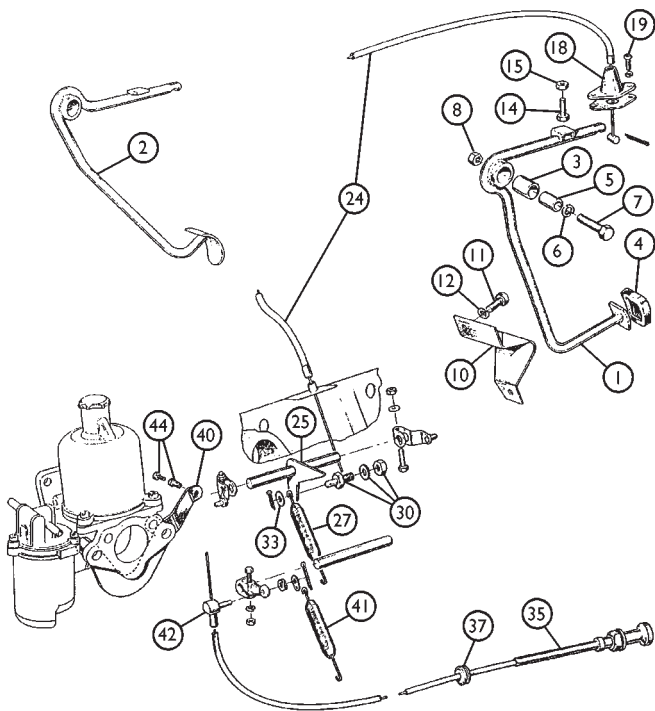


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1977 - 1980 RD from (c)410001 on					
52	459-675	\$239.95	RADIATOR (use late switch & bush)	{ RD to (c)511290 RD from (c)511291	1
	459-675	\$239.95	RADIATOR		1
53	542-215	\$15.95	SWITCH, thermo. fan	{ RD to (c)511290	1
54	542-205	\$2.95	BUSH, sealing		1
53a	542-213	\$46.95	SWITCH, thermostatic fan	{ RD from (c)511291	1
54a	542-203	\$2.95	BUSH, sealing		1
54b	542-206	\$1.35	CLIP, switch retaining		1
55	470-340	\$4.55	OVERFLOW TUBE, 23" long		1
57	470-350	\$14.95	HOSE, bottom		1
58	470-360	\$7.95	HOSE, top		1
59	326-430	\$1.30	CLAMP, hose		4
61	459-690	NA	TANK, expansion		1
62	459-695	\$5.70	CAP, filler		1
63	470-345	\$3.25	HOSE, tank to radiator, 13" long		1
64	326-325	\$1.05	CLAMP, hose		2
66	326-250	\$0.75	CLAMP, hose		1
67	459-720	\$7.95	SUPPORT BAR, L/H		1
	459-725	\$7.95	SUPPORT BAR, R/H		1
68	458-195	\$30.95	MUD SHIELD		1
69	475-255	NA	LOWER AIR DUCT PANEL		1
70	131-565	\$9.95	SENDING UNIT, temperature gauge	1977 - '80	1



80	434-360	\$37.95	GUARD, fan		1
81	434-350	\$59.95	FAN BLADE		2
82	434-355	\$1.00	SCREW		2
83	542-430	\$83.95	FAN MOTOR		2
84	542-435	\$22.95	BRACKET, motor mount, R/H		1
85	542-555	\$22.95	BRACKET, motor mount, L/H		1
86	542-445	\$4.50	CAP, motor brackets		2
87	322-230	\$0.35	BOLT		4
88	324-020	\$0.20	LOCKWASHER		4
89	324-115	\$0.45	WASHER, plain		4
90	542-235	\$12.95	RELAY	when fitted	1
91	131-545	\$8.10	CIRCUIT BREAKER		1

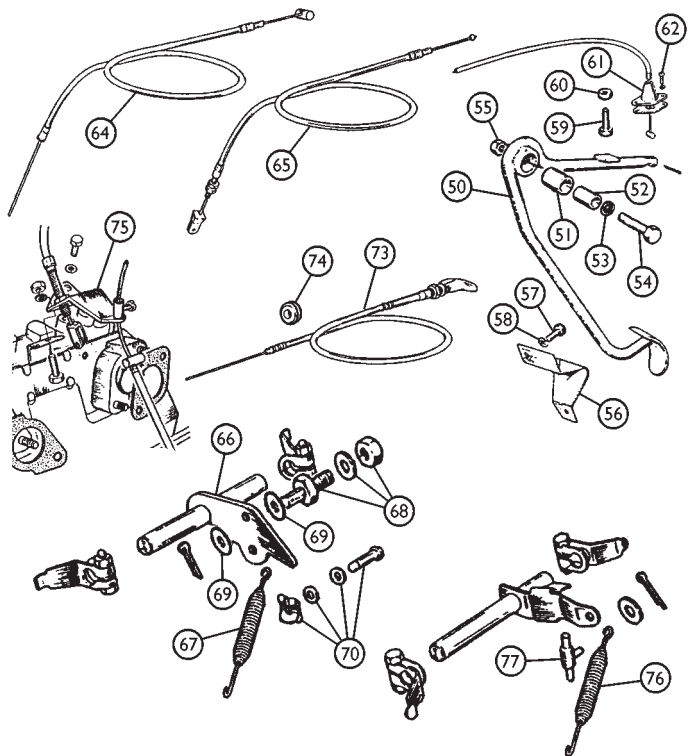
Engine Controls



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

HS-4 Carburetors, 1962-'71

1	276-000	NA	PEDAL, accelerator 1962 - '67	} RD to (c)138400 GT to (c)139471	1
2	276-010	NA	PEDAL., accelerator 1968 - '71		} RD from (c)138401 GT from (c)139472
3	276-040	\$2.95	BUSHING, pedal shaft		1
4	280-790	\$1.95	PAD, pedal, rubber thru 1967	} RD to (c)138400 GT to (c)139471	1
Note: Accelerator pedal pads were not fitted after 1967.					
5	276-045	\$1.80	TUBE, distance		1
6	365-730	\$0.20	LOCK WASHER		1
7	320-070	\$0.75	BOLT		1
8	310-105	\$0.45	NUT		1
10	276-050	\$25.95	PEDAL STOP, LHD		1
11	322-645	\$0.70	BOLT, pedal stop		2
12	324-020	\$0.20	LOCK WASHER		2
14	322-247	\$0.30	BOLT, return stop		1
15	310-760	\$0.55	NUT		1
18	372-060	\$4.55	GUIDE, accelerator cable		1
19	322-940	\$0.65	SCREW		2
24	331-210	\$6.55	ACCELERATOR CABLE 1962 - '67	} RD to (c)138400 GT to (c)139471	1
	331-450	\$6.95	ACCELERATOR CABLE 1968 - '71		} RD from (c)138401 GT from (c)139472
25	373-770	\$19.95	LEVER, accelerator		1
27	370-335	\$1.95	SPRING, accelerator return		1
30	375-108	\$2.45	CABLE STOP, w/nut		1
33	324-115	\$0.45	WASHER		1
35	331-225	\$16.95	CHOKE CABLE, round knob (C)	approx.1962-'67	1
	331-240	\$13.95	CHOKE CABLE, round knob (fan)	approx.1968-'69	1
	331-480	\$14.95	CHOKE CABLE, round knob (fan)	approx. 1970-'71	1
	331-490	\$19.95	CHOKE CABLE, T-knob	(replacement)	1
37	281-050	\$4.40	GROMMET, choke cable		1
40	372-340	\$5.45	BRACKET, choke control		1
41	370-335	\$1.95	SPRING, choke return		2
42	276-055	\$6.55	ABUTMENT, choke cable		1
44	375-128	\$3.10	CABLE STOP		1



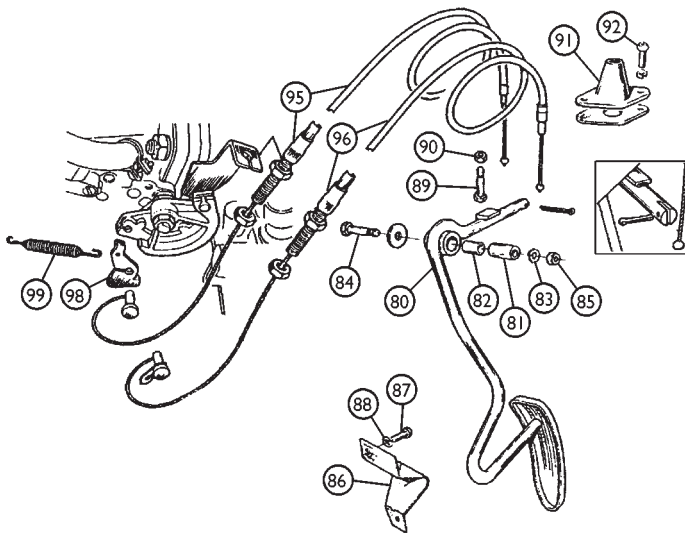
No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

HIF-4 Carburetors, 1972-74

50	276-010	NA	PEDAL., accelerator 1972 - '74 1/2	} RD from (c)258001 to 360300 GT from (c)258004 to 361000	1
	276-020	NA	PEDAL., accelerator 1974 1/2		1
51	276-040	\$2.95	BUSHING, pedal shaft		1
52	276-045	\$1.80	TUBE, distance		1
53	365-730	\$0.20	LOCK WASHER		1
54	320-070	\$0.75	BOLT		1
55	310-105	\$0.45	NUT		1
56	276-050	\$25.95	PEDAL STOP, LHD		1
57	322-645	\$0.70	BOLT, pedal stop		2
58	324-020	\$0.20	LOCK WASHER		2
59	322-247	\$0.30	BOLT, return stop		1
60	310-760	\$0.55	NUT		1
61	372-060	\$4.55	GUIDE, accelerator cable		1
62	322-940	\$0.65	SCREW		2
64	331-450	\$6.95	ACCELERATOR CABLE 1972 - '74 1/2	} RD from (c)258001 to 360300 GT from (c)258004 to 361000	1
65	331-460	\$13.95	ACCELERATOR CABLE 1974 1/2		1
66	373-775	NA	LEVER, accelerator		1
67	370-335	\$1.95	SPRING, lever return		2
68	375-108	\$2.45	CABLE STOP, w/nut	} RD from (c)258001 to 360300 GT from (c)258004 to 361000	1
69	324-115	\$0.45	WASHER		2
70		NA	PIN ASS'Y.	} RD from (c)360301 GT from (c)361001	1
73	331-490	\$19.95	CHOKE CABLE, T-knob		1
74	281-050	\$4.40	GROMMET, choke cable		1
75	372-345	NA	BRACKET, choke & accelerator cables		1
76	370-335	\$1.95	SPRING, choke return		1
77	276-060	NA	ABUTMENT, choke cable		1

moSS

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Zenith-Stromberg Carburetor, 1975-'80					
80	276-020	NA	PEDAL, accelerator	RD to 410000 1975 - '76	1
	276-030	NA	PEDAL, accelerator	RD from (c)410001 on	1
81	276-040	\$2.95	BUSHING, pedal shaft		1
82	276-045	\$1.80	TUBE, distance		1
83	365-730	\$0.20	LOCK WASHER		1
84	320-070	\$0.75	BOLT		1
85	310-105	\$0.45	NUT		1
86	276-050	\$25.95	PEDAL STOP, LHD	RD to (c)410000, thru '76	1
87	322-645	\$0.70	BOLT, pedal stop		2
88	324-020	\$0.20	LOCK WASHER		2
89	322-247	\$0.30	BOLT, return stop		1
90	310-760	\$0.55	NUT		1
91	372-060	\$4.55	GUIDE, accelerator cable		1
92	322-940	\$0.65	SCREW		2
95	331-465	\$14.95	ACCELERATOR CABLE	RD from (c)367901 to 428510	1
96	331-475	\$12.95	ACCELERATOR CABLE	RD from (c)428511 on	1
98	373-780	NA	LEVER, accelerator		1
99	370-325	\$3.95	SPRING, lever return	1977-on uses 1	1/2

Manual Choke Conversion Kit

Our high quality conversion kit was designed in England by Zenith-Stromberg engineers, and unlike other kits, leaves your car's factory appearance intact. Easy to install, kits include all necessary mounting hardware and detailed instructions. Fits MGB '75-'80.

386-325 \$124.95



Proper Use of the Manual Choke

The manual choke, fitted in the upper right hand corner of the MGB dashboard, controls two distinct functions of the S.U. carburetors. First, one can feel the accelerator pedal being pulled away from the foot as the choke is pulled out. 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 the MG, always pull the choke completely out (unless the engine is still very warm from recent running). Once the engine has started, the driver must release the choke in small increments as the engine warms. The trick is to release the choke at the proper rate. If released too soon, the engine will cough and spit, especially under acceleration. If released too slowly, the engine will "load up" and run roughly, especially while idling.

By the time the temperature gauge is halfway between cold and normal, the choke can usually 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 for adjustments.

If your choke, throttle or heater cables are hot to the touch or have melted their coverings, your engine may not be grounded properly. Check and clean your grounding strap to prevent the control cables from acting as ground wires.

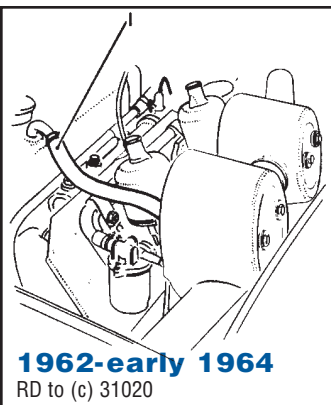
Are You Rebuilding Your Carburetor?

An often overlooked aspect of carburetor rebuilding is the replacement of the throttle shaft bushes in the carburetor bodies. As the throttle shafts and bushes wear, they both become slightly egg-shaped, causing a variable vacuum leak which produces erratic idling of the engine, poor performance and in extreme cases, overheating, "running-on" and possible burned valves due to an excessively lean mixture.

Since most S.U carburetors have bushes cast in the bodies, replacement of the bushes requires machine shop facilities to bore out the old bushes to slightly less than the O.D. of the new bushes, press in new ones and drill and ream them to fit the new throttle shaft, ensuring all the while that the machined bores of the new bushes are in perfect alignment. Bushes are available under part #372-545.

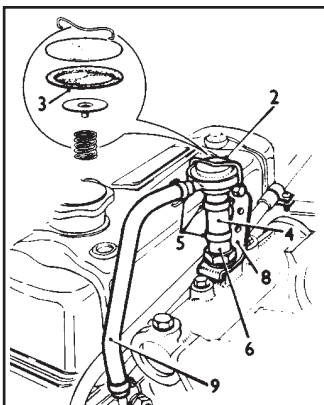
Alternatively, if your throttle shafts are still stock diameter (.310"), it is usually possible to fit special oversize throttle shafts to S.U. carbs. We offer a special reaming tool (part #386-385) to enable owners to fit their own .010" oversize shafts which can save considerable money on machine shop labor.

Emission Controls



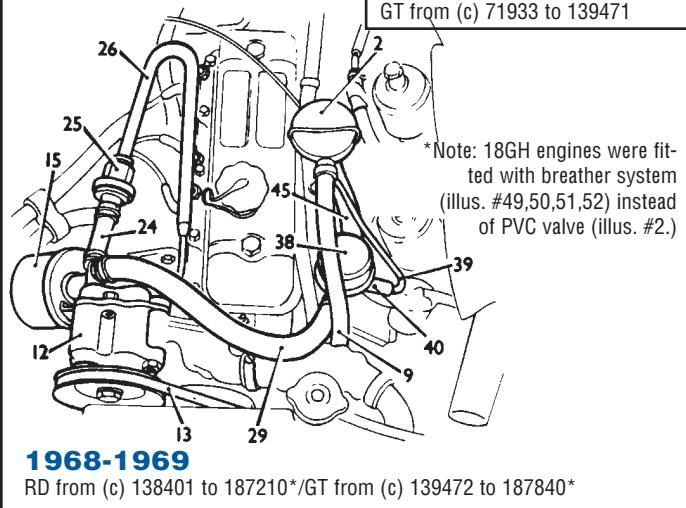
1962-early 1964

RD to (c) 31020



1964-1967

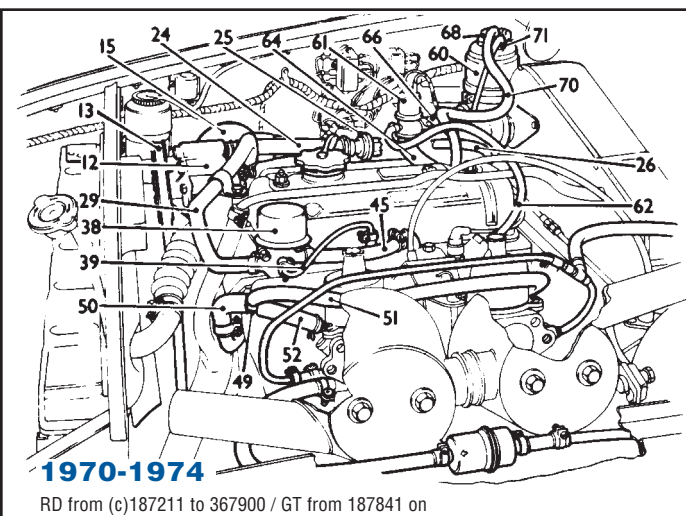
RD from (c) 31201 to 138400
GT from (c) 71933 to 139471



1968-1969

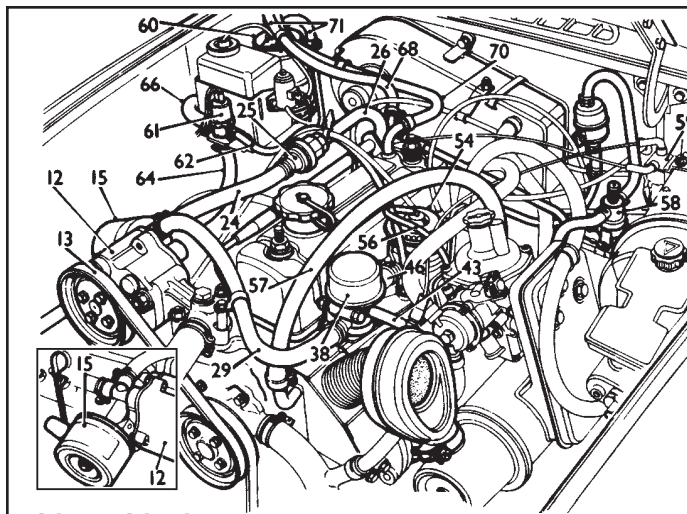
RD from (c) 138401 to 187210*/GT from (c) 139472 to 187840*

*Note: 18GH engines were fitted with breather system (illus. #49,50,51,52) instead of PVC valve (illus. #2.)



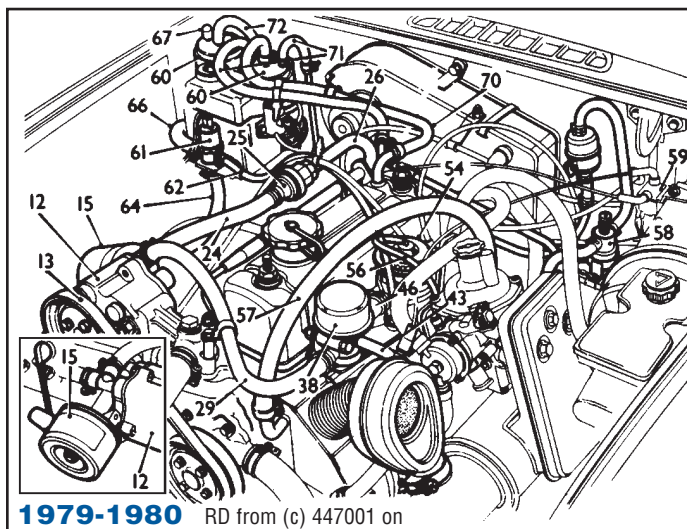
1970-1974

RD from (c)187211 to 367900 / GT from 187841 on



1975-1978

RD from (c) 367901 to 447000



1979-1980

RD from (c) 447001 on

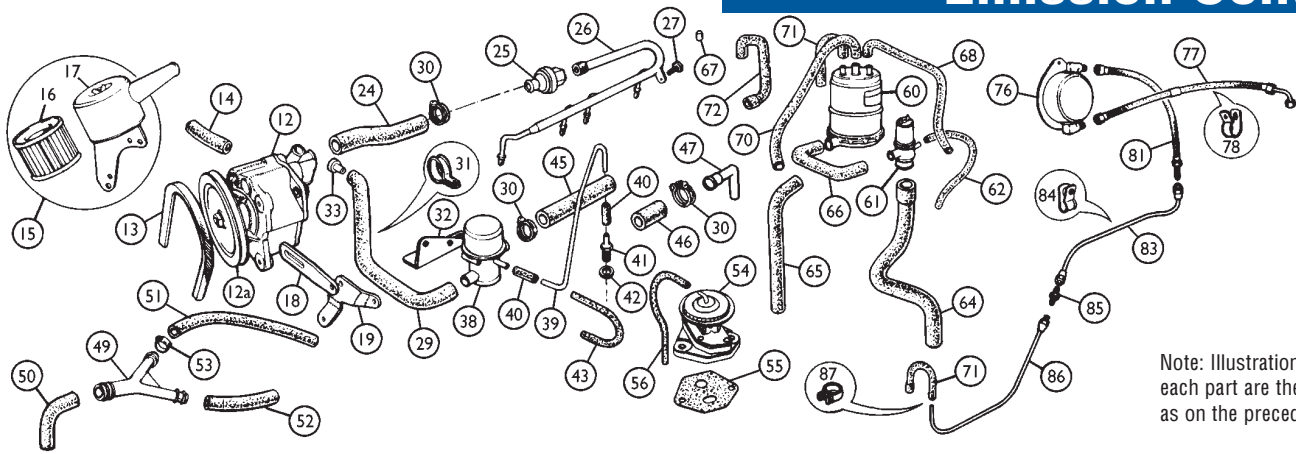
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	367-200	\$9.40	HOSE, valve cover to air cleaner	} RD only, 18G engine	1
1a	326-210	\$1.50	HOSE CLIP		2
2	360-630	\$54.95	P.C.V. VALVE	} RD/GT 18GA/GB/GF engines	1
3	360-635	\$6.95	DIAPHRAGM		1
4	372-460	\$1.95	HOSE, breather		1
5	326-250	\$0.75	HOSE CLAMP		3
6	372-470	\$10.15	ADAPTOR		1
	324-145	\$0.55	WASHER		2
8	372-480	NA	BRACKET		1
9	372-450	\$3.95	HOSE, valve to oil separator		1
12	360-775	NA	AIR PUMP, rebuilt/exchange	} RD from (c)138401 on	1
	360-778	\$281.95	AIR PUMP, replacement type		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
12a	434-490	\$29.95	PULLEY	} RD from (c)138401 to 367900 GT from (c)139472 on	1
13	460-980	\$3.10	BELT, air pump		1
	434-390	\$5.20	BELT, air pump		1
	434-400	\$5.00	BELT, air pump		1
14	360-750	NA	HOSE, filter to air pump	} RD from (c)138401 on GT from (c)139472 on	1
15	360-790	NA	AIR CLEANER ASSEMBLY		1
16	950-230	\$6.70	FILTER ELEMENT, "Crosland"		1
	950-730	NA	FILTER ELEMENT, var. mfr's.		1
17	360-800	NA	HOUSING, air cleaner		1
18	360-730	NA	LINK, air pump adjusting	RD/GT to (c)367900	1
	360-735	NA	LINK, air pump adjusting	RD from (c)367901 on	1
19	360-740	NA	BRACKET, adjusting link	RD/GT to (c)367900	1
	360-745	NA	BRACKET, adjusting link	RD from (c)367901 on	1
24	367-215	NA	HOSE, air pump to check valve	} RD from (c)138401 on GT from (c)139472 on	1
25	379-470	\$108.95	CHECK VALVE, orig. mfr.		1
	367-000	\$18.95	CHECK VALVE, aftermarket		1
26	360-760	\$76.95	MANIFOLD, air injection		1
27	322-880	\$0.70	BOLT, air manifold to head		1
29	367-220	NA	HOSE, gulp valve to air pump	} RD from (c)138401 to 367900; GT from (c)139472	1
	367-225	\$27.95	HOSE, gulp valve to air pump		1
30	326-405	\$0.85	HOSE CLAMP	} RD from (c)367901 on	6
31	326-415	\$0.90	CLIP, hose to water elbow	} RD from (c)138401 on GT from (c)139472 on	1
32	367-010	NA	BRACKET, gulp valve		1
	367-015	NA	BRACKET, gulp valve	RD from (c)138401 to 410000 GT from (c)139472 on	1
				RD from (c)410001 on	1

MOSS

MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

Emission Controls



Note: Illustration numbers for each part are the same here as on the preceding page.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
33	366-025	NA	RESTRICTOR, air pump hose	RD from (c)138401 to 367900 GT from (c)139472 on	1
	367-025	NA	RESTRICTOR, air pump hose	RD from (c)367901 to 410000	1
38	366-010	\$49.95	GULP VALVE	RD from (c)138401 on GT from (c)139472 on	1
39	367-030	NA	CONTROL PIPE, gulp valve	RD from (c)138401 to 367900	1
40	367-040	NA	CONNECTOR	GT from (c)139472 on	2
41	367-050	NA	ADAPTOR		1
42	367-055	\$0.95	WASHER		2
43	367-060	NA	SIGNAL HOSE, gulp valve	RD from (c)367901 on	1
45	367-230	NA	HOSE, gulp valve to manifold	RD from (c)138401 to 367900 GT from (c)139472 on	1
46	367-240	NA	HOSE, gulp valve to manifold	RD from (c)367901 on	1
47	373-860	NA	ADAPTOR, intake manifold		1
49	367-070	\$4.95	"Y" CONNECTOR		1
50	367-250	\$5.85	HOSE, oil separator to connector	RD/GT engines 18GH/GI/V with SU carbs.	1
51	367-260	NA	HOSE, connector to rear carb.		1
52	367-265	NA	HOSE, connector to front carb.		1
53	262-200	\$0.90	HOSE CLAMP		2
54	367-080	\$49.95	E.G.R. VALVE		1
55	293-420	\$1.60	GASKET, E.G.R. valve	RD from (c)367901 on	1
56	367-090	NA	SIGNAL HOSE, E.G.R. valve		1
57	367-400	NA	HOSE, breather, oil separator to carb.		1
58	377-320	NA	VALVE, fuel cut-off	RD from (c)415001 on	1
59	145-740	NA	VALVE, vacuum advance	RD from (c)415001	1
60	367-100	\$109.95	CANNISTER, adsorption (2 required from (c)447001 on)	RD from (c)187211 on GT from (c)187841 on	1/2 1
61	367-110	\$66.95	VALVE, anti run-on	RD from (c)294251 on GT from (c)296001 on	1
62	367-275	NA	HOSE, run-on valve control	RD from (c)294251 on GT from (c)296001 on	1
64	367-280	NA	HOSE, run-on valve vent	RD from (c)294251 to 386600 GT from (c)296001 on	1
	367-285	NA	HOSE, run-on valve vent	RD from (c)386601 to 415000	1
	367-290	NA	HOSE, run-on valve vent	RD from (c)415001 on	1
65	367-410	NA	TUBE, cannister breather	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
66	367-300	NA	HOSE, run-on valve to cannister	RD from (c)294251 to 360300 GT from (c)296001 to 361000	1
	367-305	NA	HOSE, run-on valve to cannister	RD from (c)360301 on GT from (c)361001 on	1
67	367-105	NA	CAP, cannister	RD from (c)447001 on	2
68	361-155	NA	HOSE, cannister to carb.	RD from (c)187211 to 367900 GT from (c)187841 on	1
	361-165	NA	HOSE, cannister to carb.	RD from (c)367901 on	1
70	367-310	NA	HOSE, cannister to valve cover	RD from (c)187211 to 447000 GT from (c)187841 on	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
	367-315	NA	HOSE, cannister to valve cover	RD from (c)447001 on	1
71	367-320	NA	HOSE, vapor pipe to cannister	{ RD from (c)187211 on GT from (c)187841 on	1
72	367-330	\$11.95	HOSE, cannister link		RD from (c)447001 on
76	367-120	NA	VAPOR SEPARATOR	{ RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	367-130	NA	VAPOR SEPARATOR		{ RD from (c)360301 on GT from (c)361001 on
77	367-340	NA	HOSE, vapor separator to gas tank	{ RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	367-345	NA	HOSE, vapor separator to gas tank		{ RD from (c)360301 to 410000 GT from (c)361001 on
78	367-350 326-425	NA \$1.45	HOSE, vapor sep. to gas tank CLIP, vapor hose	{ RD from (c)410001 on	1 1
81	367-360	NA	HOSE, separator to vapor pipe		{ RD from (c)187211 to 360300 GT from (c)187841 to 361000
	367-365	NA	HOSE, separator to vapor pipe	{ RD from (c)360301 to 410000 GT from (c)361001 on	
	367-370	NA	HOSE, separator to vapor pipe	RD from (c)410001 on	1
83	367-420	NA	VAPOR PIPE, rear	{ RD from (c)187211 to 410000 GT from (c)187841 on	1
	367-425 367-430	\$6.55 NA	VAPOR PIPE, rear VAPOR PIPE, rear		{ RD from (c)410001 to 415000 RD from (c)415001 on
84	162-210	\$0.65	CLIP, vapor pipe		A/R
85	367-455	NA	CONNECTOR	{ RD from (c)187211 to 410000 GT from (c)187841 on	1
	311-025 324-355	\$1.15 \$0.25	NUT LOCK WASHER		{ RD from (c)410001 on
86	367-445	\$19.95	VAPOR PIPE, front (without end fittings)	{ RD from (c)187211 to 410000 GT from (c)187841 on	1
	367-430 367-450	NA \$18.95	VAPOR PIPE, front VAPOR PIPE, front		{ RD from (c)410001 to 447000 RD from (c)447001 on
87	326-445	\$1.75	HOSE CLAMP, vapor hose		1



Original-Type Hose Clamps

These wire-type clamps were original equipment on MGs. 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.

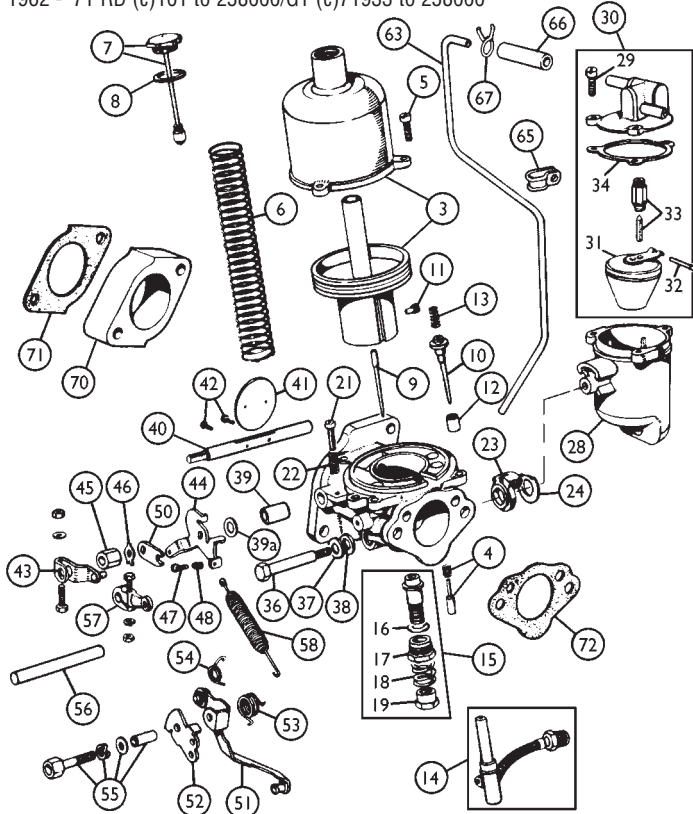
7/16" to 9/16"	326-475	\$1.20
3/4" to 7/8"	635-100	\$1.75
7/8" to 1 1/16"	635-060	\$2.95
1 3/16" to 1 3/8"	326-410	\$1.90
1 1/4" to 1 7/16"	326-465	\$2.80
1 3/8" to 1 9/16"	326-430	\$1.30
1 7/16" to 1 5/8"	326-440	\$2.70
1 11/16" to 1 7/8"	326-450	\$2.75
1 7/8" to 2"	031-724	\$1.95
2 1/4" to 2 7/16"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

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

HS-4 Carburetor

1962 - '71 RD (c)101 to 258000/GT (c)71933 to 258000



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	372-248	\$569.95	CARBURETOR PAIR, new (replaces AUD52, AUD135)	} 1962 - '67	1
	366-478	\$569.95	CARBURETOR PAIR, new (AUD265)	} 1968	1
	366-498	\$569.95	CARBURETOR PAIR, new (AUD 326)	} 1969	1
	366-488	\$569.95	CARBURETOR PAIR, new (replaces AUD326, AUD405 and AUD465)	} 1970 - '71	1
3	372-250	NA	AIR CHAMBER & PISTON	AUD52/135/265	2
	372-255	\$238.95	AIR CHAMBER & PISTON	AUD326/405/465	2
4	375-048	\$6.60	PIN & SPRING ASS'Y., w/circlip	AUD52/135/265	2
	375-008	\$11.95	PIN & SPRING ASS'Y., w/circlip	AUD326/405/465	2
5	370-290	\$0.90	SCREW, chamber cover		6
6	370-520	\$4.95	SPRING, piston, red		2
7	370-750	\$16.95	CAP & DAMPER		2
8	370-650§	\$0.95	WASHER		2
9	374-260	\$11.95	JET NEEDLE, standard (MB)	AUD52	2
	374-270*	\$9.95	JET NEEDLE, standard (5)	AUD135	2
	374-170	\$12.95	JET NEEDLE, rich (6)	} AUD52/135	2
	374-280	\$18.95	JET NEEDLE, lean (21)		2
10	374-275*	\$12.95	JET NEEDLE, standard (FX)	AUD265	2
	374-360*	\$12.95	JET NEEDLE, standard (AAE)	AUD326/405	2
	374-370*	\$14.95	JET NEEDLE, standard (AAL)	AUD465	2
11	370-180	\$1.80	SCREW, needle locking	AUD52/135/265	2
	373-540	\$0.95	SCREW, needle locking	} AUD326/405/465	2
12	374-395	\$4.80	GUIDE, jet needle		2
13	373-365	\$0.65	SPRING, jet needle		2
14	378-430§*	\$20.95	JET, front carburetor	(green band)	1
	378-440§*	\$20.95	JET, rear carburetor	(pink band)	1
15	372-265	\$32.90	JET BEARING KIT	AUD52/135	2
	372-275	\$25.65	JET BEARING KIT	AUD265	2
	372-285	\$25.65	JET BEARING KIT	AUD326/405/465	2
16	372-270*	\$1.30	WASHER, jet bearing	AUD52/135/265	2
17	371-650	\$6.75	NUT, jet locking		2
18	370-210	\$1.05	SPRING, jet locking		2
19	372-280	\$2.30	NUT, jet adjusting		2

21	372-830	\$1.60	SCREW, slow idle adjusting		2
22	370-330	\$0.90	SPRING, idle screw		2
23	378-085*	\$8.95	ADAPTOR, front		1
	378-090*	\$8.95	ADAPTOR, rear		1
24	372-290	\$1.60	WASHER, for adaptor		2
28	371-730	\$69.95	FLOAT CHAMBER		2
29	370-290	\$0.90	SCREW, float lid		6
30	372-308	\$46.25	LID ASSEMBLY, front float chamber	} AUD52/135/265/326	1
	372-318	\$45.25	LID ASSEMBLY, rear float chamber		1
	372-305	NA	LID ASSEMBLY, front float chamber	} AUD405/465	1
	372-315	\$55.55	LID ASSEMBLY, rear float chamber		1
31	378-470	\$14.35	FLOAT, replacement		2
32	370-060*	\$0.95	PIN, float hinge		2
33	373-625§*	\$14.35	NEEDLE & SEAT		2
	386-390	\$7.65	GROSE-JET, superior replacement for std. needle & seat		2
34	378-360§*†	\$0.85	GASKET, chamber lid		2
36	372-760	\$2.60	BOLT, float chamber fixing		2
37	372-770	\$0.65	WASHER, steel		2
38	378-070*	\$1.65	WASHER, rubber		2
39	372-545§	\$3.25	BUSH, for throttle shaft, see tech tip on page 19		4
39a	372-820	\$0.85	WASHER on throttle shaft		2
40	372-540§	\$16.95	THROTTLE SHAFT, standard		2
	372-550	\$16.95	THROTTLE SHAFT, oversize		2
41	370-370§	\$14.95	THROTTLE DISC	AUD52/135	2
	373-675	\$20.95	THROTTLE DISC, w/valve	AUD265/326/405/465	2
42	370-090§	\$0.65	SCREW, throttle disc		4
43	371-860	\$4.50	LEVER & PIN, front		2
	371-850	\$4.50	LEVER & PIN, rear		2
44	373-385	NA	THROTTLE LEVER, front		1
	373-390	\$15.95	THROTTLE LEVER, rear		1
45	310-970	\$2.95	NUT, throttle lever		2
46	373-695§	\$0.65	TAB WASHER		2
47	372-830	\$1.60	SCREW, fast idle		2
48	370-330	\$0.90	SPRING, fast idle screw		2
50	372-840	\$10.15	LEVER, lost motion		2
51	372-865	\$14.40	LEVER & LINK ASSEMBLY, front	} AUD52/135/265	1
	372-880	\$14.40	LEVER & LINK ASSEMBLY, rear		1
	372-865	\$14.40	LEVER & LINK ASSEMBLY, front	} AUD326/405/465	1
	372-885	\$14.40	LEVER & LINK ASSEMBLY, rear		1
52	373-400	\$11.25	CAM, fast idle, front		1
	373-405	\$10.35	CAM, fast idle, rear		1
53	372-910	\$2.30	SPRING, lost motion lever, front		1
	372-920	\$7.15	SPRING, lost motion lever, rear		1
54	372-930	\$3.20	SPRING, fast idle cam, front		1
	372-940	\$2.20	SPRING, fast idle cam, rear		1
55	373-410	\$10.75	PIVOT BOLT KIT		2
56	370-865	\$4.60	ROD, connecting, choke		1
57	370-110	\$10.95	CHOKE LEVER		1
	372-170	\$0.75	BOLT for lever		1
	324-110	\$0.10	LOCKWASHER on bolt		1
	311-030	\$0.40	NUT on bolt		1
58	370-335	\$1.95	SPRING, throttle & choke return		3
63	366-500	NA	PIPE, overflow, front	RD to (c)187210	1
	366-510	NA	PIPE, overflow, rear	GT to (c)187840	1
	366-520	NA	PIPE, overflow, front	RD from (c)187211 to 258000	1
	366-530	NA	PIPE, overflow, rear	GT from (c)187841 to 258000	1
65	366-545	\$2.50	CLIP, overflow, pipe	RD/GT to (c)258000	1
66	366-550	\$1.95	CONNECTOR, overflow pipe		2
67	326-445	\$1.75	CLAMP		4
70	372-320	\$18.95	INSULATOR		2

Rebuild Kits/Gaskets Sets

375-548§	\$135.95	MASTER REBUILD KIT, for 2 carburetors		1
375-338*	\$121.95	REBUILD KIT, for 2 carburetors	AUD52/135, 1963 - '67	1
375-348*	\$125.95	REBUILD KIT, for 2 carburetors	AUD265, 1968	1
375-358*	\$140.95	REBUILD KIT, for 2 carburetors	AUD326/405, 1969 - '70	1
375-368*	\$140.95	REBUILD KIT, for 2 carburetors	AUD465, 1971	1
698-108†	\$10.25	CARBURETOR GASKET SET		1
71	294-710*†	\$0.95	GASKET, carb. mounting (4 in Rbld. Kits)	6
72	294-800*†	\$0.90	GASKET, filter to carb.	2

§Note: "Master rebuild kits" include all items marked §. They are produced exclusively by S.U., and contain only genuine S.U. components. Metering needles are not included, however, so that you may choose the exact needle to suit your specific requirements.

*Note: "Rebuild kits" include all items marked *.

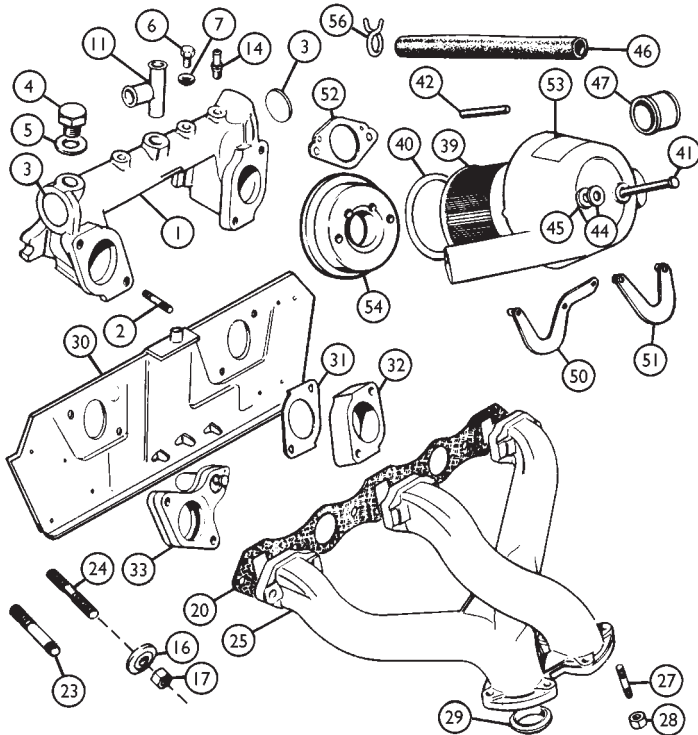
†Note: Gasket sets include all items marked †.

•Note: This kit includes metering needle "5", which is an improvement over metering needle "MB" originally fitted to carbs. AUD52.



MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

HS-4 Manifold / Air Cleaner



No.	Part No.	Price (each)	Description	Application	Qty. Req.
46	367-200	\$9.40	HOSE, valve cover to cleaner	18G engines	1
47	372-440	\$1.95	SEAL, air cleaner coupling		1
50	372-340	\$5.45	BRACKET, front air cleaner		1
51	372-330	\$7.45	BRACKET, rear air cleaner		1
52	294-800	\$0.90	GASKET		2
53	215-615	\$2.95	DECAL, "Coopers Filter"		2
54	372-380	\$34.95	ALLOY BACK PLATE ADAPTOR	HS4 stock carbs	2
	372-385	NA	ALLOY BACK PLATE ADAPTOR	HS6 carb conversion	2
These alloy adaptors will allow stock air cleaners to be used with the 1 3/4" S.U. carb conversion on 1963-'74 (chrome-bumpered) MGBs.					
56	326-210	\$1.50	CLIP, breather hose	18G engine	2

Identifying your S.U. Carburetors, 1962 - '74

1962 - '71 MGBs used variations of the HS-4 carburetor. These variations are noted by the specification number, which is stamped on a triangular tag on the float bowl covers. "F" and "R" suffixes are used to denote "front" and "rear", respectively.

				New Carb. Pairs	
Straight Needle	1962 - '64	AUD52	HS-4	372-248	
	1965 - '67	AUD135	HS-4	372-248	
	1968	AUD265	HS-4	366-478	
Biased Needle	1969	AUD326	HS-4	366-498	
	1970	AUD405	HS-4	366-488	
	1971	AUD465	HS-4	366-488	

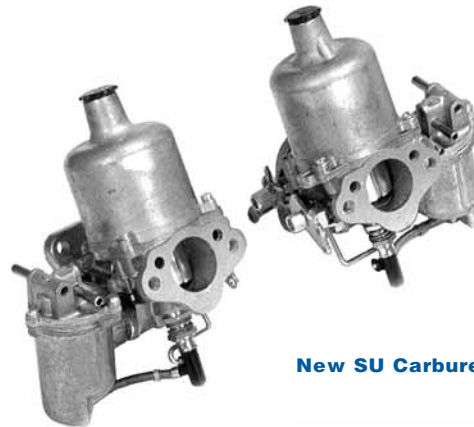
No.	Part No.	Price (each)	Description	Application	Qty. Req.
HS-4 Carburetors					
1	373-800	NA	INLET MANIFOLD	18G engines	1
	373-805	NA	INLET MANIFOLD	18GA/GB engines	1
	373-820	NA	INLET MANIFOLD	18GF engines	1
	373-820	NA	INLET MANIFOLD	18GG thru GK engines	1
2	328-745	\$1.30	STUD, carburetor. to manifold		4
3	319-095	\$1.05	END PLUG		2
4	328-295	\$5.85	PLUG		2/1
5	324-065	\$0.95	WASHER		2/1
6	328-305	\$0.95	PLUG		2/1
7	328-335	\$0.85	WASHER		2/1
11	373-850	NA	ADAPTOR	18GF engines	1
14	373-855	NA	RESTRICTOR, o/d vacuum	overdrive models	1
16	460-090	\$1.95	WASHER, manifold mounting		4
17	311-540	\$0.95	NUT, manifold, brass		6
20	296-410	\$2.95	GASKET, manifold		1
23	328-900	\$1.75	STUD, head to manifold, short, outer		2
24	328-910	\$1.05	STUD, head to manifold, long, inner		4
25	373-830	NA	EXHAUST MANIFOLD		1
	328-718	\$9.00	STUD & NUT SET, exhaust manifold		1
27	328-765	\$0.95	STUD, exhaust flange		6
28	311-540	\$0.95	NUT, brass		6
29	290-510	\$1.95	GASKET, exhaust flange		2
30	451-005	\$72.95	HEAT SHIELD		1

Carburetor heat shields are important to your MGB, but often missing. Heat shields with insulation pads intact insulate the carb float bowls from heat and prevent vapor lock. Our heat shields are stamped exactly as original and are zinc-plated as original. Our one concession to your health and the environment is that we now use non-asbestos riveted-on heat insulating material.

31	294-710	\$0.95	GASKET, carburetor		6
32	372-320	\$18.95	SPACER	w/o induction heater	2
	372-325	NA	SPACER	w/induction heater	2
33	373-760	NA	INDUCTION HEATER	as fitted - cold climates	2
37	372-360	NA	AIR CLEANER ASS'Y., front		1
	372-350	NA	AIR CLEANER ASS'Y., rear		1
39	950-700	\$7.50	ELEMENT, "Classic Gold" brand		2
	950-200	\$8.95	ELEMENT, "Crosland" brand	(not incl. in ass'y.)	2
	372-395	\$32.95	ELEMENT, "K & N" brand	(not incl. in ass'y.)	2
40	372-420	\$2.80	SEAL, rubber		2
41	322-150	\$1.00	BOLT, fine thread		4
42	328-315	\$3.30	SPACER		4
44	324-155	\$0.35	WASHER		4
45	372-370	\$1.95	GROMMET		4

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS



New SU Carburetors

Genuine SU carburetors are now being produced in the UK from a combination of new and original tooling. These brand new carburetors will improve the way your car looks and runs. Rebuilt carbs are nice, but after decades of abuse they'll never look or perform as well as new ones.

372-248	MGB 1962-'67 HS4 Carb Set	\$569.95
366-478	MGB 1968 HS4 Carb Set	\$569.95
366-498	MGB 1969 HS4 Carb Set	\$569.95
366-488	MGB 1970-'71 HS4 Carb Set	\$569.95

SU tools are shown on page 25.



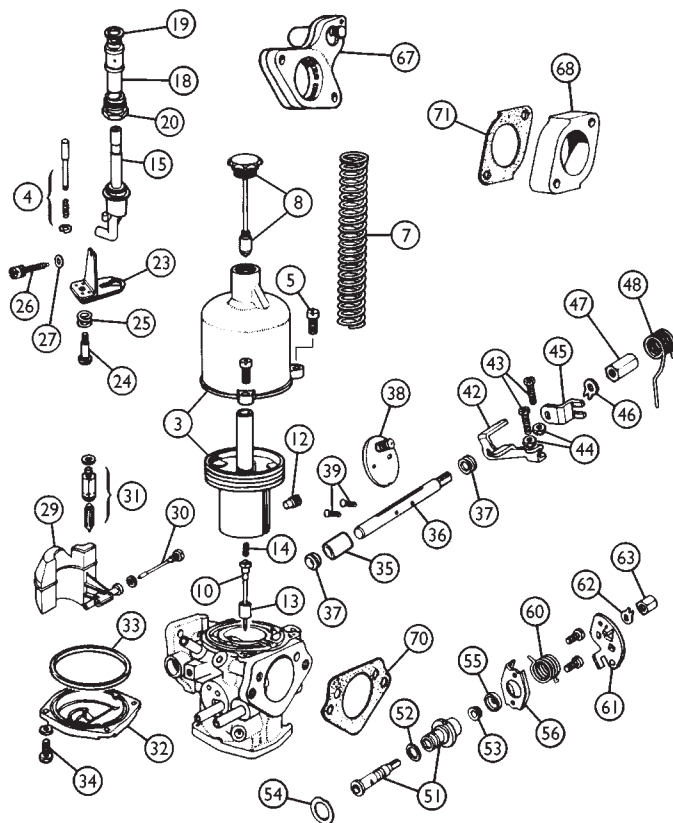
S.U. Carburetor Dashpot Oil

Finally take all the guesswork out of what type of oil to use in your dashpots. Specially formulated for all SU and Zenith-Stromberg carburetors, this oil ensures the correct piston movement so critical for correct fuel mixture and optimum performance. You don't have to use engine oil any more. 125ml. supply should last a long time.

220-225 \$8.95

HIF-4 Carburetor

1972 - '74 RD (c)258001 to 367900/GT (c)258001 to 367803



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	366-628	\$899.95	CARBURETOR PAIR, new (replaces AUD493, AUD550 and AUD630)	1972 - '74	1
3	373-520	NA	AIR CHAMBER & PISTON	AUD493/550	2
	373-525	NA	AIR CHAMBER & PISTON	AUD630	2
4	373-530	\$5.80	PIN & SPRING ASSEMBLY		2
5	370-290	\$0.90	SCREW, chamber to body		6
7	370-520	\$4.95	SPRING, piston, red		2
8	370-750	\$16.95	CAP & DAMPER	AUD493/550	2
	370-755	\$16.95	CAP & DAMPER	AUD630	2
10	374-380*	\$13.95	JET NEEDLE, standard (AAU)	AUD493	2
	374-390*	\$12.95	JET NEEDLE, standard (ABD)	AUD550/630	2
12	373-540	\$0.95	SCREW, needle locking		2
13	374-385	\$3.80	GUIDE, jet needle	AUD493/550	2
	374-395	\$4.80	GUIDE, jet needle	AUD630	2
14	373-365	\$0.65	SPRING, jet needle		2
15	374-550\$*	\$17.95	JET, front		1
	374-555\$*	\$17.95	JET, rear		1
18	373-570	\$13.30	JET BEARING		2
19	373-575\$†	\$1.40	WASHER, jet bearing		2
20	373-580	\$4.95	NUT, jet locking		2
23	373-590	\$28.95	TEMPERATURE COMPENSATOR		2
24	373-595	\$3.80	SCREW, adjusting		2
25	373-600	\$1.20	SPRING		2
26	373-585	\$2.95	SCREW, mixture adjusting		2
27	373-605\$†	\$1.95	SEALING RING		2
29	373-610	\$28.80	FLOAT, front		1
	373-615	\$28.80	FLOAT, rear		1
30	373-620	\$9.60	SPINDLE, float		2
31	373-625\$*	\$14.35	NEEDLE & SEAT		2
	386-340	\$7.65	GROSE-JET, superior replacement for std. needle & seat		2
32	373-630	\$22.65	COVER, float chamber		2
33	373-635\$†	\$1.95	SEAL, float chamber		2
34	373-640	\$0.95	SCREW, cover to body		8
35	372-545\$	\$3.25	BUSH, throttle shaft, see tech tip on page 19.		4
36	373-650\$	\$16.95	THROTTLE SHAFT, standard		2
	373-655	\$16.95	THROTTLE SHAFT, oversize		2
37	373-720\$†	\$2.00	SEAL, throttle shaft		4
38	373-670	\$18.95	THROTTLE DISC, w/notch	AUD493	2
	373-675\$	\$20.95	THROTTLE DISC, w/o notch	AUD550/630	2
39	370-090\$	\$0.65	SCREW, throttle disc		4
42	373-680	\$7.55	LEVER, throttle return, front carb.		1
	373-685	\$3.80	LEVER, throttle return, rear carb.		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
43	372-830	\$1.60	SCREW, slow & fast idle		4
44	365-630	\$0.55	JAM NUT, idle screws		4
45	373-690	NA	LEVER, lost motion		2
46	373-695\$*	\$0.65	TAB WASHER		2
47	373-665	NA	NUT, throttle shaft		2
48	373-700	\$3.40	SPRING, throttle lever, front carb.		1
	373-705	\$3.85	SPRING, throttle lever, rear carb.		1
51	373-710	\$49.30	STARTER VALVE		2
52	373-715\$†	\$0.75	SEAL, starter valve		2
53	373-720\$†	\$2.00	SEAL, starter valve		2
54	373-725\$†	\$0.95	GASKET, starter valve		2
55	373-730	NA	SPRING SUPPORT		2
56	373-735	\$19.95	CLAMPING PLATE, front		1
	373-740	\$2.95	CLAMPING PLATE, rear		1
60	373-745	\$4.30	SPRING, cam return, front		1
	373-105	\$1.80	SPRING, cam return, rear		1
61	373-750	\$6.30	CAM LEVER, front		1
	373-755	\$23.95	CAM LEVER, rear		1
62	373-695\$	\$0.65	TAB WASHER		2
63	310-970	\$2.95	NUT		2
67	373-760	NA	INDUCTION HEATER	cold weather climates	2
68	372-320	\$18.95	INSULATOR	w/o induction heater	2
	372-325	NA	INSULATOR	w/induction heater	2

Rebuild Kits/Gasket Sets

375-558\$	\$168.95	MASTER REBUILD KIT, for 2 carbs.		1
375-378*	\$147.95	REBUILD KIT, for 2 carburetors	AUD493	1
375-398*	\$153.95	REBUILD KIT, for 2 carburetors	AUD550/630	1
294-808†	\$42.95	CARBURETOR GASKET SET		1
70	294-800\$†	GASKET, filter to carb.		2
71	294-710\$†	GASKET, carb. mounting	(kits include 2)	6

\$Note: "Master rebuild kits" include all items marked \$. They are produced exclusively by S.U., and contain only genuine S.U. components.

Metering needles are not included, however, so that you may choose the exact needle to suit your specific requirements.

*Note: Rebuild kits include all items marked *.

†Note: Gasket sets include all items marked †.

Note: Fuel lines are on pages 30-31.

Important note:

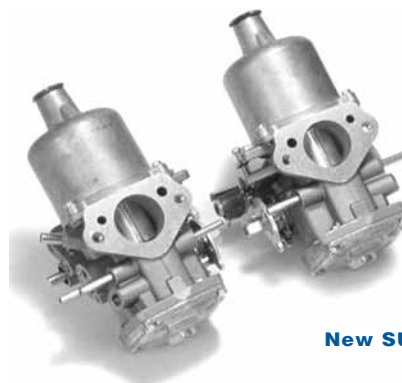
HIF carburetor floats and jets are handed, and must be installed with this fact in mind.



S.U. Carburetor Dashpot Oil

Finally take all the guesswork out of what type of oil to use in your dashpots. Specially formulated for all SU and Zenith-Stromberg carburetors, this oil ensures the correct piston movement so critical for correct fuel mixture and optimum performance. 125ml. supply should last a long time.

220-225 \$8.95



New SU Carburetors

Genuine SU carburetors are now being produced in the UK from a combination of new and original tooling. These brand new carburetors will improve the way your car looks and runs.

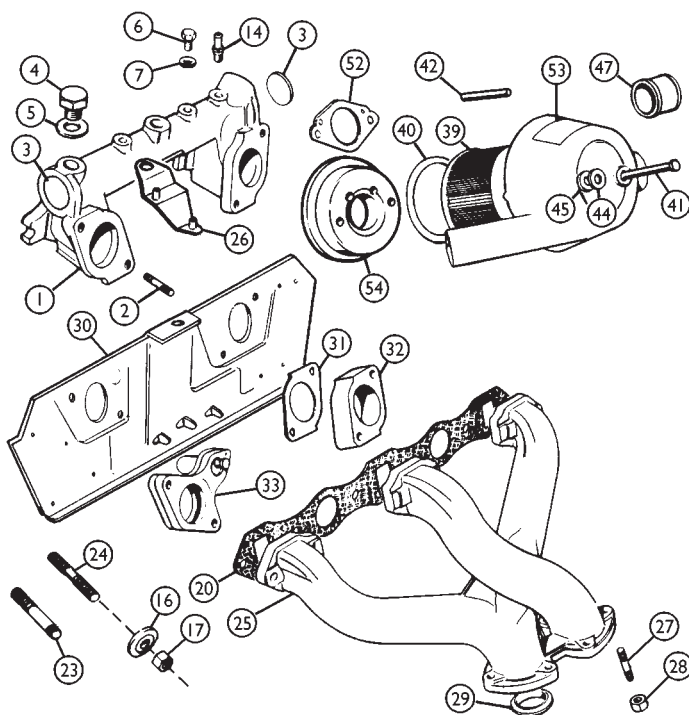
366-628 MGB 1972-'74 HIF4 Carb Set \$899.95



MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

HIF-4 Manifold / Air Cleaner

1972 - '74 RD (c)258001 to 367900/GT (c)258001 to 367803



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Manifolds / Air Cleaners

1	373-825	NA	INLET MANIFOLD		1
2	328-745	\$1.30	STUD, carburetor. to manifold		4
3	319-095	\$1.05	END PLUG		2
4	328-295	\$5.85	PLUG		2/1
5	324-065	\$0.95	WASHER		2/1
6	328-305	\$0.95	PLUG		2/1
7	328-335	\$0.85	WASHER		2/1
14	373-855	NA	RESTRICTOR, o/d vacuum	overdrive models	1
16	460-090	\$1.95	WASHER, manifold mounting		4
17	311-540	\$0.95	NUT, manifold, brass		6
20	296-410	\$2.95	GASKET, manifold		1
23	328-900	\$1.75	STUD, head to manifold, short, outer		2
24	328-910	\$1.05	STUD, head to manifold, long, inner		4
25	373-835	NA	EXHAUST MANIFOLD		1
26	372-345	NA	BRACKET, accelerator, choke		1
	328-718	\$9.00	STUD & NUT SET, exhaust manifold		1
27	328-765	\$0.95	STUD, exhaust flange		6
28	311-540	\$0.95	NUT, brass		6
29	290-510	\$1.95	GASKET, exhaust flange		2
30	451-015	\$72.95	HEAT SHIELD		1

Carburetor heat shields provide an important function in your MGB, but are sometimes missing. Heat shields with riveted-on heat insulation pads intact insulate the carb float bowls from exhaust manifold heat and prevent vapor lock. Our heat shields are stamped exactly as original and are zinc-plated for factory-original appearance. Our one concession to your health and the environment is that we now use non-asbestos riveted-on heat insulating material.

31	294-710	\$0.95	GASKET, carburetor		6
32	372-320	\$18.95	SPACER	w/o induction heater	2
	372-325	NA	SPACER	w/induction heater	2
33	373-760	NA	INDUCTION HEATER	as fitted - cold climates	2
39	950-200	\$8.95	ELEMENT, "Crosland" brand		2
	950-700	\$7.50	ELEMENT, "Classic Gold" brand		2
	372-395	\$32.95	ELEMENT, K & N replacement		1
40	372-420	\$2.80	SEAL, rubber		2
41	322-175	\$0.95	BOLT, coarse thread		4
42	328-315	\$3.30	SPACER		4
44	324-155	\$0.35	WASHER		4
45	372-370	\$1.95	GROMMET		4
47	372-440	\$1.95	SEAL, air cleaner coupling		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
52	294-800	\$0.90	GASKET		2
53	215-615	\$2.95	DECAL, "Coopers Filter"		2
54	372-380	\$34.95	ALLOY BACK PLATE ADAPTOR	HS4 & HIF4 stock carbs	2
	372-385	NA	ALLOY BACK PLATE ADAPTOR	HS6 carb conversion	2

These alloy adaptors will allow stock air cleaners to be used with the 1 3/4" S.U. carb conversion on 1963-'74 (chrome-bumpered) MGBs.

Identifying your S.U. Carburetors, 1972 - '74

From 1972 - '74, the HIF-4 carburetor was used. These are identified by specification numbers stamped on small rectangular tags under one of the air chamber mounting screws.

				New Carb Pair
1972	AUD493	HIF-4	} 366-628	
1973	AUD550	HIF-4		
1974	AUD630	HIF-4		

MGB

SU Tool Kit

An assortment of handy tools for the home mechanic, in a vinyl pouch, including a jet wrench (5/16W for original carbs). Instructions included. Suitable for all cars with SU carbs.

386-300 SU Tool Kit \$23.95

SU Jet Wrench

Mixture adjustments on SU carbs (except HIF type) are much easier with the proper tool. 5/16 Whitworth size for original carbs., 17mm for new replacement SUs.

386-400 Jet Wrench, 5/16 W \$2.95

386-401 Jet Wrench, 17mm \$8.15

Carburetor Synchronizer

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

386-200 Synch Tool \$32.95

SU Jet Centering Tool

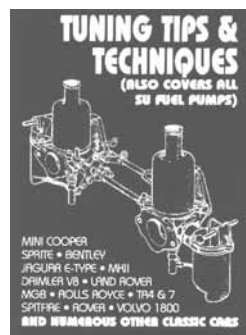
Jet centering is critical on older fixed needle SU carbs. This simple tool makes it a snap.

386-500 Jet tool \$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 Instructional Video \$39.95



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

LOCAL & OVERSEAS: 805-681-3400

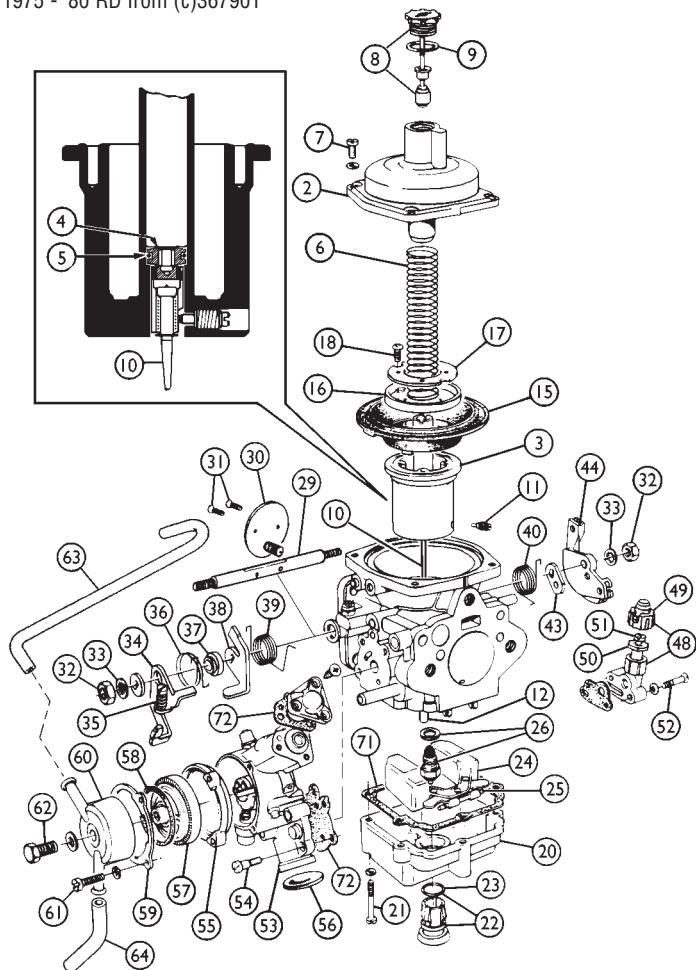
FAX: 805-692-2525

www.mossmotors.com

MOSS

Zenith-Stromberg Carb.

1975 - '80 RD from (c)367901



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	366-015	NA	CARBURETOR ASSEMBLY	{ 1975 - '76, except CA carb. # C3824	1
	366-005	NA	CARBURETOR ASSEMBLY	{ 1975 - '76, CA only carb. # C3766	1
	366-000	NA	CARBURETOR ASSEMBLY	{ 1977 - '80, all U.S. carb. # C3851	1

These Zenith-Stromberg carburetors should always have their final idle speed adjustment made while someone depresses the clutch pedal.

2	366-260	NA	COVER, air chamber		1
3	366-270	NA	PISTON		1
4	365-395	\$0.85	RETAINING CLIP		1
5	365-420	\$0.75	O-RING		1
6	365-780	\$8.35	SPRING		1
7	365-380	\$0.90	SCREW, cover to body		4
8	366-030	\$21.60	CAP & DAMPER		1
9	366-280*	\$0.35	WASHER		1
10	374-410	\$24.95	METERING NEEDLE, 45G	#C3824	1
	374-400	\$25.95	METERING NEEDLE, 45H	#C3766, C3851	1
	374-420	\$34.95	METERING NEEDLE, 45M	high altitude condition, lean	1
11	366-035	\$4.95	SCREW, needle locking		1
12	366-105	\$24.85	JET (professional installation advised)		1
15	366-040*	\$5.05	DIAPHRAGM		1
16	366-045	\$7.10	SEALING RING, diaphragm		1
17	366-050	\$2.95	RETAINER, diaphragm		1
18	366-290	\$1.25	SCREW, retainer		4
20	366-060	NA	FLOAT CHAMBER		1
21	366-065	\$2.30	SCREW, float chamber, long	{ early cars use	4/6
	366-295	\$1.00	SREW, float chamber, short	{ 4 long/2 short	
				{ late cars use 6 long	2
22	366-070	\$10.65	PLUG & SEAL, float chamber	} as fitted	1
23	365-470*	\$0.60	SEAL, O-ring		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	365-505	\$24.95	FLOAT		1
25	366-080	\$4.95	PIN, float hinge		1
26	366-090*	\$29.95	NEEDLE VALVE		1
	386-350	\$7.65	GROSE-JET, superior replacement for std. needle & seat		1
29	366-100	\$20.55	THROTTLE SHAFT		1
30	366-110	\$70.95	THROTTLE DISC		1
31	366-685	\$0.85	SCREW, throttle shaft		2
32	366-115	NA	NUT, throttle shaft		2
33	366-120	NA	LOCK WASHER		2
34	366-125	NA	LEVER, fast idle		1
35	366-130	\$6.25	SCREW, idle adjusting		1
36	366-135	NA	SPRING, fast idle lever		1
37	366-140	\$5.55	BUSHING		1
38	366-145	\$4.20	THROTTLE STOP		1
39	366-150	\$17.50	RETURN SPRING	(all)	1
40	366-840	\$5.25	RETURN SPRING, rear	C3851 only	1
43	366-155	NA	LINK ARM		1
44	366-160	\$65.85	LEVER		1
48	366-165	\$42.20	VALVE ASS'Y., air regulator		1
49	366-245	\$8.25	COVER, valve		1
50	366-215	\$13.35	VALVE BODY, idle mixture adjustment		1
	366-275	\$2.50	"O" RING on valve body		1
51	366-220	\$14.30	METERING SCREW		1
	366-265	\$2.80	"O" RING on metering screw (not included with screw)		1
52	366-310	NA	SCREW		1
53	366-170	\$261.95	AUTOMATIC CHOKE ASSEMBLY		1
54	366-175	\$1.20	SCREW, short		1
	366-185	\$1.85	SCREW, long		2
55	366-180	\$19.55	INSULATOR		1
56	366-335	\$0.60	CORE PLUG		1
57	366-190	\$72.95	HEAT MASS ASSEMBLY		1
58	366-320*	NA	SEALING RING		1
59	366-195	\$6.35	RETAINING RING		1
60	366-200	\$29.95	COVER, heat mass		1
61	366-210	\$2.45	SCREW		3
62	366-205	\$2.55	BOLT		1
63	367-065	NA	HOSE, cylinder head to choke		1
64	363-285	NA	HOSE, heater pipe to choke		1
	366-250	\$25.95	CARBURETOR REBUILD KIT, includes all items marked *		1
	366-230*	\$15.95	GASKET SET, carb. body		1
	366-235*	\$1.40	GASKET, carburetor to manifold/heater		2
	366-240*	\$0.95	GASKET, air cleaner to carburetor		1
71	696-080*	\$2.90	GASKET, float chamber		1
72	366-225	\$8.95	GASKET SET, choke ass'y.		1



Zenith-Stromberg Mixture Adjustment Tool

An essential item for owners of 1975 or later MGBs with a single Zenith-Stromberg carburetor.

386-310 \$9.85

Zenith-Stromberg Carburetor Dashpot Oil

Finally take all the guesswork out of what type of oil to use in your dashpots. Specially formulated for all SU and Zenith-Stromberg carburetors, this oil ensures the correct piston movement so critical for correct fuel mixture and optimum performance. You don't have to use engine oil any more. 125ml. supply should last a long time.

220-225 \$8.95



Manual Choke Conversion Kit

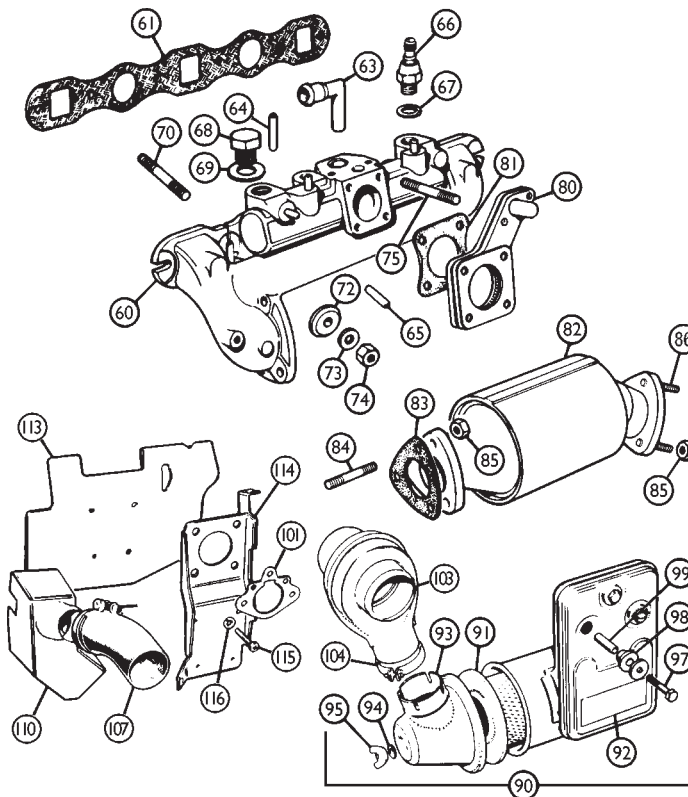
Our high quality conversion kit was designed in England by Zenith-Stromberg engineers, and unlike other kits, leaves your car's factory appearance intact. Easy to install, kits include all necessary mounting hardware and detailed instructions. Fits MGB '75-'80.

386-325 \$124.95



MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS

Z-S Manifolds / Air Cleaner



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Zenith-Stromberg Carburetor					
60	373-840	NA	MANIFOLD, inlet & exhaust		1
61	297-530	\$4.90	GASKET, manifold (shiny side goes toward the head)		1
63	373-860	NA	ADAPTOR, gulp valve		1
64	373-865	NA	ADAPTOR, anti run-on valve		1
65	373-870	NA	ADAPTOR, signal pipe		2
66	582-996	\$24.95	CHECK VALVE, brake servo	} as fitted	1
	373-875	NA	ADAPTOR, brake servo		1
67	373-885	\$1.85	WASHER, adaptor/valve		1
68	328-295	\$5.85	PLUG		1
69	324-065	\$0.95	WASHER		1
70	328-900	\$1.75	STUD, manifold		6
72	460-090	\$1.95	FIXING WASHER, manifold		6
73	365-720	\$0.30	WASHER		6
74	311-540	\$0.95	NUT		6
75	328-994	\$4.95	STUD, carburetor to manifold		4
80	373-765	NA	INDUCTION HEATER		2
81	366-235	\$1.40	GASKET		1
82	444-175	\$206.95	CATALYTIC CONVERTER, replacement		1
This economical replacement meets all EPA requirements.					
To prevent gas from leaking onto the very hot catalytic converter on late MGBs with Zenith-Stromberg carburetors, make sure that the three screws holding the automatic choke assembly to the carburetor body are always kept tight.					
83	297-550	\$6.95	GASKET		1
84	328-991	\$1.85	STUD, manifold to ft. pipe	1975 non-cat. system	3
	328-997	\$2.65	STUD, manifold to converter, upper		1
	328-993	\$1.85	STUD, manifold to converter, lower		2
85	311-610	\$0.90	NUT		6
86	328-991	\$1.85	STUD, catalyst to pipe		3
90	373-900	NA	AIR CLEANER ASSEMBLY		1
91	950-270	\$10.95	ELEMENT, "Crosland" brand		1
	950-770	NA	ELEMENT, various manufacturers		1
92	215-680	\$2.95	DECAL, air filter		1
93	373-910	NA	END COVER ASSEMBLY		1
94	373-890	NA	FIBER WASHER		1
95	373-895	\$11.50	WING NUT		3
97	373-970	NA	BOLT		1
98	372-370	\$1.95	GROMMET		3
99	373-955	NA	SPACER		3
101	366-240	\$0.95	GASKET, carburetor air cleaner		1
103	373-920	\$43.95	REGULATOR, air temperature		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
104	373-925	NA	CLAMP		1
107	373-930	\$25.95	TUBE, regulator to shroud		1
108	377-380	\$0.95	CLAMP		2
110	373-940	NA	SHROUD		1
113	373-945	\$82.95	HEAT SHIELD		1
114	373-950	NA	PLATE		1
115	373-960	\$0.55	SCREW		2
116	324-010	\$0.15	WASHER		2

Tuning the Zenith-Stromberg Carburetor - Thanks to John Twist of University Motors

Despite the assurances of the manufacturer that this single carb. could lessen emissions, the Zenith-Stromberg often runs very rich. When this occurs, and if the air pump and catalytic converter are still in place, the converter will glow cherry red hot. With regular maintenance, this carb. will perform properly, offering relatively high mileage compared to the twin SUs.

ADJUSTING THE CARBURETOR

To properly tune the Stromberg, one must have the Stromberg adjusting tool (Moss part #386-310), a 10mm open end wrench, and small and medium screwdrivers.

Start the engine from cold, and adjust the spring-loaded idle screw for an engine speed of 1800 rpm maximum. Once the engine has fully heated and the speed dropped to its lowest rpm (choke all the way off), adjust the locknut screw (hence the 10mm wrench) until the engine is idling at about 850-900 rpm. All further adjustments to idle speed will be made again with the spring loaded screw.

Now the mixture is adjusted. Lift the air piston slightly. If the idle speed rises as the piston is lifted, the mixture is too rich. Turn the allen wrench anti-clockwise to lean it out. If the idle speed slows or stumbles when the piston is lifted, then the mixture is too lean. Turn the allen wrench clockwise to richen it. With the proper idle mixture the idle speed will rise and steady, or rise and slowly fall off as the piston is lifted. As the correct mixture is reached, the idle speed will rise, and several adjustments may be necessary to maintain 850-900 rpm. Be certain to rev up the engine, to clear it out, between each adjustment.

RUNNING RICH

The most common complaint is that no matter what is done, the mixture is still far too rich. There are five major areas of concern:

- 1) The air cleaner is dirty. Leaks in the manifold or exhaust will soot up an air cleaner. This causes a much higher vacuum in the venturi, and more gasoline is drawn into the air stream.
- 2) The ELC (Evaporative Loss Control) system is pressurized. This is very uncommon. Remove the vapor line, the vent line, and the carburetor overflow line. This travels across the valve cover to the charcoal adsorption canister. There should be NO CHANGE in the idling of the engine. If there is any change, clean the ELC system, and check for blockages. It is more common for this system to develop a vacuum which creates a lean running condition.
- 3) The automatic choke is the most common cause of rich running. These problems are:
 - a) The choke ass'y. has come loose from the carb. body. The vacuum from the carburettor then draws fuel from the float bowl around the valve which should be closed during warm running. Tightening the three slotted copper coloured screws eliminates this as a problem.
 - b) The choke lever and cam have stuck in a part-open position. A good tune-up requires removal of the choke assembly, thorough cleaning, tightening the pin nut, and lubrication.
 - c) The bi-metal spring in the heat mass is not correctly calibrated. Place the heat mass in a pan of boiling water; the bi-metal spring will rotate clockwise to its fullest extent. The notch on the bi-metal spring should be in line with the mark on the aluminium housing. If it does not line up, scribe a new mark. The line on the heat mass, on the black plastic insulator, and the choke body should all be in line.
 - d) The small passageway from the carb throat (past the butterfly) to the top of the auto choke ass'y. allows vacuum to pull off the spring loaded enrichment plunger. When this passageway fills with soot, the plunger remains seated, holding the choke ON. By cleaning this passageway with a small wire, the vacuum can take its proper route.
 - e) The mating flange of the auto choke can become warped and allow fuel to bypass the choke valve. Resurface this mating flange and thoroughly clean after the surface is smooth.
 - f) Occasionally the brass choke valve is not fully inserted into the housing, so that the choke pin does not seat in (and therefore not closing off) the choke. This can be positively determined by removing the automatic choke and covering the screw holes and fuel passageways with a piece of masking tape, then checking the mixture again.
- 4) If the rubber diaphragm is torn or perforated, then the engine will run very rich, and maximum speed will be limited, spewing clouds of black, sooty, uncombusted exhaust. A torn diaphragm is easily found by removing the top of the suction chamber (four phillips screws). While the diaphragm is being inspected, pay attention to the following:
 - 5) The tiny pin which retains the metering needle can break, allowing the needle to pop upwards. Adjusting cannot correct this. The needle's shoulder should be seen on the bottom of the air piston. If not, and the needle has a lot of up and down movement, check the pin.

RUNNING LEAN

Leanness at road speed is often described as a hesitation, as if a wind was blowing against the car. Causes can be retarded timing or a too lean mixture. There are several possibilities:

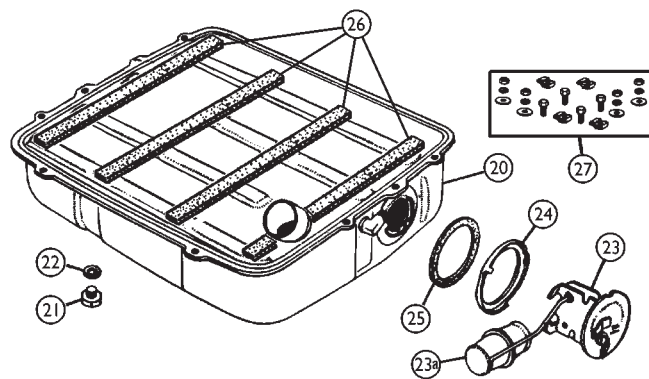
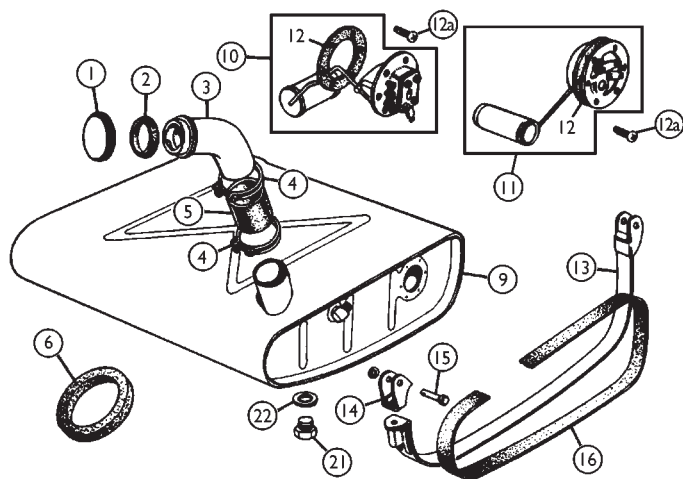
- 1) The ELC System is plugged, placing a vacuum in the float bowl. Remove the vent line from the carb. and note any change. A plugged charcoal adsorption canister, or a plugged vent line from the bottom of the anti run on valve are the most common problems.
- 2) The float height is set far too low.
- 3) The air cleaner is not fitted to the carburettor. The Stromberg carburetted MGB will not run with the air cleaner removed, nor with a filter which replaces the original assembly.

CARB WILL NOT IDLE DOWN

Sometimes the carb. will not idle at lower than 1000 or 1200 rpm. This is almost always a mechanical problem, but the possibilities include:

- 1) The throttle cable is stiff or incorrectly adjusted. Leave loose until the carb is adjusted, then tighten.
- 2) The automatic choke cam is not returning to full off position. Levers may be bent or jammed.
- 3) The overrun valve in the throttle disc may "float"; the spring may have lost its force due to a carb. fire or other gross overheating. Replace or solder shut.

Fuel Tanks



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	202-750	\$11.95	GAS CAP, 1962 - '69 (stainless steel replacement)	} RD to (c)187210 GT to (c)187840	1
	202-760	\$20.95	GAS CAP, locking (optional)		1
	202-755	\$14.95	GAS CAP, 1970 - '74	{ RD from (c)187211 to 367719 GT from (c)187841 on	1
	202-770	NA	GAS CAP, locking (optional)		1
	202-765	\$19.95	GAS CAP	{ '75 cars w/single carb. & no catalytic converter	1
	202-755	\$14.95	GAS CAP		1
	202-770	NA	GAS CAP, locking (optional)	{ RD from (c) 382130-on	1
	202-770	NA	GAS CAP, locking (optional)		1
2	282-630	\$2.95	FERRULE, filler neck	RD to (c)447000, all GT	1
	282-635	\$21.95	FERRULE, filler neck	RD from (c)447001 on	1
3	470-185	\$104.95	TUBE, filler, internal lugs 1962 - '69	} RD to (c)187210 GT to (c)187840	1
	471-050	NA	TUBE, filler, external lugs 1970 - '75 leaded fuel		1
	471-055	NA	TUBE, filler, 1975 unleaded	California RD (c)382130-386600	1
	471-060	NA	TUBE, filler, 1976	RD from (c)386601 to 410000	1
	471-055	NA	TUBE, filler, early 1977	RD from (c)410001 to 415000	1
	471-070	NA	TUBE, filler, straight	RD from (c)415001 on	1
4	326-460	\$2.35	CLAMP, hose		2
5	282-620	\$8.30	HOSE, filler to tank, straight	RD/GT to (c)415000	1
	282-910	NA	HOSE, filler to tank, angled	RD from (c)415001 to 454202	1
	282-920	\$33.95	HOSE, filler to tank, angled	RD from (c)454203 on	1
6	282-930	\$1.65	SEAL, tank to trunk floor		1
9	456-810	\$399.95	GAS TANK, 1962 - '64	RD to (c)48765	1
10	360-640	\$44.95	SENDING UNIT (FT5301/19) (for Jaeger gauge)	} 1962-'64	1
11	360-650	NA	SENDING UNIT (TF4001/500) (for Smiths gauge)		1
12	293-415	\$0.95	GASKET, sending unit		1
12a	323-728	\$2.50	SCREW SET, sending unit to tank		1
13	471-080	\$36.95	STRAP, gas tank mounting	} RD to (c)48765 thru 1964	2
14	471-090	\$52.95	BRACKET		1
15	471-095	NA	CLEVIS PIN		4
16	280-300	\$9.65	PACKING STRIP, rubber (9')		1
20	456-815	\$249.95	GAS TANK, BM Heritage*	} RD from (c)48766 to 187210 GT to (c)187840	1
	456-875	\$194.95	GAS TANK, aftermarket*		1
			*Neither tank has baffles or drain plug	} 1965-'69 not vented	1
	471-200	\$316.95	GAS TANK, vented 1970 - '75		1
	471-210	NA	GAS TANK, vented	RD from (c)386601 to 415000	1
	471-220	\$338.95	GAS TANK, vented	RD from (c)415001 on	1
21	328-280	\$5.85	PLUG, drain	} as fitted	1
22	324-626	\$0.40	WASHER, drain plug		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
23	360-660	\$24.95	SENDING UNIT, fuel gauge	{ RD from (c)48766 to 415000 all GT	1
	360-655	\$31.95	SENDING UNIT, fuel gauge Note: This unit includes integral fuel pick-up tube.		1
23a	360-645	\$14.95	FLOAT	RD from (c)48766 on, all GT	1
24	360-665	\$1.45	RING, locking	} RD from (c)48766 on all GT	1
25	293-410	\$0.95	RING, sealing		1
26	280-300	\$9.65	PACKING STRIP SET	} RD/GT from (c)48766 1965 on	1
27	323-628	\$13.95	HARDWARE SET, gas tank mount		1

Gas Tank Care

Step 1: Bio-Degradable Cleaner

This is an industrial strength gas tank cleaner that allows you to clean out your car's gas tank yourself. We recommend using this cleaner in conjunction with our etching liquid when planning to seal your tank.

220-620 \$35.45 Cleaner (1 gallon)

Step 2: Fuel Tank Etching Liquid

Use this bio-degradable etcher as a prep for our slushing compound to give maximum adhesion of the sealer. Our cleaner should be used first to remove oil and grime. 16 oz.

220-630 \$16.50 Etching Liquid

Step 3: Tank Slushing Compound

This is what the factory should have used! This amazing fluid puts a protective film on the entire inside surface of your fuel tank to prevent rust. Save yourself from having to buy an expensive fuel tank later on. Tanks should be cleaned with 220-620, then etched with 220-630 first. This compound is formulated to resist the alcohols found in gasoline.

220-450 \$35.95 Slushing Compound



ReLead & Stor-N-Start

Stor-N-Start is a gasoline additive which prevents harmful gum and resin deposits from forming in fuel lines and carburetors. Use one ounce per five gallons of fuel before storing your car, and it will start right up—even after extended periods. ReLead replaces the valve lubricating qualities of lead formerly used in gas. Unless your cylinder head has been converted to run on unleaded, you need ReLead.

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



"Aston" Locking Gas Cap

Clever, quick release gas cap looks like those fitted to many historic sports and race cars. But looks can be deceiving, because under the quick release flip cap is a neat locking gas cap. The caps themselves are theft proof, and they secure your fuel at the same time. Cast aluminum quick release cap is polished to a high luster, and installation is as easy as installing a regular gas cap. Fits 1962-'69 MGB. 407-125 \$159.95



Locking Gas Cap

Our chrome locking fuel filler caps are styled just like the originals, but with an important extra feature. With fuel prices as high as they are, a locking gas cap is inexpensive insurance against thieves. Supplied complete with two keys. 202-760 MGB thru '69 \$20.95



SU Solid State Fuel Pump

New from SU Electric fuel pumps with modern reliable 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 a electronic fuel pump can offer. Plus the characteristic SU pump ticking is retained.

377-235 Pos. grd. to (c)44438 \$184.95
377-225 Neg. grd. to (c)44438 \$196.95
377-245 Pos. grd. from (c)44439 \$179.95
377-255 Neg. grd. from (c)44439 \$171.95



SU Competition Double Ended Fuel Pump

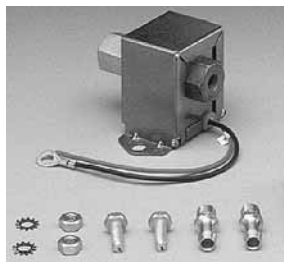
Double-ended SU pumps have been standard equipment for years on Aston Martins, Bentley and late model E-Types. Delivering nearly twice the capacity of a standard MGB type pump, these units will keep on pumping even if one side fails, a definite plus in the heat of competition! Well-suited for all high performance engines running SU carbs, as no pressure regulator is required. Now available in solid state versions, as well as the tried and true traditional points types.

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



Electric Fuel Pump

While your original SU electric fuel pump is usually reliable, you don't want to be stuck anywhere with fuel in the tank, but not in the carbs. Put an end to nagging worries by using our reliable solid state electric fuel pump instead of, or with, your original pump! If you're interested in keeping an original appearance, this pump will push or pull fuel from a hidden location under the car through your original fuel pump. Or, put it in line and use a power switch or removable fuse to run the pump only if needed as a backup. Works on both positive and negative ground cars. 377-420 \$99.95



Hose & Fitting Kit

Here's the way to re-convert a car to use the stock banjo type SU fuel pump after the original steel lines have been cut, thereby losing the threaded end fittings needed to fasten to the original banjo fittings. 376-108 \$46.95



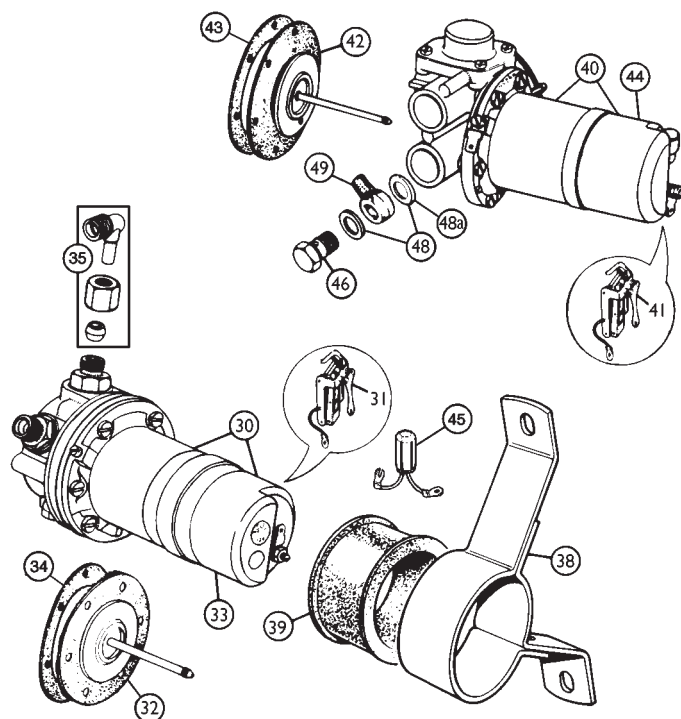
LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

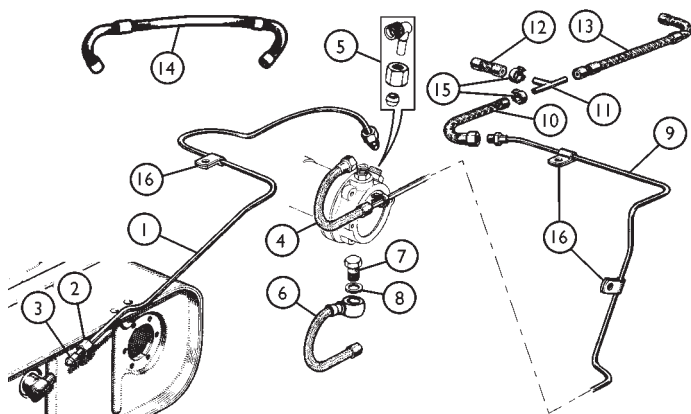
Fuel Pumps



No.	Part No.	Price (each)	Description	Application	Qty. Req.
30	377-040	\$158.95	FUEL PUMP, positive ground, original S.U.	RD to (c)44438 (Aug, '64)	1
	377-041	\$158.95	FUEL PUMP, negative ground, original S.U.		1
31	377-080	\$11.95	POINT SET, original pump		1
32	377-130	\$30.95	DIAPHRAGM, 2 3/8" shaft		1
	377-140	\$28.95	DIAPHRAGM, 3" shaft		1
33	377-170	\$8.90	COVER		1
34	377-100	\$1.00	GASKET		1
35	375-038	\$9.85	FITTING SET, 3 pieces		2
(Fitting set comes with nut screwed onto elbow with compression fitting inside. To use, disassemble, and assemble onto pump as shown.)					
38	377-350	\$18.95	BRACKET, fuel pump	RD to (c)360300	1
39	377-360	\$4.15	MOUNTING, fuel pump	GT to (c)361000 to '74 1/2	1
	377-370	NA	SUPPORT, fuel pump, rubber	RD from (c)360301	1
	377-380	\$0.95	CLIP, support	GT from (c)361001 '74 1/2 on 1	1
40	377-160	\$159.95	FUEL PUMP, original S.U., positive grd.	RD from (c)44439 to 138400 GT to (c)139471 (10/67)	1
	377-165	\$132.95	FUEL PUMP, original S.U., negative ground	RD from (c)138401 on GT from (c)139472 on ('68 on) 1	1
41	377-080	\$11.95	POINT SET, original pumps	RD from (c)44439 on (8/64) all GT	1
42	377-130	\$30.95	DIAPHRAGM, 2 3/8" shaft		1
	377-140	\$28.95	DIAPHRAGM, 3" shaft		1
43	377-155	\$1.65	GASKET		1
44	377-120	\$8.35	COVER		1
45	377-135	\$12.25	DIODE, positive ground	(see note below) (new pumps-see note below)	1
	377-145	\$9.20	DIODE, negative ground		1
46	370-350	\$5.65	BOLT, banjo union		2
48	370-650	\$0.95	WASHER		4/2
48a	370-655	\$0.49	"O" RING		2
Note: New SU pumps use "O" ring #48a instead of the fiber washer 48 between the banjo fitting #49 and the pump. Washer #48 is still used under the banjo bolt head.					
49	378-120	\$16.95	BANJO UNION, pump inlet	RD from (c)44439 to 360300 GT to (c)36100	1
50	408-445	\$2.30	SU DECAL		1

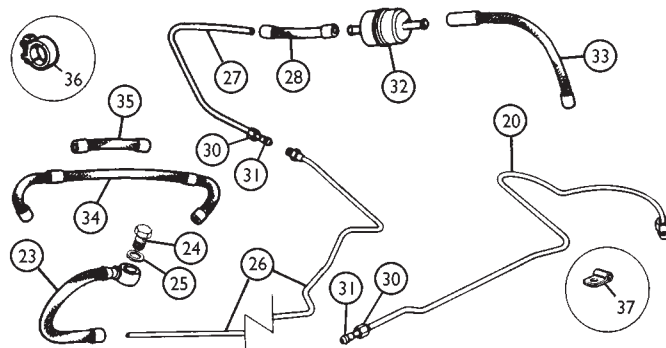
MGB

Fuel Lines



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - 1970					
RD/GT to (c)219000					
1	376-760	\$45.95	PIPE, tank to pump inlet	} RD/GT to (c)219000	1
2	376-405	\$5.65	NUT		2
3	376-415	\$3.95	NIPPLE, soldered to pipe		2
4	376-530	NA	HOSE, pump outlet to main feed	} RD to (c)44438	1
5	375-038	\$9.85	FITTING SET, 3 pieces (Fitting set comes with nut screwed onto elbow with compression fitting inside. To use, disassemble, and assemble onto pump as shown.)		2
6	376-540	\$24.95	HOSE, pump outlet to main feed	} RD from (c)44439, all GT	1
7	370-350	\$5.65	BOLT, banjo union, pump outlet		1
8	370-650	\$0.95	WASHER		2
9	376-750	\$38.95	PIPE, main feed	{ RD to (c)187210 GT to (c)187840	1
	376-900	NA	PIPE, main feed		1
				{ RD from (c)187211 to 219000 GT from (c)187841 to 219000	
10	376-320	\$12.95	FUEL LINE, pipe to carb.	{ RD to (c)187210 GT to (c)187840	1
	376-910	\$12.95	FUEL LINE, pipe to carb.		1
				{ RD from (c)187211 to 219000 GT from (c)187841 to 219000	
11	376-520	\$18.95	T-CONNECTOR	} RD to (c)187210 GT to (c)187840	1
12	376-870	\$5.45	FUEL LINE, rear carb.		1
13	376-340	\$12.95	FUEL LINE, carb. to carb.		1
14	376-920	\$12.95	FUEL LINE, carb. to carb.	{ RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
15	326-325	\$1.05	CLAMP, fuel hoses		A/R
16	162-230	\$0.95	CLIP, fuel pipes		A/R

Original rubber-cased fuel lines simply won't last forever and they can spring a leak directly onto an electrical or hot engine component. Replacing old questionable fuel hoses is cheap insurance, but, at the very least, regular inspection of your complete fuel system makes good sense. MGBs should not develop fuel odors; if yours does, something is wrong and should be corrected immediately.



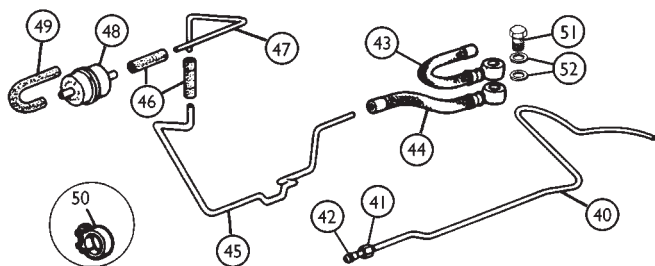
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1971 - 1974 1/2					
RD from (c)219001 to 360300/GT from (c)219001 to 361000					
20	376-760	\$45.95	PIPE, tank to pump inlet	{ RD to (c)360300 GT to (c)361000	1
23	376-540	\$24.95	HOSE, pump outlet to main feed		1
24	370-350	\$5.65	BOLT, banjo, pump outlet	} RD from (c)44439 to 360300 all GT	1
25	370-650	\$0.95	WASHER		2
26	376-750	\$38.95	PIPE, main feed, rear	} GT from (c)219001 to 361000 RD from (c)219001 to 360300	1
27	376-755	NA	PIPE, main feed, front		1
28	376-925	NA	HOSE, main feed to filter		1
30	376-405	\$5.65	NUT	} included with pipes #20 & 27	2
31	376-415	\$3.95	NIPPLE, soldered to pipe		2
32	377-300	\$3.95	FUEL FILTER	RD/GT to (c)258000	1
	377-310	\$3.50	FUEL FILTER	RD/GT from (c)258001 on	1
33	376-910	\$12.95	HOSE, filter to carb.	RD/GT to (c)258000	1
	376-930	\$13.95	HOSE, filter to carb.	{ RD from (c)258001 to 360300 GT from (c)258001 to 361000	1
34	376-920	\$12.95	FUEL LINE, carb. to carb.	{ RD/GT from (c)219001 to 258000	1
35	376-935	\$5.10	FUEL LINE, carb. to carb.	{ RD from (c)258001 to 360300 GT from (c)258001 to 361000	1
36	326-325	\$1.05	CLAMP, fuel lines		A/R
37	162-230	\$0.95	CLIP, fuel pipes		A/R

Brake Pipe Bending Tools

Smooth bends on small diameter tubing such as brake lines are an important hallmark of quality craftsmanship. Give yourself an edge with one of our specialty tubing benders. The small one is ideal for slipping into your tool box, and will conveniently help you bend tubing up to 1/4" diameter. The large one is a shop quality tool engineered for repeated heavy use—it easily bends tubing up to 3/8" diameter to a minimum radius of 3/4".

Large 385-895 \$89.95
Small 385-885 \$34.65





No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1974 1/2 - 1976

RD from (c)360301 to 415000/GT from (c)361001 on

40	376-765	\$22.95	PIPE, tank to pump inlet hose		1
41	376-405	\$5.65	NUT		2
42	376-415	\$3.95	NIPPLE, soldered to pipe		2
43	376-540	\$24.95	HOSE, tank pipe to pump inlet		1
44	376-540	\$24.95	HOSE, pump outlet to main feed		1
45	376-940	\$43.95	PIPE, main feed		1
46	376-955	\$0.95	HOSE, connecting		1
47	376-960	\$9.95	PIPE, main feed extension		1
48	377-310	\$3.50	FUEL FILTER		1
49	376-930	\$13.95	HOSE, filter to S.U. carb.		1
	376-925	NA	HOSE, filter to Zenith carb.		1
50	326-325	\$1.05	CLAMP, fuel lines #46 & 49 above	A/R	A/R
	262-200	\$0.90	CLAMP, fuel lines #43 & 44 above	A/R	A/R
51	370-350	\$5.65	BOLT, banjo		4
52	370-650	\$0.95	WASHER		4/2
	370-655	\$0.49	"O" RING*		2

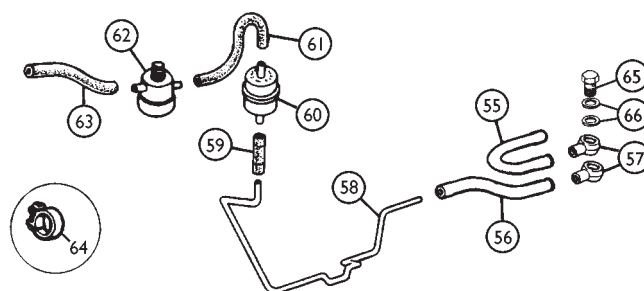
Note: New SU pumps use "O" rings instead of the fiber washers between the banjo fitting and the pump. Washers are still used under the banjo bolt heads.



Hose & Fitting Kit

Here's the way to re-convert a car to use the stock banjo type SU fuel pump after the original steel lines have been cut, thereby lacking the threaded end fittings needed to fasten to the original banjo fittings.

376-108 \$46.95



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1977 - 1980

RD from (c)415001 on

55	376-620	\$2.95	HOSE, tank to pump inlet		1
56	376-610	\$2.25	HOSE, pump outlet to main feed		1
57	378-125	\$10.15	BANJO UNION		2
58	376-940	\$43.95	PIPE, main feed		1
59	376-955	\$0.95	HOSE, connecting		1
60	377-310	\$3.50	FUEL FILTER		1
61	376-970	NA	HOSE, filter to cut-off valve		1
62	377-320	NA	CUT-OFF VALVE		1
63	377-975	\$6.45	HOSE, valve to carb. inlet		1
64	326-310	\$1.45	CLAMP, fuel lines #61 & 63 above		A/R
	326-310	\$1.45	CLAMP, fuel lines #55 & 56 above		A/R
	326-325	\$1.05	CLAMP, fuel lines #59 above		2
65	370-350	\$5.65	BOLT, banjo		4
66	370-650	\$0.95	WASHER		4/2
	370-655	\$0.49	"O" RING*		2

Note: New SU pumps use "O" rings instead of the fiber washers between the banjo fitting and the pump. Washers are still used under the banjo bolt heads.

First Inertia Electric Fuel Pump Switch

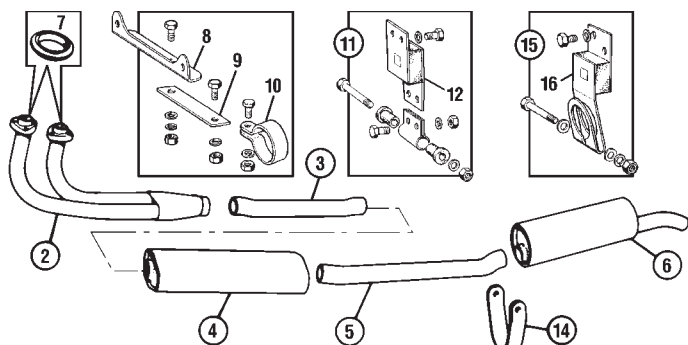
Fire is one of the single greatest dangers facing our vintage cars. In an accident, your electric fuel pump will go right on pushing fuel out through broken lines or hoses, making an already dangerous situation even worse.

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. Vintage racers in particular will appreciate the life saving potential of this product, but any car equipped with an electric fuel pump power cutoff will be safer. Mounting instructions included. Switch is suitable for positive and negative ground systems. Please note: MGBs from 1977-'80 already have a factory roll-over switch.

900-240 Inertia Switch \$49.95



Exhaust System

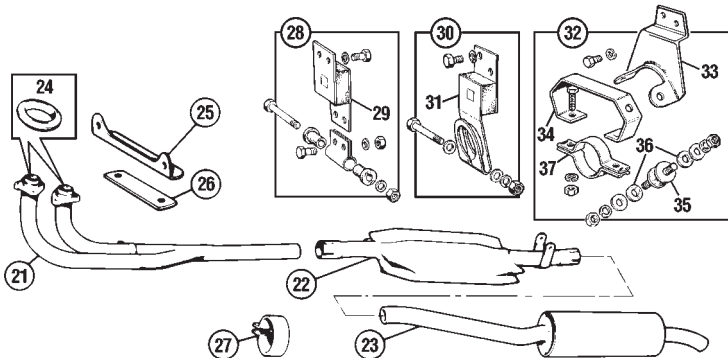


No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1962 - 1967

RD to (c)138400/GT to (c)139471

2	454-530	\$50.95	HEADPIPE	1
3	453-580	\$12.95	INTERMEDIATE PIPE, front	1
4	454-540	\$41.95	MUFFLER, front	1
5	453-590	\$12.95	INTERMEDIATE PIPE, rear	1
6	454-550	\$52.95	MUFFLER, rear	1
7	290-510	\$1.95	GASKET, exhaust flange	2
8	411-070	\$11.95	BRACKET	1
9	411-080	\$1.10	STRAP	1
10	411-090	\$6.75	CLAMP, front pipe	1
11	470-138	\$14.95	HANGER KIT, intermediate	1
12	412-080	\$8.95	MOUNT, hanger	1
	321-678	\$0.75	BOLT SET, hanger assembly	1
14	411-100	\$2.95	BRACKET	1
15	470-178	\$5.70	HANGER ASSEMBLY, rear	1
16	412-050	\$4.55	HANGER, rear	1



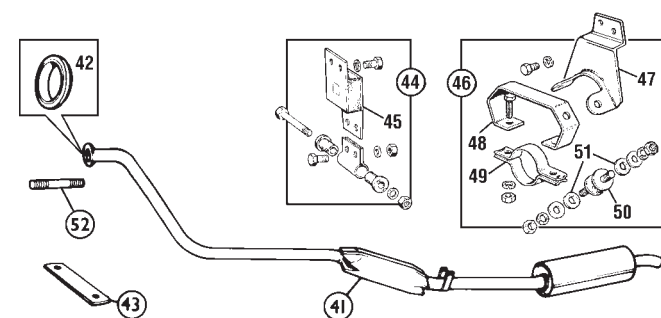
1968 - 1974

RD from (c)138401 to 367719/GT from (c)139472 to 367803

21	444-020	\$60.95	HEADPIPE	1
22	444-035	\$59.95	MUFFLER, front, replacement, differs from illustration	1
23	444-030	\$64.95	MUFFLER, rear, replacement, differs from illustration	1
24	290-510	\$1.95	GASKET, exhaust flange	2
25	444-040	\$7.25	BRACKET	1
	413-110	NA	BRACKET	1
26	411-080	\$1.10	STRAP	1
27	411-090	\$6.75	CLAMP, front pipe	1
28	470-138	\$14.95	HANGER KIT	1
29	412-080	\$8.95	MOUNT, hanger	1
	321-678	\$0.75	BOLT SET, hanger assembly	1
30	470-178	\$5.70	HANGER KIT, rear	1
31	412-050	\$4.55	HANGER, rear	1
32	444-145	\$30.95	HANGER KIT, rear	1
	470-148	\$25.95	HANGER KIT, rear	1
33	444-050	\$5.95	BRACKET, rear mount	1
	444-060	\$5.65	BRACKET, rear mount	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

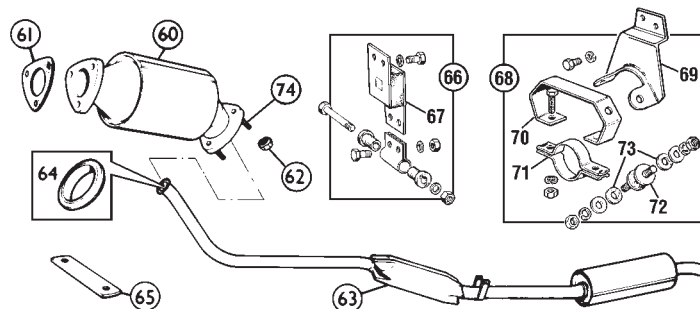
34	444-070	\$7.50	BRACKET, hanger		1
35	444-080	\$1.95	MOUNTING, rubber	RD/GT from (c)167816 on	2
36	444-090	\$1.95	WASHER, heat insulating		4
37	444-170	\$2.95	CLAMP, rear, 2 pcs. req'd.		2



1975

RD from (c)367720 to FED 386600, to Calif. 382129 (single carb., no catalytic converter)

41	NA		MUFFLER & PIPE ASSEMBLY (n/a - suggest stainless steel)	1
42	444-130	\$2.95	GASKET, exhaust flange	1
43	444-140	\$5.95	STRAP, front mount	1
44	470-138	\$14.95	HANGER KIT	1
45	412-080	\$8.95	MOUNT, hanger	1
	321-678	\$0.75	BOLT SET, hanger assembly	1
46	470-148	\$25.95	HANGER KIT, rear	1
47	444-060	\$5.65	BRACKET, rear mount	1
48	444-070	\$7.50	BRACKET, hanger	1
49	444-170	\$2.95	CLAMP, rear, 2 pcs. req'd.	2
50	444-080	\$1.95	MOUNTING, rubber	2
51	444-090	\$1.95	WASHER, heat insulating	4
52	328-991	\$1.85	STUD, manifold	3



1975 - 1980

RD from FED (c)386601 on, Calif. from (c)382130 on (single carb. with catalytic converter)

60	444-175*	\$206.95	CATALYTIC CONVERTER, replacement	1
			*U.S.-made replacement unit fits like original and meets all EPA requirements.	
61	297-550	\$6.95	GASKET, converter to manifold	1
62	311-610	\$0.90	NUT	3
63	444-180	\$145.95	MUFFLER & PIPE ASSEMBLY (3-piece)	1
	444-410	\$33.95	HEADPIPE	1
	444-415	\$60.95	MUFFLER, front	1
	444-420	\$60.95	MUFFLER, rear	1
64	444-130	\$2.95	GASKET, exhaust flange	1
65	444-140	\$5.95	STRAP, front mount	1
66	470-138	\$14.95	HANGER KIT	1
67	412-080	\$8.95	MOUNT, hanger	1
	321-678	\$0.75	BOLT SET, hanger assembly	1
68	470-148	\$25.95	HANGER KIT, rear	1
69	444-060	\$5.65	BRACKET, rear mount	1
70	444-070	\$7.50	BRACKET, hanger	1
71	444-170	\$2.95	CLAMP, rear, 2 pcs. req'd.	2
72	444-080	\$1.95	MOUNTING, rubber	2
73	444-090	\$1.95	WASHER, heat insulating	4
74	328-991	\$1.85	STUD, converter to front pipe	3

Exhaust System



Stainless Steel Exhaust Systems

Guaranteed against corrosion for life, our stainless steel systems sound good and fit properly. Constructed entirely of top quality stainless steel, this is the system for your car if you live where winter road conditions are harsh. (Does not include clamps, hangers or gaskets. For these, see page 32.)

1962-'74 Stainless Steel Exhaust	454-560	\$338.95
1975 Stainless Exhaust for cars without catalytic converter	454-570	\$331.95
1975-'80 Stainless Exhaust for cars with catalytic converter*	454-745	\$267.95

*converter not included

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.

MGB "Big Bore" Stainless Exhaust System

For those of you who require a stainless exhaust due to local weather conditions, but still want the performance of a free-flow exhaust, this should provide a nifty solution! These large pipe diameter systems eliminate the forward silencer but incorporate a larger capacity free-flow rear silencer with a polished tip. (Does not include clamps, hangers or gaskets. For these, see page 32.)

1962-'74 Big Bore Stainless Exhaust System	444-165	\$350.95
1975-'80 Big Bore Stainless Exhaust System (for vehicles with catalytic converter)	444-155	\$337.95

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.



MGB



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. All of our headers are carefully jig-welded and designed for maximum performance. However, they do require some hand fitting and port matching, particularly for racing applications. These fit cars without catalytic converters only.

Mild Steel Header Header(not illus.)	459-010	\$206.95
Stainless Steel Header (illus.)	459-015	\$299.95

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.

Performance Free-Flow Exhaust Systems

Give your car an aggressive look, as well as the deep mellow exhaust note characteristic of high performance sporting vehicles! These are highly refined systems 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.

All systems do not include front down pipes.

MGB 1963-'74 Free-Flow Exhaust System	454-595	\$357.95
MGB 1975-'80 Free-Flow Exhaust System	454-555	\$329.95

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.



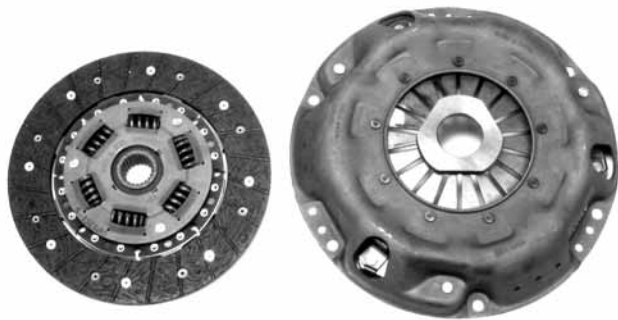
MGB "Peco" Exhaust System

Rated as the best exhaust system for effectiveness, quality, and reliability in "How to Power Tune MGB 4-Cylinder Engines" (Moss #213-175), this system typically boosts mid-range power at the wheels by 5 b.h.p. Pipes are slightly larger in diameter than stock, and the single muffler is larger than standard. Silencing ability is excellent, producing a deep, powerful, but not unpleasant exhaust note.

Muffler & Pipes	459-035	\$249.95
Exhaust Header	459-045	\$234.95

Amendments to the Clean Air Act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively off-road.

Clutch



Heavy Duty/Competition Clutch

These competition-grade parts have been engineered to reliably handle any hard driving situation on the street or track. The pressure plate, because of its stronger than standard springs, acts more quickly and more positively than a stock unit and requires only a moderate increase in pedal pressure. For proper operation and reliability, our heavy duty clutch components must always be fitted as sets.

190-810 \$105.95 PRESSURE PLATE, heavy duty/competition
190-820 \$153.95 CLUTCH DISC, heavy duty/competition

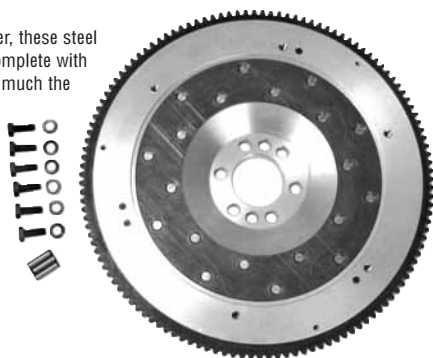
Alloy Flywheel Assemblies

For the serious performance seeker, these steel faced aluminum alloy flywheels complete with ring gears weigh less than half as much the stock cast iron flywheels.

1962-'64 (3-main engine)
460-673 \$549.95

1965-'67 (5-main engine)
460-674 \$549.95

1968-'80 (5-main engine)
460-675 \$549.95



Clutch Replacement

Insert your clutch alignment tool through your new clutch disc, push the tool into the pilot bushing in the crankshaft, then press the disc up flat against the flywheel. Locate the new pressure plate on the two dowel pins, install the six bolts just a couple of turns each. Now, by exerting appropriate sideways pressure on the handle of the alignment tool, position the disc so that you can slip the tool in and out of the pilot bushing with minimal drag on the splines. There is one spot, with the disc perfectly centered, where virtually no resistance will be felt. Once the disc is in the position, tighten the bolts one turn each at a time until they are all fully secure. The tool should still slip in and out very easily; if it doesn't, repeat the procedure until it does. If the tool meets no resistance, the gearbox input shaft will go in equally easily.

Install your new throwout bearing, being sure to lightly grease the points where it pivots in the yoke. Wire-brush the splines on the gearbox input shaft, then give them a very light coat of white lithium grease. Finally, grease the nose of the input shaft where it runs in the pilot bushing. When reassembling the engine to the gearbox, be sure to get the face of the bellhousing parallel to the rear engine plate once the input shaft splines enter the clutch disc; it will then slide all the way home without the need for brute force.

Clutch Problems

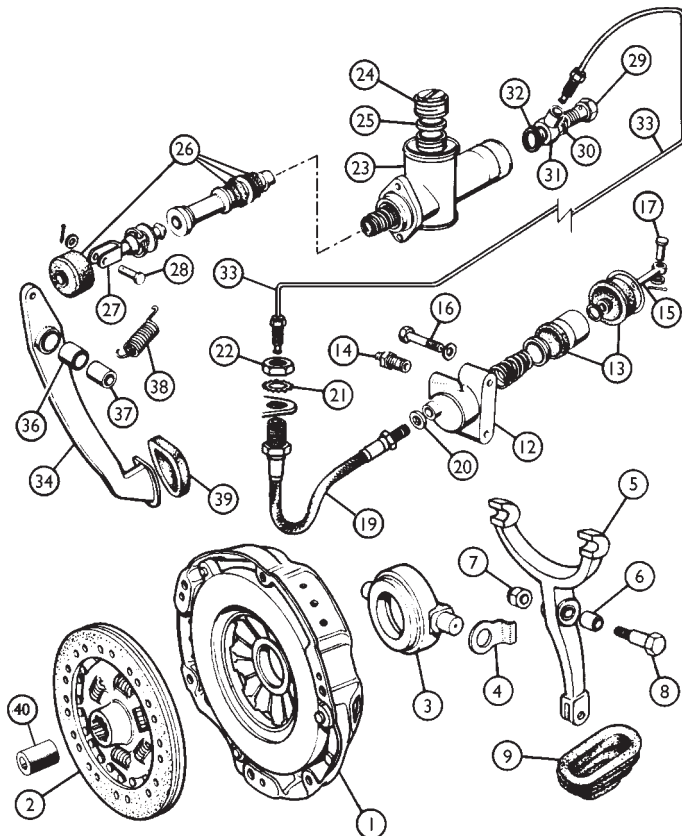
Clutch problems fall into three categories:

- The clutch does not release properly when the pedal is depressed, resulting in difficult engaging of gears.
- 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.
- Clutch judder, where the car 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 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. 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.

Special Note: MGB starters have a habit of chewing up the flywheel ring gear. While doing a clutch job, always check the ring gear for damage to the teeth, and have your machine shop install a new one if significant damage is present.

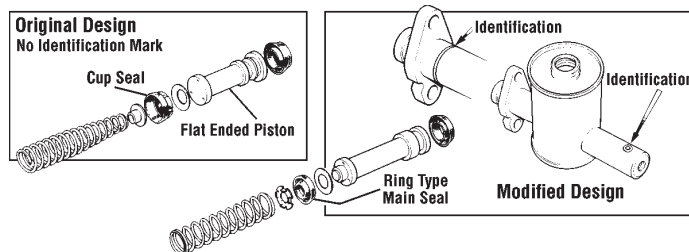


No.	Part No.	Price (each)	Description	Application	Qty. Req.
	190-808	\$172.95	CLUTCH KIT, Borg & Beck		1
	190-805	\$137.95	CLUTCH KIT, Quinton-Hazel		1
Note: Clutch kits include one each pressure plate, clutch disc and release bearing.					
1	190-080	\$96.95	PRESSURE PLATE, new		1
	190-810*	\$105.95	PRESSURE PLATE, heavy duty/competition		1
2	190-250	\$53.20	CLUTCH DISC, new		1
	190-820*	\$153.95	CLUTCH DISC, heavy duty/competition		1
* Note: These Borg & Beck competition-grade parts have been engineered to reliably handle any hard driving situation on the street or track. The pressure plate, because of its stronger than standard springs, acts more quickly and more positively than a stock unit and requires only a moderate increase in pedal pressure. For proper operation and reliability, our heavy duty clutch components must always be fitted as sets.					
3	190-300	\$21.95	RELEASE BEARING, carbon faced as original		1
4	190-570	\$2.65	RETAINER, release bearing		2
5	190-580	NA	LEVER, clutch withdrawal	non-synchro 1st transmission	1
	462-590	\$212.95	LEVER, clutch withdrawal	full-synchro transmission	1
6	330-200	\$2.40	BUSH, withdrawal lever		1
7	310-240	\$0.75	NUT		1
8	190-550	\$8.85	BOLT		1
9	461-010	\$4.75	BOOT, rubber, oval		1
	461-015	\$19.95	BOOT, rubber, square		1
12	180-720	\$99.95	CLUTCH SLAVE CYLINDER, Lockheed		1
	180-715	\$45.95	CLUTCH SLAVE CYLINDER, aftermarket		1
13	180-960	\$4.85	REPAIR KIT, slave cylinder		1
14	180-080	\$2.80	BLEEDER SCREW		1
15	180-200	\$10.95	PUSH ROD		1
16	322-670	\$0.60	BOLT		2
17	325-140	\$0.90	CLEVIS PIN		1
19	180-820	\$17.95	CLUTCH HOSE, stock type		1
	180-821	\$13.95	CLUTCH HOSE, stock type, aftermarket		1
	584-790	\$42.95	CLUTCH HOSE, stainless steel braided		1
20	324-720	\$0.90	WASHER		1
21	324-180	\$0.45	LOCK WASHER		1
22	311-420	\$2.75	NUT		1
23	180-675	\$87.95	CLUTCH MASTER CYLINDER	RD to (c)138400 GT to (c)139471	1
			1962 - '67		
	180-695	\$108.95	CLUTCH MASTER CYLINDER	RD from (c)138401 on GT from (c)139472 on	1
			1968 - '80		

Clutch

No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	180-210	\$5.95	CAP, filler (plastic replacement)		1
25	180-450	\$3.45	WASHER, filler cap (use with original metal caps only)		1
26	180-965	\$12.95	REPAIR KIT, master cylinder, original cylinders	RD to (c)138400 GT to (c)139471	1
	180-985†	\$7.95	REPAIR KIT, master cylinder, original & all repl. cylinders (marked cylinders - see note below)	RD from (c)138401 on GT from (c)139472 on	1
	180-965†	\$12.95	REPAIR KIT, master cylinder, original cylinders (unmarked cylinders - see note below)	RD from (c)138401 on GT from (c)139472 on	1
27	181-690	\$18.95	PUSH ROD		1

† Note: From 1968 to '80, either one of two master cylinders was fitted. One is identified by two concentric circles cast into the body near the line fitting or a groove in the body near the mounting flange. The other has no such markings. The two master cylinder assemblies are interchangeable; however, the internal components are not.



28	325-150	\$1.20	CLEVIS PIN		1
29	180-430	\$5.95	BANJO BOLT		1
30	324-720	\$0.90	WASHER		1
31	180-465	\$16.95	BANJO		1
32	324-730	\$0.40	WASHER		1
33	181-210	\$24.95	PIPE, master cylinder banjo to hose		1
34	190-600	\$34.95	PEDAL ASSEMBLY, chrome bumpered cars	RD to (c)360300 GT to (c)361000	1
	190-610	NA	PEDAL ASSEMBLY, 74 1/2	RD from (c)360301 to 386600 GT from (c)361001 on	1
	190-620	NA	PEDAL ASSEMBLY, 1975 - '80	RD from (c)386001 on	1
36	330-180	\$4.15	BUSH	all	1

Never rest your foot on the clutch pedal! This causes premature wear on the throwout bearing, which cannot be changed without removing the engine.

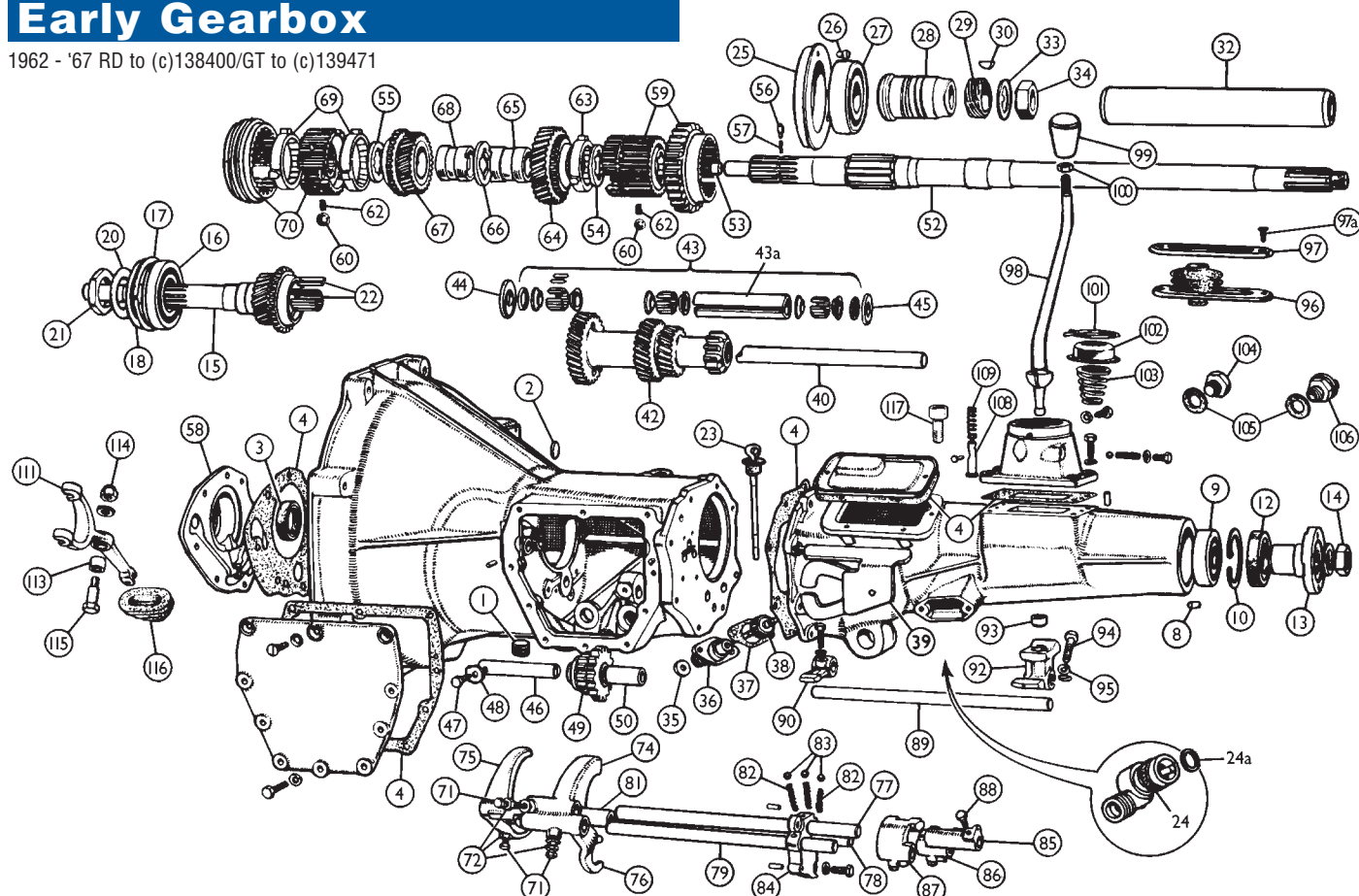
37	190-625	\$4.15	DISTANCE TUBE, thru 1975	RD to (c)386600, all GT	1
	190-630	\$2.10	DISTANCE TUBE, 1976 on	RD from (c)386601 on	1
38	329-350	\$1.95	SPRING, pedal return		1
39	280-770	\$3.45	PEDAL PAD, clutch & brake (see page 8 for details)		2
40					



387-210	\$4.95	CLUTCH ALIGNMENT TOOL	3 main engines	1
387-235	\$4.95	CLUTCH ALIGNMENT TOOL	5 main engines	1

Early Gearbox

1962 - '67 RD to (c)138400/GT to (c)139471



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Original non-synchro gearboxes can be rebuilt to new specs and are good for 75,000 to 100,000 miles between rebuilds. Early gearboxes do have an endearing nature, very much in keeping with the vintage feel of early MGBs, and lack of synchro on first is really not a problem. Do yourself and future generations a favor and keep your MGB as original as possible. (While it is possible to install later 1968-on full-synchro gearboxes into early MGBs, we don't recommend it for a number of reasons. This is not a simple conversion of swapping late parts for early parts. Clearance problems require that the narrower early gearbox tunnel be "bashed" out in the appropriate places to provide adequate clearance.)

1	328-055	\$7.95	PLUG, oil drain		1
2	328-310	NA	CORE PLUG		1
3	120-300	\$2.95	OIL SEAL, front cover		1
4			GASKET, supplied in gasket set only, see page 37.		1
8	328-330	NA	PLUG, tapered	standard trans. uses 2	1/2
9	127-800	\$48.95	BEARING, rear extension	standard	1
	125-900	\$19.95	BEARING, rear annulus	overdrive	1
10	326-160	NA	CLIP, bearing	} standard	1
12	121-100	\$5.65	OIL SEAL		1
	121-110	\$7.90	OIL SEAL, rear annulus	overdrive	1
13	461-800	NA	FLANGE	} standard	1
14	310-570	\$2.95	NUT		1
15	461-250	NA	INPUT SHAFT	18G/GA engines, '62 - '64	1
	461-255	NA	INPUT SHAFT	18GB engines, '65 - on	1
16	127-200	\$49.95	BEARING, input shaft		1
17	326-180	NA	CLIP		1
18	461-280	\$1.85	SHIM, .002"		A/R
	461-290	\$2.20	SHIM, .004"		A/R
20	461-270	\$4.60	LOCK WASHER		1
21	461-260	\$9.95	NUT		1
22	442-298	\$14.95	ROLLER SET, 18 roller bearings		1
23	461-020	\$46.95	DIPSTICK		1
24	021-511	\$54.95	SPEEDO DRIVE ADAPTOR		1
24a	324-720	\$0.90	WASHER		1

Copper washer, #324-720 was fitted to ensure that the drive shaft of the speedo angle drive did not bottom out in the speedo drive pinion, causing premature wear and failure. These washers are often missing, but should always be fitted!

25	461-360	\$26.95	BEARING HOUSING		1
26	461-370	NA	PEG, in housing		1
27	127-900	\$39.95	BEARING		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

28	461-380	NA	SPACER		1
29	433-740	\$33.95	GEAR, speedo drive	} standard	1
30	327-120	\$0.65	KEY, speedo gear		1
32		NA	DISTANCE PIECE		1
33	461-365	NA	LOCK WASHER, spacer	} overdrive	1
34	461-385	NA	NUT, spacer		1
35	461-445	\$4.50	OIL SEAL, speedo pinion	} standard	1
36	433-750	NA	BUSH, speedo pinion		1
37	433-760	\$2.50	GASKET, speedo pinion bush		1
38	433-770	NA	PINION, speedometer		1
39	461-230	NA	ARM ASSEMBLY, interlocking		1
40	461-560	\$44.95	LAYSHAFT, for laygear, 0.643" diameter	} to (e)GB74719 standard GB74528 O/D	1
	441-470	\$19.95	LAYSHAFT, for laygear, 0.668" diameter		1
42	461-570	\$299.95	LAYGEAR, #22H54	{ to (e)GB74719 standard GB74528 O/D	1
	441-480	\$319.95	LAYGEAR, #22H931, use w/461-888 bearing kit		1
43	461-878	\$59.95	BEARING KIT, for laygear complete w/3 bearings	} to (e)GB74719 standard GB74528 O/D	1
	461-888	\$64.95	BEARING KIT, for laygear complete w/4 bearings		1
43a	461-580	\$15.95	TUBE, bearing spacer	} from (e)GB74720 standard GB74529 O/D	1
44	461-590	\$12.95	THRUST WASHER, front	} to (e)GB74719 standard GB74528 O/D	A/R
45	461-600	\$12.95	THRUST WASHER, rear .155"		A/R
	461-610	\$12.95	THRUST WASHER, rear .157"	} to (e) GB74719 std. GB74528 O/D	A/R
	461-620	\$13.95	THRUST WASHER, rear .160"		A/R
	461-630	\$13.95	THRUST WASHER, rear .163"		A/R

moos

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

441-520	\$11.95	THRUST WASHER, front	from (e)GB74720 std. A/R GB74529 O/D	A/R
441-530	\$8.95	THRUST WASHER, rear .155"		A/R
441-540	\$7.95	THRUST WASHER, rear .157"		A/R
441-550	\$7.95	THRUST WASHER, rear .160"		A/R
441-560	\$7.95	THRUST WASHER, rear .163"		A/R
46	461-640	NA SHAFT, reverse gear		1
47	461-780	\$2.75 BOLT, reverse shaft		1
48	461-650	NA TAB WASHER, reverse shaft		1
49	461-660	\$28.95 REVERSE GEAR		1
50	330-170	NA BUSHING		1
52	451-370	NA MAINSHAFT	standard	1
	451-400	NA MAINSHAFT	overdrive	1
53	461-300	\$0.70 RESTRICTOR, oil		1
54	461-340	NA THRUST WASHER, rear		1
55	461-310	\$4.95 THRUST WASHER, front .157"		A/R
	461-320	NA THRUST WASHER, front .159"		A/R
	461-330	NA THRUST WASHER, front .161"		A/R
56	461-350	NA PEG, front thrust washer		1
57	329-250	NA SPRING, peg		1
58	442-500	NA GEARBOX COVER, front		1
59	461-470	\$262.95 FIRST GEAR & HUB		1
60	329-550	\$0.95 BALL		6
62	329-260	\$1.95 SPRING		6
63	461-490	\$21.95 SYNCHRO RING, 2nd gear - brass		1
		use only where originally fitted		
	461-495	\$78.95 SYNCHRO RING, 2nd gear - steel, use w/461-480 only		1
Note: Brass and steel synchro rings are not interchangeable and must be used only with their respective gears.				
64	461-480	\$39.95 SECOND GEAR, improved type, use w/461-495 ring only		1
65	461-500	\$57.95 BUSHING, 2nd gear		1
66	461-540	\$9.95 RING, interlocking		1
67	461-510	\$123.95 THIRD GEAR		1
68	461-530	\$45.95 BUSHING, 3rd gear		1
69	461-520	\$28.95 SYNCHRO RING, 3rd & 4th gear		2
70	461-550	\$99.95 SLIDING HUB & DOG ASSEMBLY		1
71	461-760	\$4.80 BOLT		3
72	462-410	NA NUT		3
74	461-120	NA FORK, 1st & 2nd gear		1
75	461-150	NA FORK, 3rd & 4th gear		1
76	461-170	NA FORK, reverse		1
77	461-130	NA SHAFT, 1st & 2nd fork		1
78	461-160	NA SHAFT, 3rd & 4th fork		1
79	461-180	NA SHAFT, reverse		1
81	461-140	NA DISTANCE PIECE, for shaft #461-160 (illus. #78)		1
82	329-240	\$0.95 SPRING		3
83	329-520	\$0.60 BALL		3
84	461-190	NA BLOCK, sliding shaft locating		1
85	461-200	NA SELECTOR, 1st & 2nd gear		1
86	461-210	NA SELECTOR, 3rd & 4th gear		1
87	461-220	NA SELECTOR, reverse gear		1
88	461-770	\$2.25 BOLT, selector locating		3
89	461-080	NA SHAFT, remote control	standard	1
	441-570	NA SHAFT, remote control	overdrive	1
90	461-090	NA LEVER, front selector	standard	1
	441-580	NA LEVER, front selector	overdrive	1
	441-590	NA LEVER, intermediate selector		1
	461-110	\$6.80 BUSH, intermediate lever		1
92	461-100	NA LEVER, rear selector	standard	1
	441-600	NA LEVER, rear selector	overdrive	1
93	461-110	\$6.80 BUSH, gearshift lever		1
94	461-860	NA BOLT		1
95	327-030	\$0.75 KEY		2
96	282-340	\$6.95 GEARSHIFT BOOT		1
	228-370	\$24.95 GEARSHIFT BOOT, leather	option	1
97	443-120	\$15.95 CHROME RETAINER, gearshift boot		1
97a	323-555	\$0.55 CHROME SCREW		4
98	443-130	\$76.95 GEARSHIFT LEVER	standard	1
	443-140	\$74.95 GEARSHIFT LEVER	overdrive	1
99	461-680*	\$12.95 KNOB, reproduction of original		1
* Note: For accessory knobs, see the Accessories section.				
100	310-150	\$0.85 NUT		1
101	443-090	\$8.95 CIRCLIP		1
102	443-080	\$7.65 RETAINER		1
103	443-070	\$25.95 SPRING, anti-rattle		1
104	328-450	\$5.40 PLUG, back-up lamp switch		A/R
105	324-145	\$0.55 WASHER, plug & switch		A/R
106	140-470	\$12.95 SWITCH, back-up lamp		A/R
108	441-610	NA PLUNGER, reverse selector	standard	1
	441-620	NA PLUNGER, reverse selector	O/D to (e)GB54405	1
	441-630	NA PLUNGER, reverse selector	O/D from (e)GB54406	1
109	329-270	\$1.60 SPRING, reverse plunger		1

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com



Early Gearbox

111	190-580	NA	LEVER, clutch withdrawal	1
113	330-200	\$2.40	BUSH, withdrawal lever	1
114	310-240	\$0.75	NUT	1
115	190-550	\$8.85	BOLT	1
116	461-010	\$4.75	BOOT, clutch lever	1
117	267-040	\$3.70	BREATHER	1

Gasket Sets

296-440	\$6.95	GASKET SET	standard	1
296-498	\$13.45	GASKET SET	overdrive	1

Close-Ratio Gearsets

The following close ratio gear sets are intended for competition cars only. The straight cut gear sets are not for the faint-hearted, as they are noisy but tough, and are really suitable only for racing. All are available on Special Order only.

3-Synchro. Straight Cut Gear Set

This four piece set is designed for early gearboxes with the thinner (0.643" dia.) layshaft (part #461-560). It will not fit 3-synchro. gearboxes with the larger (0.6681") layshaft. It is not supplied with 1st or reverse gears. The kit uses 4 caged needle rollers (part #128-300) with 4 thin spacers and 1 long spacer. The original type bronze 2nd gear synchro ring (part #461-490) must be used. Modify standard thrust washers to suit. If fitting to 5-main engines, a special spigot bush (part #330-570) must be used. EP80 oil without additives should be used.

462-132 \$1,995.00

3-Synchro. Helical Cut Gear Set

This five piece set is designed for the 3-synchro. gearboxes with the larger (0.6681" dia.) layshafts (part #441-470), but may be used on earlier gearboxes if the case is reamed to fit the larger layshaft (refer to the "Special Tuning Handbook" part #211-010). This kit includes a straight cut 1st gear with inner hub, and uses 4 caged needle rollers (part #441-500) with spacers. The bronze 2nd gear synchro. ring (part #461-490) must be used. Modify standard thrust washers to suit. If fitting to 5-main engines, a special spigot bush (part #330-570) must be used. EP80 oil without additives should be used.

462-135 \$1,995.00

3-Synchro Standard Gear Ratios

1st	2nd	3rd	4th
3.64	2.21	1.37	1.00

3-Synchro Close Ratio Gear Set Ratios

1st	2nd	3rd	4th
2.45	1.62	1.268	1.00

4-Synchro. Straight Cut Gear Set

This is a set of original type factory "Special Tuning" close ratio gears for 4-synchro. gearboxes only. Layshaft and laygear may be modified to accept double needle rollers to improve reliability. EP80 oil with no additives should be used.

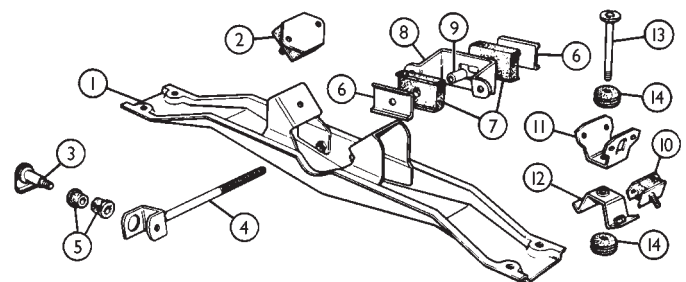
462-137 \$3,095.00

4-Synchro Standard Gear Ratios

1st	2nd	3rd	4th
3.44	2.17	1.38	1.00

4-Synchro Close Ratio Gear Set Ratios

1st	2nd	3rd	4th
2.34	1.67	1.25	1.00

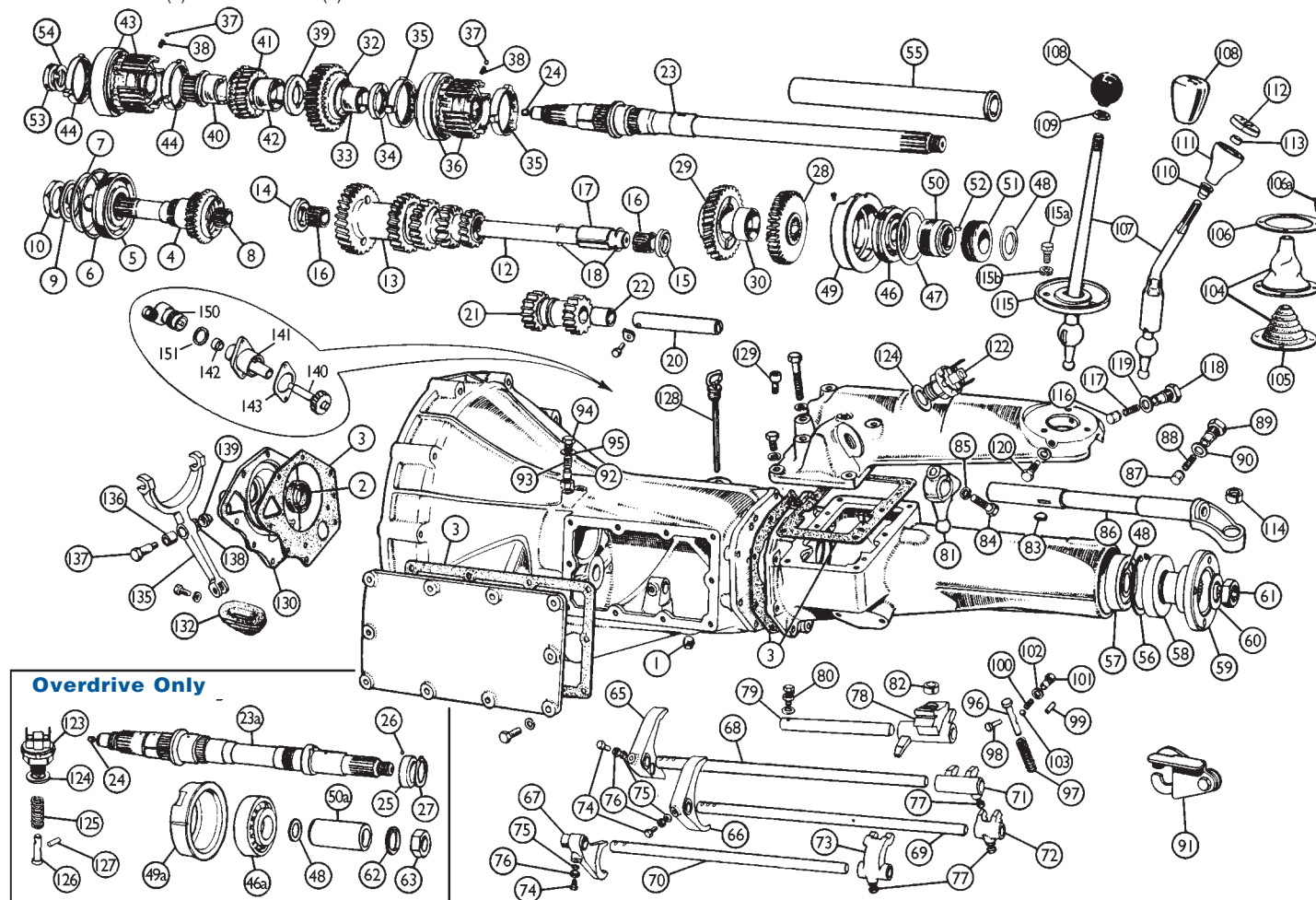


Transmission Mounts

1		NA	CROSS MEMBER, trans. mount		1
2	413-050	\$4.15	MOUNT, transmission	} RD to (c)138400 1962 - '67	2
3	413-140	\$30.95	PIN, stayrod		1
4	413-130	\$29.95	STAYROD		1
5	280-050	\$1.65	BUSH		2
6	413-120	\$5.40	PLATE, buffer		2
7	282-330	\$2.95	BUFFER		2
8	413-100	\$30.95	BRACKET, buffer		1
9	413-125	\$5.70	SPACER		1
10	413-070	\$7.95	MOUNT, transmission	} GT to (c)139471 thru '67	2
11	413-080	NA	BRACKET, upper		1
12	413-090	NA	BRACKET, lower		1
13	413-150	\$7.95	PIN, transmission mount		1
14	280-055	\$1.85	BUSH		2

Late Gearbox

1968 - '80 RD from (c)138401/GT from (c)139472



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	328-055	\$7.95	DRAIN PLUG		1
2	120-300	\$2.95	OIL SEAL, front cover		1
3	296-550	\$3.85	GASKET SET, transmission		1
	296-560	\$0.90	GASKET, front cover		1
	296-570	\$0.95	GASKET, side cover		1
	296-580	\$1.95	GASKET, rear extension	standard	1
	296-590	\$0.90	GASKET, overdrive adaptor	overdrive	1
	296-600	\$0.55	GASKET, remote control		1
4	462-000	NA	INPUT SHAFT		1
5	620-586	\$27.95	BEARING		1
6	326-740	\$4.05	CLIP		1
7	462-020	\$1.95	SHIM, .002"		A/R
	462-025	\$1.15	SHIM, .004"		A/R
8	127-825	\$10.95	BEARING		1
9	462-035	\$4.95	LOCK WASHER		1
10	462-040	NA	NUT		1
12	462-050	\$23.95	LAYSHAFT		1
13	462-055	\$192.95	LAYGEAR		1
14	462-060	NA	THRUST WASHER, front	thru 18GK engines	1
	462-065	NA	THRUST WASHER, front	18V engines	1
15	462-070	NA	THRUST WASHER, rear .154 - .156	thru 18GK engines 1968 - '71	A/R
	462-075	NA	THRUST WASHER, rear .157 - .158		A/R
	462-045	NA	THRUST WASHER, rear .160 - .161		A/R
	462-080	NA	THRUST WASHER, rear .163 - .164		A/R
	462-085	\$73.95	THRUST WASHER, rear .135	18V engines 1972 on	A/R
	462-090	NA	THRUST WASHER, rear .131		A/R
	462-095	NA	THRUST WASHER, rear .128		A/R
	462-100	NA	THRUST WASHER, rear .124		A/R
16	127-830	\$10.85	BEARING		2
17	462-105	\$0.65	DISTANCE TUBE		1
18	326-920	\$0.45	CLIP		2
20	462-110	NA	SHAFT, reverse gear		1
21	462-115	\$124.95	GEAR ASSEMBLY, reverse		1
22	462-120	\$5.75	BUSHING, reverse rear		2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
23	462-125	NA	MAINSHAFT	standard	1
			Mainshaft is later type which must be used with late speedometer drive gears (#51) 462-275 (NA)		
23a	462-130	\$1,099.95	MAINSHAFT, with cam	overdrive	1
24	461-300	\$0.70	RESTRICTOR, oil	all	1
25	466-245	\$49.95	CAM	overdrive	1
26	329-820	\$0.65	BALL		1
27	326-930	\$5.70	CIRCLIP		1
28	462-140	\$119.95	REVERSE GEAR, on mainshaft		1
29	462-150	\$70.95	FIRST GEAR		1
30	462-155	NA	BUSHING		1
32	462-160	\$259.95	SECOND GEAR		1
33	462-165	\$13.65	BUSHING		1
34	462-170	NA	THRUST WASHER, 2nd gear		1
35	462-220	\$19.95	SYNCHRO RING, 1st & 2nd gear		2
36	462-180	\$446.95	SLIDING HUB ASSEMBLY, 1st & 2nd gear		1
37	329-550	\$0.95	BALL		6
38	329-840	\$1.85	SPRING		6
39	462-195	\$22.95	THRUST WASHER, interlocking		1
40	462-200	\$62.95	DISTANCE PIECE, mainshaft		1
41	462-210	\$199.95	THIRD GEAR		1
42	462-155	NA	BUSHING		1
43	462-215	NA	SLIDING HUB ASSEMBLY, 3rd & 4th gear		1
44	462-220	\$19.95	SYNCHRO RING, 3rd & 4th gear		2
46	127-840	\$19.95	BALL BEARING, mainshaft, center	standard, as fitted	1
	127-841	\$110.95	ROLLER BEARING, mainshaft, center	standard, as fitted	1
46a	127-850	NA	BEARING, mainshaft	overdrive	1
47	462-230	\$3.90	SHIM, .002"	standard	A/R
	462-235	NA	SHIM, .004"		A/R
48	462-240	\$0.95	SHIM, .003"		A/R
	462-245	\$0.95	SHIM, .005"		A/R
	462-250	\$0.95	SHIM, .010"		A/R

moos

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS

49	127-845	NA	HOUSING, bearing	standard	1
49a	127-855	\$329.95	HOUSING, bearing	overdrive	1
50	462-260	NA	DISTANCE PIECE, 3rd motion shaft	standard	1
50a	462-265	\$96.60	DISTANCE PIECE, 3rd motion shaft	overdrive	1
51	462-270	NA	GEAR, speedometer drive, steel	to (g)1L9709	1
	462-275	NA	GEAR, speedometer drive, nylon	from (g)1L971 thru '74	1
	462-280	NA	GEAR, speedometer drive	1975 on	1
52	327-120	\$0.65	KEY, speedometer gear	to (g)1L9709	1
53	462-300	NA	NUT, mainshaft, front		1
54	462-305	\$1.60	LOCKING WASHER, mainshaft, front		1

55	462-285	NA	DISTANCE TUBE	} standard	1
56	326-940	NA	CIRCLIP		1
57	127-900	\$39.95	BEARING, mainshaft		1
58	121-120	\$4.95	OIL SEAL, rear		1
59	462-290	NA	FLANGE		1
60	462-310	\$2.95	LOCK WASHER	} overdrive	1
61	462-320	\$9.20	NUT		1

62	462-315	NA	LOCK WASHER	} overdrive	1
63	462-325	\$4.55	NUT		1

65	462-330	\$87.95	FORK, 1st & 2nd gear		1
66	462-335	\$46.95	FORK, 3rd & 4th gear		1
67	462-340	NA	FORK, reverse		1
68	462-345	\$59.95	ROD, 1st & 2nd fork		1
69	462-350	NA	ROD, 3rd & 4th fork		1
70	462-355	\$17.55	ROD, reverse fork		1
71	462-360	NA	SELECTOR, 1st & 2nd gear		1
72	462-365	\$33.95	SELECTOR, 3rd & 4th gear		1
73	462-370	\$53.95	SELECTOR, reverse		1
74	461-760	\$4.80	BOLT, selector fork locating		3
75	462-385	\$0.40	WASHER, locking		3
76	462-410	NA	LOCKNUT		3
77	461-770	\$2.25	BOLT, selector locating		3
78	462-400	NA	LEVER, selector		1
79	462-405	NA	SHAFT, selector lever		1
80	462-410	NA	LOCKNUT		1
81	462-415	\$10.25	LEVER, remote control shaft		1
82	462-420	\$3.40	BUSH, selector lever		1
83	327-200	\$0.95	KEY		1
84	462-425	NA	BOLT, lever to shaft		1
85	365-730	\$0.20	LOCK WASHER		1
86	462-435	NA	SHAFT, remote control		1
87	462-440	\$2.95	PLUNGER, shaft damping		1
88	329-010	\$0.95	SPRING, damping plunger		1
89	462-445	NA	CAP, plunger retaining		1
90	324-770	\$1.45	WASHER, plunger retaining cap		1
91	462-450	NA	INTERLOCKING ARM		1
92	462-455	\$3.70	PLUNGER, fork rod		3
93	462-460	NA	DETENT SPRING, plunger		3
94	848-790	\$1.65	PLUG, plunger		3
95	462-465	\$0.60	WASHER, plunger plug		3
96	462-470	NA	PLUNGER, reverse selector		1
97	329-270	\$1.60	SPRING, damping plunger		1
98	462-475	\$1.65	PIN, plunger locating		1
99	462-480	NA	PLUNGER		1
100	329-240	\$0.95	DETENT SPRING, plunger		1
101	462-490	NA	PLUG, detent spring		1
102	324-626	\$0.40	WASHER		1
103	329-520	\$0.60	BALL		1
104	282-880*	\$18.95	SHIFT BOOT, vinyl		1
105	282-890*	\$7.65	GROMMET, rubber, shift lever		1
	228-360*	\$22.95	SHIFT BOOT, leather	option	1

*1968-'72 MGBs were fitted only with a rubber shift boot, #282-890, while 1973-'80 MGBs were fitted with a vinyl boot, over the earlier rubber boot. The later style 2-piece boot assembly can be fitted to 1968-'72 models.

106	443-115	\$15.95	RETAINER, shift boot, chrome	{ RD to (c)393599 GT to (c)367803	1
	443-125	\$15.95	RETAINER, shift boot, black	RD from (c)393600 on	1
106a	323-565	\$1.05	CHROME SCREW, short	1 req. 1973-'80	1/4
	323-175	\$1.10	CHROME SCREW, long	1973-'80 with console	3
107	443-135	\$76.95	GEARSHIFT LEVER, straight	{ RD to (c)410000 GT to (c)367803	1
	443-145	NA	GEARSHIFT LEVER, cranked	RD from (c)410001 on, '77 on	1
108	021-399*	\$8.95	KNOB, round	{ RD to (c)294250 GT to (c)296000	1
			1968 - '72		

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

Late Gearbox

	462-500	NA	KNOB, "pear" shaped	{ RD from (c)294251 to 410000 GT from (c)296001 on	1
109	462-510	\$1.30	NUT, knob retaining	{ RD to (c)410000 GT to (c)367803	1

*All 1968-'76 gearshift knobs are interchangeable.
 Accessory knobs are listed in our Accessories section.

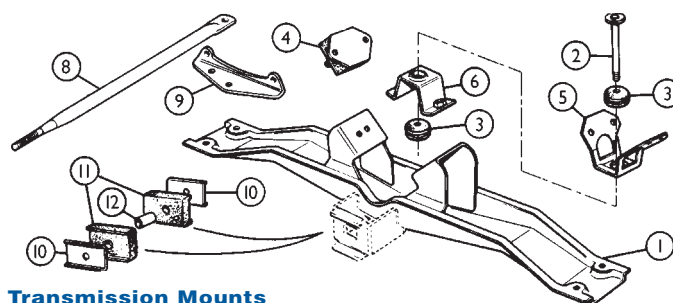
110	462-520	\$9.75	CONE	} RD from (c)410001 on 1977 - '80	1
111	462-525	NA	KNOB BASE		1
112	462-530	\$6.50	CAP, shift knob, non O/D		1
	141-215	\$42.95	COVER & SWITCH ASS'Y., O/D		1
	141-320	\$28.95	SWITCH, overdrive		1
	141-315	\$14.95	COVER, shift knob & switch, O/D		1
113	462-535	\$5.80	NUT, knob retaining		1

114	461-110	\$6.80	BUSH, shift lever		1
115	462-545	NA	COVER, lever seat		1
115a	462-495	\$2.95	BOLT for cover		3
115b	462-505	\$0.60	SPRING WASHER		3
116	462-440	\$2.95	PLUNGER, shift lever damping		1
117	329-010	\$0.95	SPRING		1
118	462-445	NA	CAP		1
119	324-770	\$1.45	WASHER		1
120	462-550	NA	LOCATING PIN, shift lever		1
122	140-470	\$12.95	SWITCH, reverse light		1
123	140-470	\$12.95	SWITCH, overdrive isolation	overdrive	1
124	324-145	\$0.55	WASHER	overdrive uses 2	1/2

125	462-555	NA	SPRING	} overdrive	1
126	462-560	NA	PLUNGER, isolation switch		1
127	462-475	\$1.65	PIN, plunger locating		1

128	462-570	NA	DIPSTICK		1
129	267-040	\$3.70	BREATHER		1
130	462-580	NA	FRONT COVER		1
132	461-010	\$4.75	BOOT, clutch lever, oval		1
	461-015	\$19.95	BOOT, clutch lever, square		1
135	462-590	\$212.95	LEVER, clutch		1
136	330-200	\$2.40	BUSH		1
137	190-550	\$8.85	BOLT, clutch lever		1
138	324-725	\$0.80	WASHER, clutch lever bolt		1
139	310-240	\$0.75	NUT, clutch lever bolt		1
140	462-600	NA	PINION, speedometer, non-overdrive	thru '74	1
	462-605	NA	PINION, speedometer, non-overdrive	1975 on	1
141	433-750	NA	HOUSING, pinion, non-overdrive		1
142	461-445	\$4.50	OIL SEAL		1
143	433-760	\$2.50	GASKET, housing, non-overdrive		1
150	021-511	\$54.95	ADAPTOR, speedometer drive, non-overdrive		1
151	324-720	\$0.90	WASHER, adaptor, non-overdrive		1

Copper washer, #324-720 was factory fitted to ensure that the drive shaft of the speedo angle drive did not bottom out in the speedo drive pinion, causing premature wear and failure. These washers are often missing, but should always be fitted!

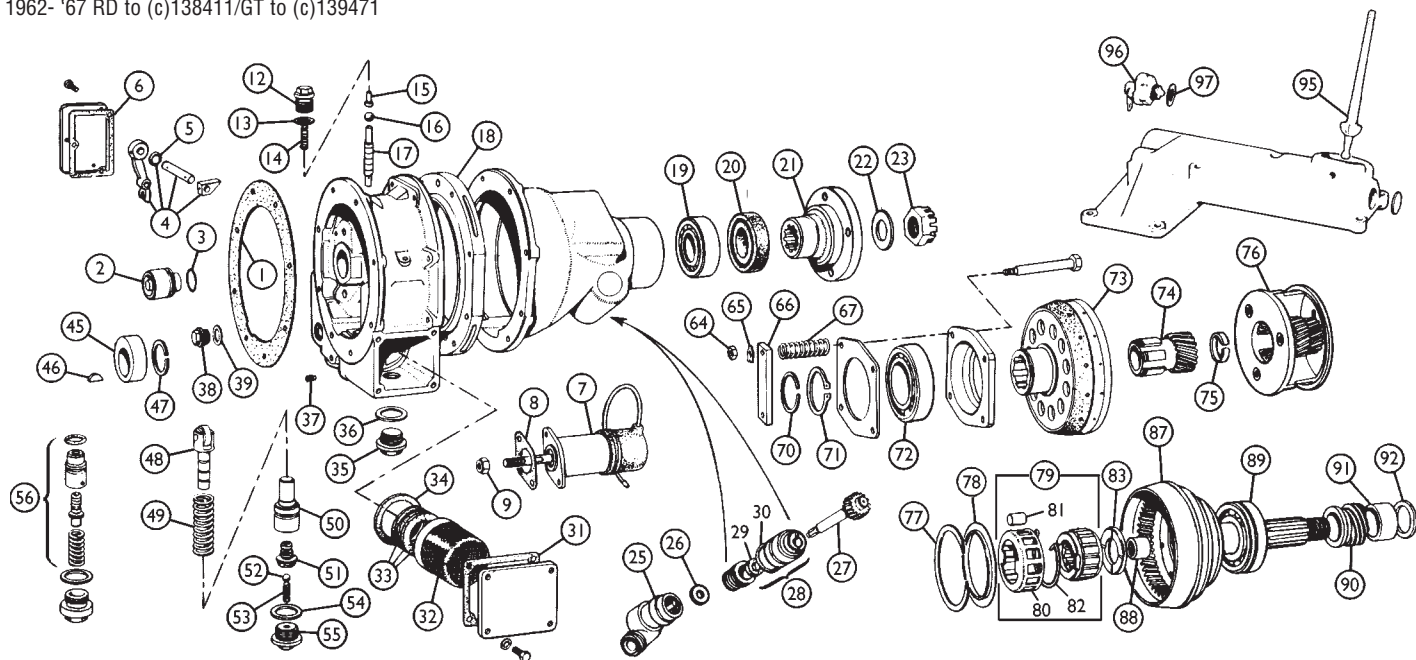


Transmission Mounts

1		NA	CROSS MEMBER, trans. mount	} RD from (c)138401 on all GT	1
2	413-150	\$7.95	PIN, transmission mount		1
3	280-055	\$1.85	BUSH (small ends face each other)		2
4	413-050	\$4.15	MOUNT, transmission	} RD from (c)138401 on GT from (c)138472 on 1968 on	2
5	413-055	\$39.95	BRACKET, upper		1
6	413-095	\$69.95	BRACKET, lower		1
8	413-135	NA	ROD, engine restraint	} RD from (c)341295 on GT from (c)341730	1
9	413-110	NA	BRACKET		1
10	413-120	\$5.40	PLATE, buffer		2
11	282-330	\$2.95	BUFFER		2
12	413-125	\$5.70	SPACER		1

Early Overdrive

1962- '67 RD to (c)138411/GT to (c)139471



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Type "D" Overdrive

Note: Overdrive electrical components listed on page 86.

1	466-200	\$1.90	GASKET, replacement		1
2	466-510	\$18.95	OPERATING PISTON		2
3	466-515	\$0.75	O-RING		2
4	466-520	NA	LEVER ASSEMBLY, valve operating		1
5	866-030	\$0.60	O-RING		1
6	466-530	NA	GASKET		1
7	145-730	\$34.95	SOLENOID		1
8	466-540	\$1.55	GASKET		1
9	310-100	\$0.40	NUT, solenoid adjusting		1
12	866-090	\$31.95	PLUG, operating valve		1
13	435-567	\$0.95	WASHER		1
14	866-080	\$2.50	SPRING		1
15	866-070	\$4.60	PLUNGER		1
16	329-510	\$0.55	BALL		1
17	466-575	NA	OPERATING VALVE		1
18	466-580	NA	BRAKE RING		1
19	125-900	\$19.95	BEARING, annulus rear		1
20	121-110	\$7.90	OIL SEAL		1
21	466-590	NA	FLANGE		1
22	324-290	\$1.10	WASHER		1
23	310-570	\$2.95	NUT		1
25	021-511	\$54.95	ANGLE BOX, speedometer drive		1
26	324-720	\$0.90	WASHER		1
27	466-605	NA	PINION, speedometer drive		1
28	466-610	NA	BEARING ASSEMBLY, speedometer drive		1
29	520-015	\$4.35	OIL SEAL		1
30	466-615	\$0.75	O-RING		1
31	466-620	\$0.95	GASKET		1
32	466-625	\$40.95	FILTER		1
33	866-220	\$16.95	MAGNETIC RING, set of 3		1
34	466-635	NA	SEALING PLATE		1
35	466-640	\$15.95	DRAIN PLUG		1
36	466-350	\$2.65	WASHER		1
37	466-760	NA	SCREW, non-return valve retaining		1
38	466-765	NA	PLUG, solenoid adjusting nut	to O/D 25/63308/3110	1
	466-770	NA	ADJUSTING SCREW & LOCK NUT	from O/D 25/63308/3111	1
39	370-650	\$0.95	WASHER		1
45	466-650	NA	CAM, pump operating		1
46	327-120	\$0.65	KEY		1
47	466-655	\$4.60	SPRING RING		1
48	466-660	NA	PLUNGER ASSEMBLY, pump		1
49	866-130	\$5.55	SPRING		1
50	466-670	NA	PUMP BODY		1
51	466-675	NA	VALVE ASSEMBLY, non-return		1
52	329-600	\$0.65	BALL		1
53	466-780	NA	SPRING		1
54	466-350	\$2.65	WASHER		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

55	466-785	NA	PLUG, non-return valve		1
56	466-680	\$84.95	RELIEF VALVE ASSEMBLY		1
64	310-760	\$0.55	NUT		4
65	466-210	NA	TAB WASHER		4
66	466-690	NA	BRIDGE		2
67	466-695	\$29.95	SPRING SET		1
70	466-790	NA	SNAP RING, sun gear retaining		1
71	466-795	NA	SNAP RING, bearing housing		1
72	127-880	\$39.95	BEARING		1
73	466-700	NA	CLUTCH MEMBER		1
74	466-710	\$86.95	SUN WHEEL		1
75	466-720	\$4.95	SPRING RING		1
76	466-730	\$279.95	PLANET GEAR & CARRIER ASSEMBLY		1
77	466-030	\$8.00	SNAP RING, clutch		1
78	466-035	NA	OIL THROWER		1
79	466-055	\$165.95	CLUTCH ASS'Y., unidirectional		1
80	466-045	NA	CAGE, unidirectional clutch		1
81	866-598	\$16.95	ROLLER SET		1
82	866-610	\$0.95	SPRING	orig. ass'y. only	1
83	866-620	\$19.95	WASHER		1
87	466-750	NA	ANNULUS		1
88	127-890	\$16.95	BEARING		1
89	127-000	\$49.95	BEARING		1
90	466-810	\$24.95	GEAR, speedometer driving		1
91	466-820	NA	SPACER		A/R
92	466-830	NA	WASHER, adjusting .105"		A/R
	466-835	NA	WASHER, adjusting .100"		A/R
	466-840	NA	WASHER, adjusting .095"		A/R
	466-845	NA	WASHER, adjusting .090"		A/R
95	443-140	\$74.95	SHIFT LEVER, overdrive only		1
96	140-470	\$12.95	SWITCH, overdrive isolation		1
97	324-145	\$0.55	WASHER for switch		A/R

Rebuilt Overdrive Gearboxes with Overdrive Units

(These must be shipped by truck, freight collect) Sold outright - no core required.

1962-'64	041-411	\$4,238.00
1965-'67	041-412	\$3,135.95

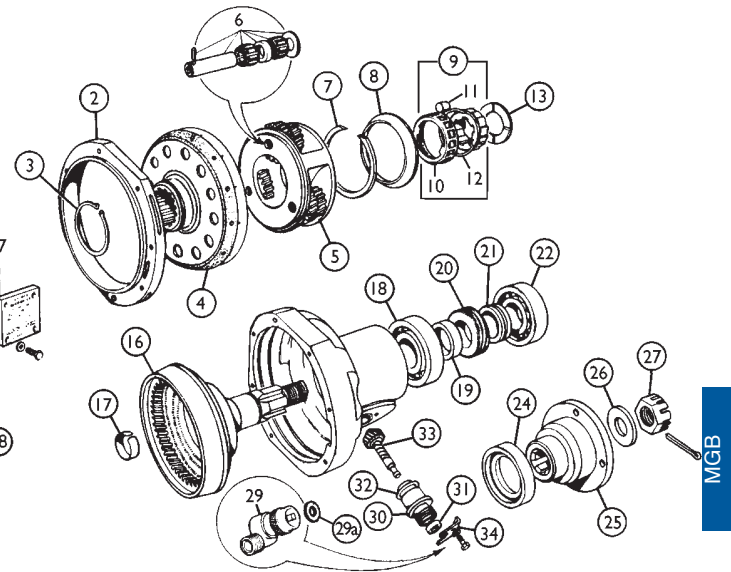
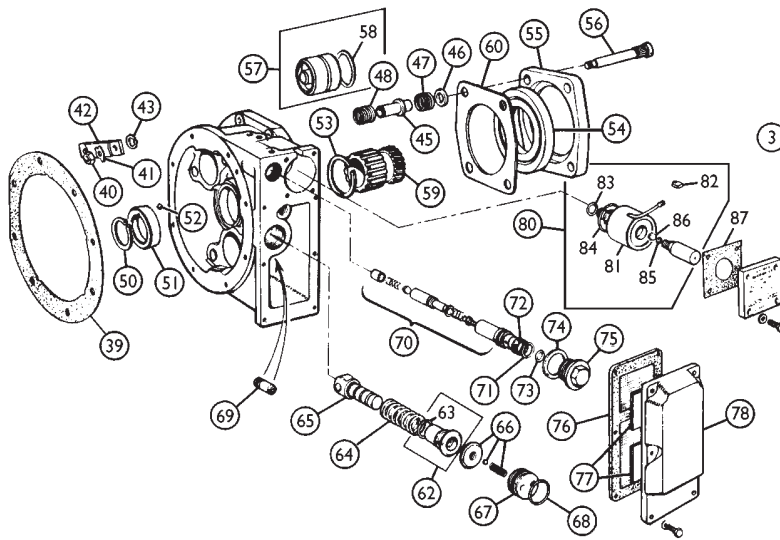


moos

MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

Late Overdrive

1968 - '80 RD from (c)138401/GT from (c)139472



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Type "LH" Overdrive

Note: Overdrive electrical components listed on page 86.

		NA	OVERDRIVE UNIT	1968 - '74, 22/61972	1
		NA	OVERDRIVE UNIT	1975 - '80, 22/62005	1
2	466-010	\$89.95	BRAKE RING		1
3	326-955	NA	CIRCLIP		1
4	466-015	NA	SLIDING MEMBER		1
5	466-025	NA	PLANET GEAR & CARRIER ASSEMBLY		1
6	466-020	\$174.95	BEARING ASSEMBLY, planet gear		3
7	466-030	\$8.00	CAGE SPRING RING		1
8	466-035	NA	OIL THROWER		1
9	466-055	\$165.95	CLUTCH ASS'Y., unidirectional		1
10	466-045	NA	CAGE, unidirectional clutch		1
11	866-598	\$16.95	ROLLER SET		1
12	866-610	\$0.95	SPRING	orig. ass'y. only	1
13	866-620	\$19.95	THRUST WASHER		1
16	466-070	NA	ANNULUS		1
17	466-075	\$4.60	SPRING RING, on mainshaft		1
18	866-630	\$29.95	BEARING		1
19	466-090	NA	SPACER		1
20	466-400	\$77.95	GEAR, speedometer	units marked 22/61972	1
	466-410	NA	GEAR, speedometer (orig type)	units marked 22/62005	1
	466-420	\$92.95	GEAR, speedometer (OEM repl.)*	units marked 22/62005	1
*Replacement gear ass'y. 466-420 replaces orig. gear 466-410 and spacers #19 and #21.					
21	466-100	\$12.95	SPACER, .360"		A/R
	466-105	NA	SPACER, .365"		A/R
	466-110	NA	SPACER, .370"		A/R
	466-115	NA	SPACER, .375"		A/R
	466-120	NA	SPACER, .380"		A/R
	466-125	NA	SPACER, .385"		A/R
22	525-150	\$17.45	BEARING		1
24	121-125	\$4.85	OIL SEAL, rear casing		1
25	466-140	NA	FLANGE		1
26	466-145	NA	WASHER		1
27	311-070	NA	NUT		1
29	021-511	\$54.95	ANGLE BOX, speedometer drive		1
29a	324-720	\$0.90	WASHER		1
30	433-755	\$34.95	BEARING ASSEMBLY, speedometer		1
31	461-445	\$4.50	OIL SEAL		1
32	462-620	\$1.60	O-RING		1
33	462-610	\$46.95	PINION, speed. (21 teeth)	units marked 22/61972	1
	462-615	\$39.95	PINION, speed. (20 teeth)	units marked 22/62005	1
34	466-180	\$5.60	LOCKPLATE		1
39	466-200	\$1.90	GASKET		1
40	310-765	\$1.35	NUT, self-locking		4
42	466-215	NA	BRIDGE PIECE		2
43	326-960	\$2.95	CIRCLIP, thrust rod		4
45	466-225	NA	THRUST ROD		4
46	466-230	NA	WASHER, thrust rod		4

No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

47	466-235	NA	SPRING, clutch engagement		4
48	466-240	\$15.95	SPRING, clutch release		4
50	326-930	\$5.70	CIRCLIP		1
51	466-243	\$26.95	CAM, for mainshaft w/keyway slot		1
	466-245	\$49.95	CAM, for mainshaft drilled for ball		1
	466-247	NA	KEY, for mainshaft w/keyway		1
52	329-820	\$0.65	BALL, for mainshaft drilled for ball		1
53	466-250	\$2.85	SNAP RING		1
54	866-470	\$73.95	THRUST BEARING		1
55	466-260	NA	HOUSING, thrust bearing		1
56	466-265	NA	PIN, bearing housing		4
57	466-270	NA	PISTON ASSEMBLY		2
58	866-420	\$0.55	O-RING		2
59	466-280	NA	SUNWHEEL		1
60	466-285	NA	BEARING RETAINER PLATE		1
62	466-290	NA	BODY ASSEMBLY, pump		1
63	290-915	\$0.75	O-RING, pump body		1
64	466-300	\$8.95	SPRING, pump plunger		1
65	466-305	\$72.95	PLUNGER, pump		1
66	466-310	\$15.95	NON RETURN VALVE		1
67	466-315	NA	PLUG, pump		1
68	462-620	\$1.60	O-RING, pump plug		1
69	466-325	NA	SUCTION TUBE, pump		1
70	466-330	\$112.95	VALVE, relief and low pressure		1
71	290-925	\$0.45	O-RING		1
72	466-340	\$4.60	FILTER, relief valve body		1
73	290-930	\$0.60	O-RING		1
74	466-350	\$2.65	WASHER, relief valve plug		1
75	466-355	NA	PLUG, relief valve		1
76	466-360	\$10.95	FILTER & GASKET		1
77	466-365	\$8.95	MAGNET SET		1
78	466-370	NA	SUMP		1
80	466-375	\$165.95	SOLENOID VALVE KIT		1
81	466-380	\$54.95	COIL ASSEMBLY, solenoid		1
82	290-950	\$3.25	GROMMET		1
83	290-935	\$0.70	O-RING		1
84	290-940	\$0.75	O-RING		1
85	290-945	\$1.25	O-RING		1
86	329-820	\$0.65	BALL		1
87	296-610	\$0.95	GASKET		1

Rebuilt Overdrive Gearboxes with Overdrive Units

(These must be shipped by truck, freight collect) Sold outright - no core required.

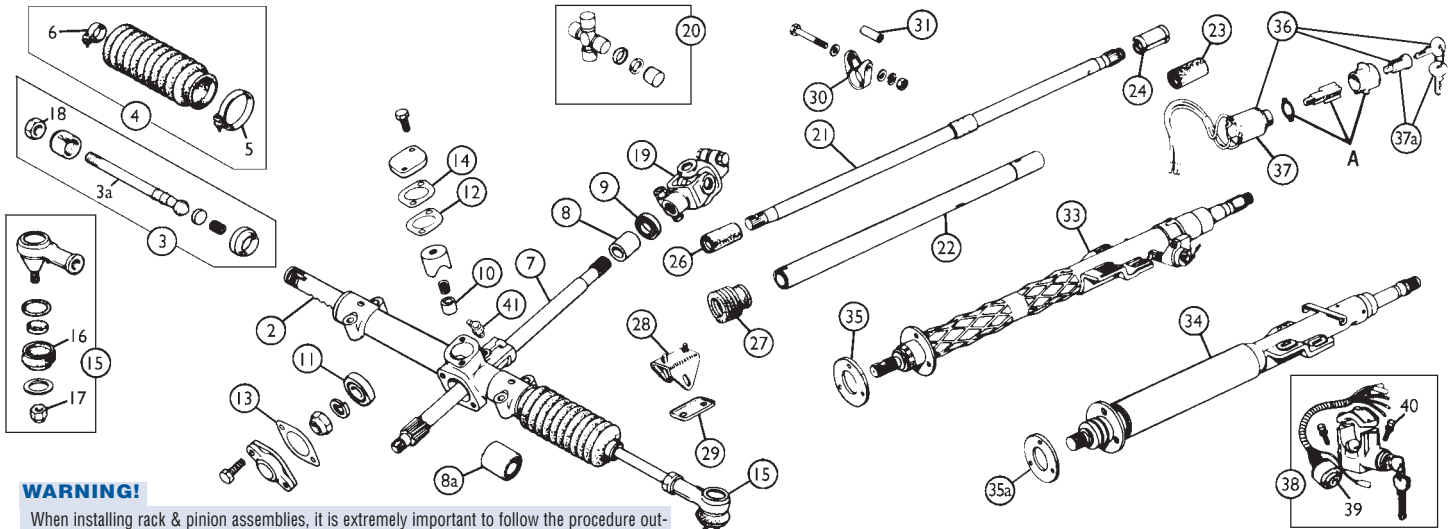
1968-'74	041-417	\$2,612.95
1975-'80	041-413	\$2,612.95



LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

Steering



WARNING!

When installing rack & pinion assemblies, it is extremely important to follow the procedure outlined in the factory workshop manual, particularly in regard to the alignment of the pinion shaft. Failure to do so can result in pinion shaft breakage and, consequently, total steering failure.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-620	\$199.95	RACK & PINION ASSEMBLY (chrome bumpered cars)	RD to (c)360300 GT to (c)361000	1
	453-625	\$199.95	RACK & PINION ASSEMBLY (rubber bumpered cars)	RD from (c)360301 GT from (c)361001	1

Rack & Pinion assemblies do not include oil - you must add that after installation. These steering racks do not include outer tie rod ends, #15. These quality units are an excellent value, comparing very favorably to the cost of rebuilding a typically worn original unit.

2	263-340	NA	STEERING RACK		1
3	260-520	NA	TIE ROD ASS'Y. KIT, steering rack		2
3a	263-360	\$42.95	TIE ROD		2
4	263-385	NA	RACK SEAL & CLAMP SET, original brand		1
	263-380	\$16.95	RACK SEAL & CLAMP SET, replacement		1
	263-280	\$10.95	RACK SEAL, replacement		2
5	262-180	\$2.00	CLAMP, rack seal, large		2
6	326-325	\$1.05	CLAMP, rack seal, small		2

Original brand steering rack seals are very expensive, but are offered for those who insist on genuine parts and/or who may have had problems with substandard replacement seals. We make every possible effort to ensure that the quality of our replacement rack seals and all other perishable rubber products meet the strictest possible standards.

7	263-350	NA	STEERING PINION (chrome bumpered cars)	RD to (c)360300 GT to (c)361000	1
	263-355	NA	STEERING PINION (rubber bumpered cars)	RD to (c)360301 GT from (c)361001	1

8	260-300	NA	BUSH, pinion		1
8a	260-360	\$40.95	BUSH, steering rack		1
9a	262-035	\$4.55	OIL SEAL, pinion		1
10	262-190	\$17.95	DAMPER PAD		1
11	125-010	\$42.95	BEARING, pinion		1
12	263-810	NA	SHIM, .0024"	A/R	
	263-815	\$4.95	SHIM, .005"	A/R	
	263-820	NA	SHIM, .010"	A/R	
13	263-800	\$1.85	GASKET, end cover		1
14	263-805	\$2.75	GASKET, top cover		1
15	263-390	\$19.95	TIE ROD END, pair (not incl. with steering rack assy's.)		1
16	263-400	\$2.25	BOOT, tie rod end		2
17	021-634	\$0.80	NUT		2
18	310-810	\$2.50	LOCKNUT		2

19	263-090	\$85.95	U-JOINT ASS'Y., replacement (chrome bumpered cars)	RD to (c)360300 GT to (c)361000	1
	263-095	\$46.95	U-JOINT ASS'Y. (rubber bumpered cars)	RD from (c)360301 on GT from (c)361001 on	1

20	263-265	\$26.95	U-JOINT, Hardy-Spicer (OEM)	RD to 360300	1
	263-260	\$9.45	U-JOINT, aftermarket (chrome bumpered cars)	GT to 361000	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
21	453-550	NA	INNER COLUMN		1
22	453-560	NA	OUTER COLUMN		1
23		NA	BUSH (not avail.-use #24)		1
24	263-410	\$4.55	BEARING, upper, nylon		1
26	263-420	\$6.55	BEARING, lower	RD to (c)138401	1
27	280-880	\$8.30	DRAFT EXCLUDER	GT to (c)139472	1
28	263-530	NA	BRACKET, lower column	1962 - '67	1
29	263-540	\$3.85	BLANKING PLATE		1
30	263-120	\$17.95	CLAMP		2
31	263-300	\$3.75	DISTANCE PIECE		2

33	263-550	NA	STEERING COLUMN, complete	RD from (c)138401 to 187210 GT from (c)139472 to 187840	1
	263-560	NA	STEERING COLUMN, complete	RD from (c)187211 to 360300 GT from (c)187841 to 361000	1

	263-570	\$329.95	STEERING COLUMN, complete	RD from (c)360301 to 410000 GT from (c)361001 on	1
--	---------	----------	---------------------------	---	---

34	263-580	\$199.95	STEERING COLUMN, complete	RD from (c)410000 on	1
----	---------	----------	---------------------------	----------------------	---

35	263-590	\$2.15	SEAL, column to toe board	RD from (c)138801 to 410000 GT from (c)139284 on	1
----	---------	--------	---------------------------	---	---

35a	263-595	NA	SEAL, column to toe board	RD from (c)410001 on	
-----	---------	----	---------------------------	----------------------	--

36	263-600*	NA	IGNITION SWITCH ASS'Y.	RD from (c)138401 to 187210	1
37	141-220*	\$16.95	IGNITION SWITCH	GT from (c)139472 to 187840	1
37a	163-500*	\$13.95	LOCK BARREL w/ 2 keys	1968-'69	1

*U.S.-spec column mounted ignition switches are locking-type. Ignition switch #141-220 is similar to the original, but has spade terminals in place of the wires of the original switches. To use this replacement switch, three wires approximately 14" long must be attached to the switch with female Lucar connectors (#161-520). To connect the other ends of these wires to your harness, use wire tips, #162-200 and connectors, #162-000. Parts marked "A" in the illustration are no longer available and must be re-used from your old switch assembly.

38	263-610†	\$139.95	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
39	263-670•	NA	IGNITION SWITCH	1970 - '72	1

	263-640†§	\$167.95	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)294251 to 328100 GT from (c)296001 to 328800	1
			IGNITION SWITCH	1973	1

	263-640†	\$167.95	STEERING LOCK & SWITCH ASSEMBLY	RD from (c)328101, 1974 on	1
	263-690§	\$76.95	IGNITION SWITCH	GT from (c)328801	1

40	263-700	\$2.95	SHEAR BOLT, '70 on	RD from (c)187211 on GT from (c)187841 on	2
----	---------	--------	--------------------	--	---

41	021-722	\$0.85	OIL FITTING		1
----	---------	--------	-------------	--	---

† Note: Locks are supplied with two keys.

• This switch fits only its respective replacement assembly.

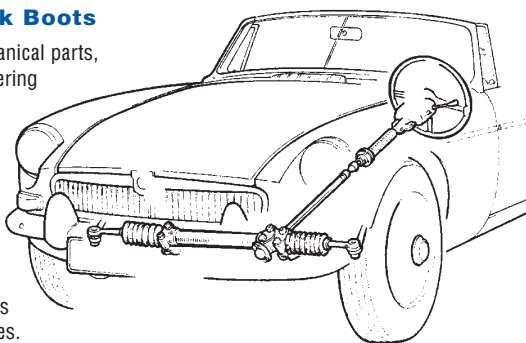
§ Wiring on switch has a moulded plug which must be removed and replaced with bullet connectors, part #162-200 (6 required).

moos

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS

Steering Rack Boots

Like so many mechanical parts, rack-and-pinion steering requires two things to work efficiently: the presence of oil and the absence of water and dirt. Given these two conditions, a steering assembly should last hundreds of thousands of miles.



However, periodic attention is necessary to a very vital part of the steering: the rack boots (or seals, or bellows, or gaiters, or whatever you call those collapsible rubber things on each end of the rack). If these are split and leaking oil, the life of the rack-and-pinion is diminished every time you drive the car, especially if you drive on wet or dusty roads.

While the boots themselves are relatively inexpensive, many owners put off replacing the bad ones because a) it is a dirty job, and b) they know it will upset their steering alignment. The simple answers to these objections are a) but someone has to do it, and b) not necessarily. If your alignment is correct and your steering wheel is centered (see tech tip in the next column on this page), following the procedure outlined below will get you your new boots fitted without the need for realignment.

1. Jack up the front of the car and position two jack stands under the chassis.
2. Center the steering wheel in the dead ahead position.
3. Place a strip of masking tape on the front of each tire's tread. Mark each piece of tape and measure exactly between the marks. Write down the measurement.
4. Remove one wheel.
5. Loosen the tie rod lock nut.
6. Remove the nut holding the tie rod end to the steering arm.
7. Use a tie rod end separator or a "tuning fork" (aka. "pickle fork") to separate the tie rod end from the steering arm. If using a "tuning fork", try not to rip the rubber boot nor scar the steering arm. Alternatively, hold a heavy (2 - 3 lb.) hammer or similar hard heavy object against one side of the "ring" end of the steering arm where the tie rod end is mounted, and sharply strike the opposite side with a lighter hammer. The tie rod end should then pop out of its tapered seat in the steering arm. (Tie rod end service tools are available at most automotive parts suppliers and tool suppliers.)
8. Unscrew the tie rod end, noting exactly how many turns it takes to get it off, then unscrew the lock nut. (An error of less than 1/2 turn will upset the alignment.)
9. Undo the clamps on the old boot, remove the boot.
10. Clean off all the dirt and old oil or grease.
11. Install the new boot; don't tighten the small clamp yet.
12. Replace the lock nut on the tie rod, then screw the tie rod end back the number of turns it took to get it off.
13. Reassemble the tie rod end to the steering arm.
14. Replace the wheel.
15. Check that the steering wheel is still centered exactly as it was when you started.
16. Measure between the tape marks. Adjust the tie rod in or out of the end until the measurement is exactly what you started with.
17. Tighten the tie rod lock nut, then the small boot clamp.
18. Repeat for the other side.
19. Fill the steering rack with SAE 90. gear oil, as per your shop manual. Using grease will not do!



Alignment Gauge

Setting toe-in yourself used to be a huge hassle, but one which needs doing. Every time you work on your car's front end, the toe should be checked and adjusted. With this inexpensive but accurate gauge, simply take a measurement at the back of the front tires, measure at the front, and read the difference on the large scale. Adjust your tie-rods by the indicated amount, and check by re-measuring. It's that easy! This handy alignment gauge will pay for itself the first time you use it. **387-085 \$42.95**

Centering Your Steering Wheel

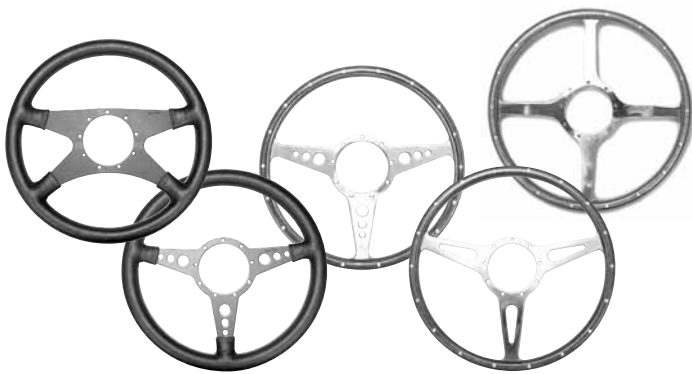
If your steering wheel is not perfectly centered, you can correct it without too much effort. First, you need to make sure all your tire pressures are set correctly, then find a wide, flat, traffic-free area (such as a deserted parking lot). When you drive "hands-off", the front wheels will assume their most centered position because of the caster that is built into the steering. On a cambered road, there will be a slight pull from the road's camber, so you need a flat road for best results.

When you have determined the exact position of the steering wheel with the car going straight ahead, you can begin the centering procedure. If it is more than an inch or so off at the rim, start by checking whether your wheel is mounted on splines or a type with keyway. If it has splines, try getting it closer to center by moving it on the splines. If it is the keyway type, check whether any of the other connections in the steering column can be repositioned to center the wheel better.

Final centering can now be done by adjusting the lengths of the tie rods. If the wheel is off to the right, you can move it counterclockwise by shortening the left tie rod and lengthening the right one. If it is off to the left, shorten the right tie rod and lengthen the left one. Count the number of turns so that you move each tie rod the same amount, to preserve your toe-in setting. Small increments move the steering wheel rim a surprising amount, so make your adjustments little by little. Drive the car after each adjustment to see where the wheel now centers itself. When it is dead-center, make sure you remember to tighten the lock nuts on the tie-rods.

If your toe-in is correct before you start the centering procedure, you can save having to readjust it by placing two pieces of tape on the front tire treads and measuring the distance across them before you start loosening the tie rods. As you do your centering adjustments, make sure the distance between the tapes remains exactly the same.

Steering Wheels



Accessory Steering Wheels

Hand crafted steering wheels employ the finest bicolored wood laminations or leather over aircraft quality aluminum frames. Personalize your car with these classic steering wheels. Simply choose the wheel you want and, then order the correct hub for your car.

Wood Rim Steering Wheels

489-070	\$219.95	14" with 3 Drilled Matte Spokes
489-060	\$219.95	15" with 3 Drilled Matte Spokes
489-080	\$219.95	15" with 3 Slotted Matte Spokes
454-245	\$379.95	15" with 4 Solid Polished Spokes

Leather Rim Steering Wheels

489-040	\$199.95	14" with 3 Drilled Black Spokes
489-030	\$199.95	14" with 3 Drilled Matte Spokes
905-700	NA	14" with 4 Solid Black Spokes
489-010	\$199.95	15" with 3 Drilled Black Spokes
489-050	\$199.95	15" with 3 Slotted Black Spokes

Adaptor Hubs with Emblems (pictured in the color accessory section)

454-365	\$94.95	MGB 1962-'67 - with 28mm plastic emblem
454-366	\$96.95	MGB 1962-'67 - with 46mm enamelled emblem
905-470	\$94.95	MGB 1968-'69 - with 28mm plastic emblem
905-468	NA	MGB 1968-'69 - with 46mm enamelled emblem
905-475	\$94.95	MGB 1970 - with 28mm plastic emblem
905-476	NA	MGB 1970 - with 46mm enamelled emblem
905-480	\$94.95	MGB 1971-'76 - with 28mm plastic emblem
905-482	\$96.95	MGB 1971-'76 - with 46mm enamelled emblem
905-485	\$94.95	MGB 1977-'80 - with 28mm plastic emblem
905-486	\$96.95	MGB 1977-'80 - with 46mm enamelled emblem



MGB Wood Rim Steering Wheel

Styled like the original, but crafted in rich solid wood with beautifully chromed spokes. The beefy rim is in keeping with modern trends for comfort on long trips. Installs in minutes. Includes hub and centerpiece.

Fits .		
263-728	\$231.95	1970 -'76
263-758	\$242.95	1977-'80



MGB Limited Edition Wheel

Excellent reproduction of the hand-stitched padded leather wheel originally fitted to the '79-'80 Limited Edition MGB. Use your original "LE" hub or the reproduction assembly. (The "conversion kit" allows you to fit the LE wheel to 1970-'76 MGBs, something you can't do with an original LE hub.) Surround, motif, and hub are included.

LE Wheel only 263-740 \$197.95

LE Wheel Assembly (wheel, hub, centerpiece) 1977-80
263-748 \$214.95

LE Wheel Conversion Kit for 1970-'76
263-738 \$209.95



Classic Steering Wheel

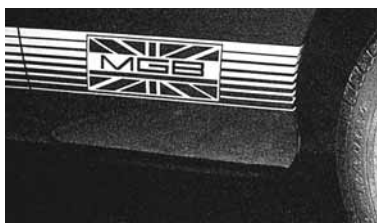
A slightly thicker rim than our other classic wooden wheels for a more positive grip (aprox. 28mm or 1.1" in diameter). It also features non-glare matte finished spokes and rich solid Mahogany wood. This wheel will fit any of our classic steering wheel Adaptor Hubs listed to the left on this page.

489-090 \$219.95

Steering Wheel Nut Socket

Fits 1962-67 MGBs.

384-906 \$17.95



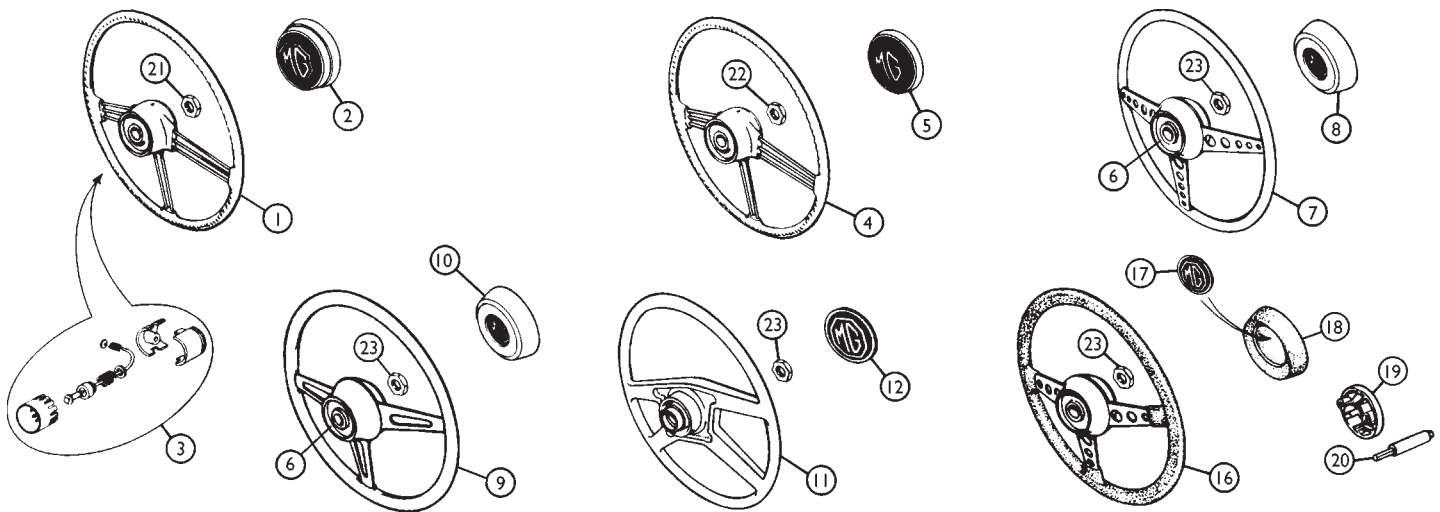
The MGB LE Collection

453-775	\$9.30	Aluminum "Limited Edition" Dash Plaque
263-748	\$214.95	LE steering wheel ass'y. (Fits all 1977-80 MGB) See above for details.
263-738	\$209.95	LE steering wheel conversion ass'y. (Fits all 1970-76 MGB) See above for details.
215-730	\$49.95	Body side Strip Kit
475-180	\$144.95	Front Air Dam
462-750	NA	Alloy road Wheel
408-280	\$7.50	Medallion for Road Wheel
462-760	\$2.95	Spring Clip for road wheel medallion
264-990	\$5.65	Black "LE" Lugnut
229-905	\$8.50	"LE" Keyfob
229-740	\$8.95	"LE" Front License Plate
219-815	\$15.95	"LE" Hat, Black & Silver



MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

Steering Wheels



MGB

No.	Part No.	Price (each)	Description	Application	Qty. Req.
<p>MGBs in wet climates often suffer stiff steering because the kingpins lack lubrication. With the front end jacked up, you should be able to easily spin the steering wheel from lock to lock by pushing and pulling the road wheel from side to side. If your steering moves stiffly, lube the upper and lower king pin bushings while working the wheel from lock to lock. If it does not free up, a king pin overhaul is in order.</p>					
1	454-340	\$230.95	STEERING WHEEL 1962 - '67	RD to (c)138400 GT to (c)139283	1
2	408-220	\$65.95	HORN PUSH/CENTERPIECE ASS'Y.	RD to (c)138400 GT to (c)139471	1
3	263-745	\$16.95	SLIP RING & HORN CONTACT 1962 - '67	RD to (c)138400 GT to (c)139471	1
4	263-840	\$252.95	STEERING WHEEL	RD from (c)138401 to 187210	1
5	408-225	\$36.95	MOTIF	GT from (c)139473 to 187840	1
	263-200	\$0.45	CLIP, for motif	1968 - '69	3

Centering Your Steering Wheel

If your steering wheel is not perfectly centered, you can correct it without too much effort. First, you need to make sure all your tire pressures are set correctly, then find a wide, flat, traffic-free area (such as a deserted parking lot). When you drive "hands-off", the front wheels will assume their most centered position because of the caster that is built into the steering. On a cambered road, there will be a slight pull from the road's camber, so you need a flat road for best results.

When you have determined the exact position of the steering wheel with the car going straight ahead, you can begin the centering procedure. If it is more than an inch or so off at the rim, start by checking whether your wheel is mounted on splines or a type with keyway. If it has splines, try getting it closer to center by moving it on the splines. If it is the keyway type, check whether any of the other connections in the steering column can be repositioned to center the wheel better.

Final centering can now be done by adjusting the lengths of the tie rods. If the wheel is off to the right, you can move it counterclockwise by shortening the left tie rod and lengthening the right one. If it is off to the left, shorten the right tie rod and lengthen the left one. Count the number of turns so that you move each tie rod the same amount, to preserve your toe-in setting. Small increments move the steering wheel rim a surprising amount, so make your adjustments little by little. Drive the car after each adjustment to see where the wheel now centers itself. When it is dead-center, make sure you remember to tighten the lock nuts on the tie-rods.

If your toe-in is correct before you start the centering procedure, you can save having to readjust it by placing two pieces of tape on the front tire treads and measuring the distance across them before you start loosening the tie rods. As you do your centering adjustments, make sure the distance between the tapes remains exactly the same.

6	263-707	\$31.95	HUB, steering wheel	1970-76	1
7	263-710	NA	STEERING WHEEL	RD from (c)187211 to 294250 GT from (c)187841 to 29600	1

8		NA	MOTIF, 1970 (use 408-275 as repl.)	RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
	408-275	\$40.95	HORN PUSH/CENTERPIECE ASS'Y., 1971 - '76	RD from (c)219001 to 410000 GT from (c)219001 on	1
9	263-720	NA	STEERING WHEEL 1973 - '76	RD from (c)294251 to 410000 GT from (c)296000 on	1
10	408-275	\$40.95	HORN PUSH/CENTERPIECE ASS'Y., 1972 - '76	RD from (c)258001 to 410000 GT from (c)258001 on	1
11	263-730	NA	STEERING WHEEL, 1977 on	Standard Edition, RD from (c)410001 on	1
12		NA	MOTIF, 1977 (use 408-280)	RD from (c)410001 to 447000	1
	408-280	\$7.50	MOTIF, 1978 - '80	RD from (c)447001 on	1
16	263-748	\$214.95	"L.E." STEERING WHEEL ASS'Y.	Limited Edition, RD from (c)410001 on 1977-80	1
	263-740	\$197.95	"L.E." STEERING WHEEL		1
	263-717	\$28.60	HUB, "L.E." steering wheel		1
	408-280	\$7.50	MOTIF		1
18	408-290	\$21.95	BOSS, for motif		1
19	263-755	\$29.95	SLIP RING, horn	RD/GT from (c)219001	1
20	263-750	\$12.95	BRUSH, horn	to 410000, 1971 - '76	1
21	263-080	\$4.95	NUT, steering wheel, 1962 - '67	RD to (c)138400, GT to (c)139471	1
22	263-085	\$10.85	NUT, steering wheel 1968 - '69	RD from (c)138401 to 187210 GT from (c)139472 to 187840	1
23	263-785	\$2.25	NUT, steering wheel 1970 - '80	RD from (c)187211-on GT from (c)187841-on	1

Gift Certificates

Don't know what to give that special British sports car lover in your life? How about a Gift Certificate from their favorite parts supplier? Moss gift certificates are available in any amount you choose, and are easily redeemed by simply mailing them back to us.

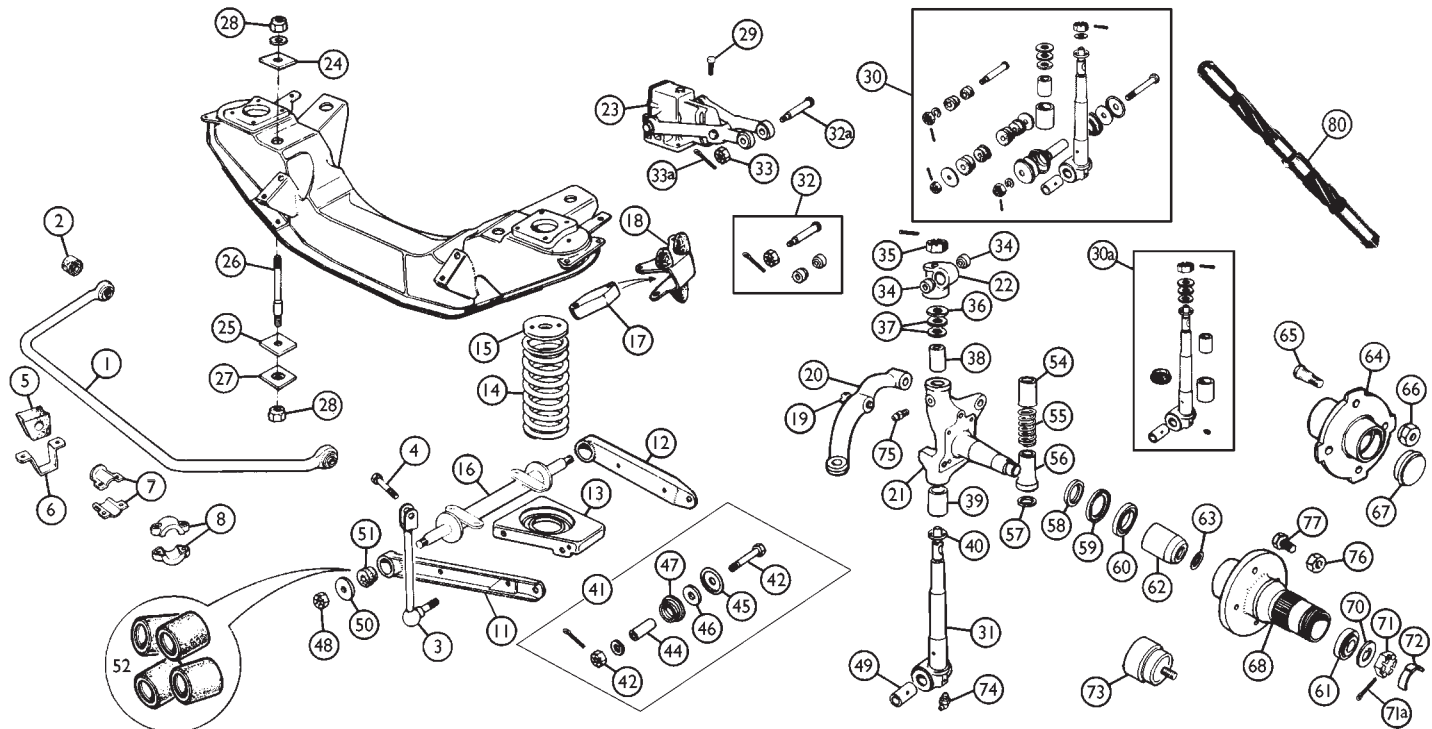
(Sports Car Owners: Why not give several to yourself as a "savings account" for that long term restoration you have planned?) Contact your Moss Motors Sales Advisor for details.



LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

Front Suspension



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	NA		SWAY BAR (9/16"), w/bushes	RD to (c)360300, '62-'74 1/2	1
	454-965	\$66.95	SWAY BAR (5/8"), w/bushes	RD from (c)410001 on, all GT	1
2	280-910	\$4.95	BUSH, sway bar		2
3	264-840	\$29.95	LINK, R/H, sway bar		1
	264-830	\$29.95	LINK, L/H, sway bar		1
4	322-110	\$1.00	BOLT, sway bar to link		2
	311-305	NA	NUT for bolt		2
5	280-920	\$1.95	RUBBER MOUNT (9/16")	RD to (c)360300 '62-'74 1/2	2
	021-767	\$1.95	RUBBER MOUNT (5/8")	RD from (c)360301 on, all GT	2
	280-915	\$2.40	RUBBER MOUNT, for 3/4" competition bars		2
6	263-430	\$1.95	BRACKET, rubber mount		2
7	263-778	\$4.40	LOCATOR PAIR w/hardware	RD to (c)360300 '62-'74 1/2	2
8	267-958	\$24.95	LOCATOR PAIR w/hardware	RD from (c)360301 on, all GT	2
11	264-035	\$17.50	WISHBONE ARM, R/H front	} with sway bar fitted	1
	264-030	\$17.50	WISHBONE ARM, L/H front		1
12	264-020	\$16.95	WISHBONE ARM, R/H & L/H, rear		2
	264-020	\$16.95	WISHBONE ARM, all positions	sway bar not fitted	4
13	264-280	\$49.95	SPRING PAN		2
14	264-375	\$33.95	COIL SPRING	RD to (c)293445	2
	264-380	\$33.95	COIL SPRING	RD from (c)293446 on	2
	264-390	\$33.95	COIL SPRING	GT to 361000	2
	264-380	\$33.95	COIL SPRING	GT from (c)361001 on	2
15	263-450	\$20.95	SPIGOT, spring locating		2
16	264-270	\$94.95	PIVOT, wishbone		2
17	264-060	\$6.35	DISTANCE PIECE		2
18	266-550	\$12.95	BUFFER, rebound		2
19	322-445	\$7.85	BOLT, steering lever		4
20	264-460	NA	STEERING LEVER, R/H		1
	264-470	NA	STEERING LEVER, L/H		1
21	264-430	\$217.95	SWIVEL AXLE, R/H, w/bushes fitted		1
	264-440	\$217.95	SWIVEL AXLE, L/H, w/bushes fitted		1
22	264-450	NA	TRUNNION, suspension link		2
23	264-360	\$246.95	SHOCK ABSORBER, new		2
	264-361	\$277.95	SHOCK ABSORBER, UPRATED, new		2
	264-365	\$99.95	SHOCK ABSORBER, rebuilt		2
		\$50.00	CORE CHARGE FOR 264-365 SHOCK ABSORBER		
24	264-900	\$1.95	MOUNTING PAD, upper (with lip)	all	4
25	264-905	\$1.95	MOUNTING PAD, lower	to 1974 1/2	4
	264-900	\$1.95	MOUNTING PAD, lower front	} 1974 1/2 - '80	2
	264-905	\$1.95	MOUNTING PAD, lower rear		2
26	264-910	\$11.95	BOLT, cross-member	ft. & rear '62-'74, rear '74 1/2-'80	4/2
	264-945	\$12.50	BOLT, cross-member, front	1974 1/2 - '80	2
27	264-915	\$1.95	PLATE		4
28	310-400	\$0.80	NUT, cross-member bolt		8

No.	Part No.	Price (each)	Description	Application	Qty. Req.
29	320-125	\$1.10	BOLT, shock absorber	chrome bumper cars	8
	320-115	\$0.95	BOLT, shock absorber	rubber bumper cars	8
30	264-408	\$162.95	MAJOR SUSPENSION KIT, as illustrated. Includes all items marked * as listed below. (1 kit does both sides)		1
30a	264-418	\$103.95	KING PIN SET, as illus. Incl. items marked † below.		1
31	*†	NA	KING PIN		2
32	031-390*	\$16.95	FULCRUM PIN & BUSH KIT (for one side)		2
32a	263-440*	\$4.80	FULCRUM PIN		2
33	310-330*	\$1.30	NUT, slotted		2
33a	325-330	\$0.25	COTTER PIN		2
34	282-310*	NA	BUSH, fulcrum pin		4
35	264-960*†	\$3.45	NUT		2
36	264-920*†	\$4.20	THRUST WASHER		2
37	264-925*†	\$2.55	ADJUSTMENT WASHER, .052 - .057"		A/R
	264-930*†	\$1.95	ADJUSTMENT WASHER, .058 - .063"		A/R
	264-935*†	\$2.95	ADJUSTMENT WASHER, .064 - .069"		A/R
38	330-400*†	\$3.85	BUSH, upper	} Must be reamed.	2
39	330-410*†	\$9.95	BUSH, lower		2
40	264-940*†	\$0.75	SEALING RING	} See pg. 47 for reamer	2
41	263-455*	\$15.95	LOWER TRUNNION KIT		2
42	321-558*	\$6.80	BOLT & NUT	(for one side)	2
44	264-070*	\$2.95	DISTANCE TUBE		2
45	264-010*	NA	SEAL SUPPORT		4
46	324-510*	\$0.95	THRUST WASHER		4
47	280-580*†	\$0.95	SEAL		4
48	310-410*	\$1.20	NUT		4
49	330-140*†	\$7.30	BUSH, lower pin	Must be reamed.	2
50	264-510*	\$0.95	RETAINING WASHER		4
51	281-398*	\$9.85	BUSHING SET, 8 rubber bushes		1
52	280-498	\$14.95	BUSHING SET, MGB-GT V-8 (see facing page for details.)	replaces 281-398	1
	263-428	\$14.95	DUST TUBE KIT		2
54	263-460	\$7.80	TUBE, dust excluder, top		2
55	031-276	\$0.95	SPRING, dust excluder		2
56	263-465	\$6.85	TUBE, dust excluder, bottom		2
57	264-975	\$0.95	SEALING RING		2
58	264-950	\$25.95	COLLAR, oil seal		2
	125-840	\$32.95	BEARING KIT		2
59	120-610	\$2.95	OIL SEAL, hub		2
60	126-000	\$9.65	BEARING, inner hub		2
61	126-100	\$7.95	BEARING, outer hub		2
62	264-620	\$14.95	SPACER, bearing		2
63	263-500	\$0.95	SHIM, front hub .003"		A/R
	263-510	\$0.95	SHIM, front hub .005"		A/R
	263-520	\$0.95	SHIM, front hub .010"		A/R
	263-525	\$0.95	SHIM, front hub .030"		A/R

moos

MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

No.	Part No.	Price (each)	Description	Application	Qty. Req.
64	264-480	NA	HUB ASSEMBLY, disc wheel		2
65	264-490	\$3.40	STUD, disc wheel		8
66	264-500	\$1.95	NUT, wheel stud	standard disc wheel	8
	264-980	\$2.50	NUT, wheel stud, chrome	Rostyle wheel	8
	264-990	\$5.65	NUT, wheel stud, black	"Limited Edition" wheel	8
67	264-515	\$10.95	CAP, grease retaining		2
68	264-850	\$157.95	HUB, R/H, wire wheel	} RD to (c)30850 fine thread (12 t.p.i.)	1
	264-860	\$157.95	HUB, L/H, wire wheel		1
	264-870	\$157.95	HUB, R/H, wire wheel	} RD from (c)30851, all GT coarse thread (8 t.p.i.)	1
	264-880	\$157.95	HUB, L/H, wire wheel		1
70	264-955	\$1.45	WASHER, bearing retaining		2
71	310-820	\$4.35	NUT, bearing retaining		2
71a	325-442	\$0.69	COTTER PIN		2
72	264-410	\$9.85	CUP, grease retaining, wire wheel	RD to (c)30850	2
73	662-030	\$6.80	CUP, grease retaining, wire wheel	RD from (c)30851, all GT	2
74	328-505*†	\$0.95	GREASE NIPPLE, angled		2
75	328-530*†	\$1.05	GREASE NIPPLE, straight		4
76	310-075	\$0.40	NUT, rotor to hub		8
77	320-115	\$0.95	BOLT, rotor to hub		8
80	386-370	\$302.95	REAMER, kingpin bushes		1

MGB GT V-8 A-Arm Bushings

Originally supplied by the factory for the MGB GT V-8, these steel/rubber combination bushes positively locate your front suspension's lower a-arms. Set of four bushes replace the eight rubber ones which deteriorate so quickly. Instructions included. (1 set required per car.) **280-498 \$14.95**



* See "Performance" section in the color section at the front of this catalog for more uprated bushings and bushing sets. *

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.)

Trunnion to Shock Bush (4 required) **282-315 \$4.95 ea.**
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.**



Performance Front Springs

They're easy to replace and should be checked during any rebuild. Springs will fit all years but take note of the suggested applications for best results. Stock front spring rate is approximately 480lbs. per inch, depending on model and year. Unless you want your car to look and handle strangely, springs should be chosen to lower both the front and the rear by the same amount. **Sold individually.**

480 lb. Rate Coil Spring **264-385 \$42.95**
Fits rubber-bumpered roadsters and lowers car approximately 1".

550 lb. Rate Coil Spring **264-395 \$50.95**
Lowers chrome-bumpered cars 1", rubber-bumper cars 2", and GT approx. 3/4".

660 lb. Rate Coil Spring **264-335 \$117.95**
This full race spring lowers cars about 2"s from stock. Not recommended for street use or on rubber-bumpered cars.



Front Suspension

Sway Bars



Front sway bars are a major influence in how your MGB handles. 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 again allow understeer to develop, 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	% increase
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 front sway bars on cars to which sway bars were not originally fitted. 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**

Solid Sway Bar Mounts

These competition-designed machined aluminum mounts are great for road use as well. Some increase in road noise can be expected. Due to the positioning of the tapped holes, some adaption may be required to obtain correct alignment of the mounting bolts. Sold as a pair.

For 7/8" Sway Bars **263-445 \$76.95**
For 3/4" Sway Bars **263-435 \$80.95**



Negative Camber Wishbone Arm Set

Fitting these longer wishbone arms produces negative camber in the front suspension, improving turn-in for quicker, safer cornering; highly recommended for all road cars, and essential for competition cars. Once these are installed, toe must be adjusted to 1/16" to 1/32" toe-in.

264-038 \$99.95



Kingpin Reamer

An original factory kingpin reaming tool ensures that swivel pin bushes are perfectly aligned. This is a great addition to any complete tool collection! Your local club should keep one handy for general club use. **386-370 \$302.95**



Heavy-Duty Shock Valves

About 25% stiffer than stock ones, these competition shock valves are just the ticket for improved road holding. Sold individually. MGB Front Shock Valve **264-345 \$30.95**
MGB Rear Shock Valve **267-975 \$27.95**

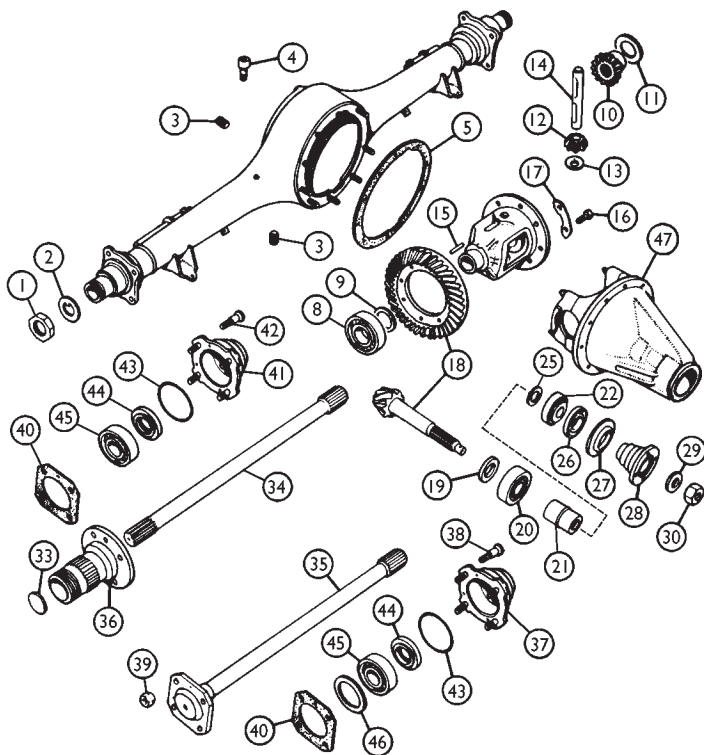


Moss Shock Absorber Fluid

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**



Early Rear Axle



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Banjo Type Axle

Prior to 1965, all roadsters were fitted with banjo type axles. From 1965 thru '67, (c)123716 thru 132922, roadsters were fitted with either banjo or tubed type rear axles. No MGB-GTs were fitted with banjo type axles.

1	267-430	\$19.95	NUT, R/H side, L/H thread		1
	267-440	\$19.95	NUT, L/H side, R/H thread		1
2	267-450	\$1.95	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 every so often. (It just unscrews from the axle housing.) If it gets clogged, pressure builds up inside the axle, causing oil to be forced past the pinion and hub seals.

5	296-200	\$0.90	GASKET		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 .003"		A/R
	267-160	NA	WASHER, bearing packing .004"		A/R
	267-170	NA	WASHER, bearing packing .006"		A/R
	267-175	NA	WASHER, bearing packing .010"		A/R
10	267-090	NA	GEAR, differential		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	PIN, pinion		1
15	267-120	NA	PEG, pinion pin		1
16	320-640	\$1.65	BOLT, crown wheel to carrier		8
17	267-220	\$3.05	TAB WASHER		4
18	267-165	NA	GEAR SET, repl. (3.909:1), standard, needs flange & nut below		1
	267-185	\$342.95	GEAR SET, repl. (4.55:1), optional, needs flange & nut below		1
	267-180	NA	GEAR SET, (4.300:1), optional,		1
	266-340	\$117.95	FLANGE for replacement gear sets above only		1
	310-575	\$3.20	NUT, pinion - for replacement gear sets above only		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

No.	Part No.	Price (each)	Description	Application	Qty. Req.
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	} wire wheel	2
34	453-350	\$235.95	AXLE SHAFT		2
35	453-395	NA	AXLE SHAFT	disc wheel	2
36	267-740	\$157.95	EXTENSION, R/H, wire wheel	} RD to (c)30850 12 t.p.i.	1
	267-750	\$157.95	EXTENSION, L/H, wire wheel		1
	267-760	\$157.95	EXTENSION, R/H, wire wheel	} RD from (c)30851 to 132922 8 t.p.i.	1
	267-770	\$157.95	EXTENSION, L/H, wire wheel		1
37	267-790	NA	HUB	} disc wheel	2
38	267-795	NA	STUD		8
39	264-500	\$1.95	NUT, wheel stud (std. wheels)		8
	264-980	\$2.50	NUT, wheel stud (Rostyle wheels)		8
40	296-100	\$1.10	GASKET	all	2
41	267-800	NA	HUB	} wire wheel	2
42	267-805	NA	STUD		8
	125-860	\$66.95	BEARING KIT		2
43	121-400	\$1.95	"O" RING		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	CASING, differential		1

To convert from disc to wire wheels, complete rear axle assemblies can be interchanged without difficulty. However, disc and wire axles (half-shafts) will not interchange. Remember that early cars had fine thread (12 t.p.i.) knock-offs, late cars were coarse (8 t.p.i.).

A common cause of oversteer is incorrect tire pressures. MGB rear tires should always be set 3 lbs. higher than the front tires, or 5 lbs. higher when traveling with a loaded trunk. Remember, never mix bias ply tires with radials.

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 pinion #28	520-500	\$33.95
for hub seal (end of axle tube)	520-520	\$34.95

Hub Nut Socket

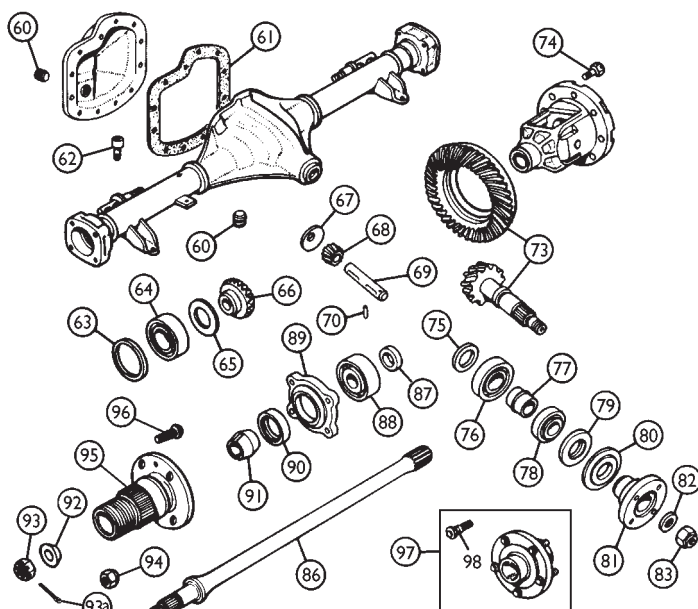
Special 8-sided 1-61/64" socket for the rear axle hub nuts of the banjo type axles. This invaluable tool is a modern and affordable replacement for the hard to find and very expensive Churchill tool #18G152. (This socket has a 3/4" square drive hole, so you will need an adaptor unless you have 3/4" drive tools.)

Fits banjo axles only!
384-905 \$49.95



moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

MGB rear axle assemblies are rugged, long-wearing units. However, with high mileage, they develop a very annoying and expensive sounding "clunk". The good news is that the clunk is usually caused by worn-out, inexpensive differential thrust washers (illus. #65 and particularly illus. #67). Replacement is fairly easy, but does require that the rear cover plate and axle half shaft be removed. If you've eliminated all other sources of rear axle clunk, i.e., loose wheels, shock absorbers, rear axle u-bolts and u-joints, this simple project will be rewarding and minimize the chance of developing serious and expensive rear axle problems.

Tubed Type Axle

From 1965 thru '67, (c)123716 thru 132922, roadsters were fitted with either banjo or tubed axles. After this, roadsters were fitted with tubed type axles. All GTs were fitted with tubed type axles.

60	319-060	\$2.95	PLUG, oil drain & fill		1
61	296-210	\$1.70	GASKET		1
62	267-040	\$3.70	BREATHER		1
63	267-810	NA	DISTANCE COLLAR .149"	A/R	
	267-815	NA	DISTANCE COLLAR .147"	A/R	
	267-820	NA	DISTANCE COLLAR .145"	A/R	
	267-825	NA	DISTANCE COLLAR .143"	A/R	
	267-830	NA	DISTANCE COLLAR .141"	A/R	
	267-835	NA	DISTANCE COLLAR .139"	A/R	
	267-840	NA	DISTANCE COLLAR .137"	A/R	
	267-845	NA	DISTANCE COLLAR .135"	A/R	
	267-850	NA	DISTANCE COLLAR .133"	A/R	
	267-855	NA	DISTANCE COLLAR .129"	A/R	
	267-860	NA	DISTANCE COLLAR .127"	A/R	
	267-865	NA	DISTANCE COLLAR .125"	A/R	
	267-870	NA	DISTANCE COLLAR .123"	A/R	
	267-875	NA	DISTANCE COLLAR .121"	A/R	
	267-880	NA	DISTANCE COLLAR .119"	A/R	
	267-885	NA	DISTANCE COLLAR .117"	A/R	
	267-890	NA	DISTANCE COLLAR .115"	A/R	
64	127-710	\$20.95	BEARING, carrier		2
65	267-140	\$3.95	THRUST WASHER, differential gear		2
66	267-095	\$226.95	GEAR, differential		2
67	267-130	\$2.95	THRUST WASHER, differential pinion		2
68	267-100	\$27.95	PINION, differential		2
69	267-115	\$34.95	PIN, pinion		1
70	267-125	\$0.55	PEG, pinion pin		1
73	267-195	NA	GEAR SET, 11/43 (3.909:1)		1
74	267-895	NA	BOLT, crown wheel to carrier		8
75	267-900	\$2.95	THRUST WASHER, pinion .222"	A/R	
	267-905	NA	THRUST WASHER, pinion .220"	A/R	
	267-910	\$9.15	THRUST WASHER, pinion .218"	A/R	
	267-915	\$2.95	THRUST WASHER, pinion .216"	A/R	
	267-920	\$17.95	THRUST WASHER, pinion .214"	A/R	
	267-925	NA	THRUST WASHER, pinion .212"	A/R	
	267-930	NA	THRUST WASHER, pinion .210"	A/R	
	267-935	\$3.65	THRUST WASHER, pinion .208"	A/R	
76	125-610	\$33.95	PINION BEARING, inner		1

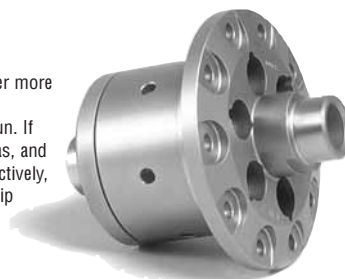
Late Rear Axle

77	125-615	\$22.45	SPACER, collapsible		1
78	125-810	\$15.95	PINION BEARING, outer		1
79	120-810	\$5.95	OIL SEAL		1
80	125-620	NA	DUST COVER		1
81	125-625	NA	FLANGE		1
82	125-630	NA	WASHER		1
83	125-635	\$3.35	NUT		1
86	453-380	\$217.95	AXLE SHAFT	disc wheel	2
	453-370	\$217.95	AXLE SHAFT	wire wheel	2
87	125-640	\$13.95	SPACER, bearing		2
88	128-000	\$39.95	BEARING, hub		2
89	125-650	NA	CAP, hub bearing		2
90	120-700	\$4.95	OIL SEAL		2
91	266-030	\$35.95	COLLAR, oil seal		2
92	125-665	\$6.45	COLLAR, axle shaft		2
93	125-670	\$6.85	NUT, axle shaft		2
93a	325-443	\$0.29	COTTER PIN		2
94	264-500	\$1.95	NUT, wheel stud	disc wheel (not Rostyle)	8
	264-980	\$2.50	NUT, wheel stud	Rostyle	8
	264-990	\$5.65	NUT, wheel stud	Limited Edition wheel	8
95	267-720	\$157.95	HUB EXTENSION, R/H	} wire wheel	1
	267-730	\$157.95	HUB EXTENSION, L/H		1
96	264-490	\$3.40	STUD		8
	310-400	\$0.80	NUT, hub extension		8
97	125-690	\$138.95	HUB	} disc wheel	2
98	125-685	\$4.55	STUD		8
	125-850	\$42.95	BEARING KIT		2
This pre-packaged kit contains bearing & oil seal for one side.					

A simple tool for removing the rear axle drain and filler plugs can be made by buying a 5/8" diameter bolt, cutting it off to leave a 3/4" long shank, then grinding or filing suitable flats to fit inside the plug. Used with a wrench, this works perfectly. To prolong the life of your rear end gears, check the oil level occasionally. (Especially if your seals are leaking!) Always use hypoid 90 gear oil.

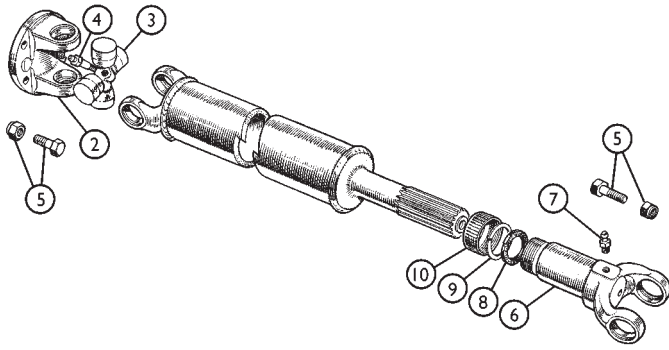
Limited Slip Differentials

Quaife gear type limited slip differentials deliver more engine power to the ground. Great for racing, autocrossing, driving in the snow or just for fun. If you've ever turned a corner, stepped on the gas, and waited while the inside rear wheel spins ineffectively, you'll appreciate the advantages of a limited slip diff. Installation requires no more work than rebuilding a standard differential. These use hypoid 90 gear oil.



267-065	MGB (banjo axle housing)	\$1,996.95
267-055	MGB/MGC (tube type axle housing)	\$2,016.95

Drive Shaft & Suspension

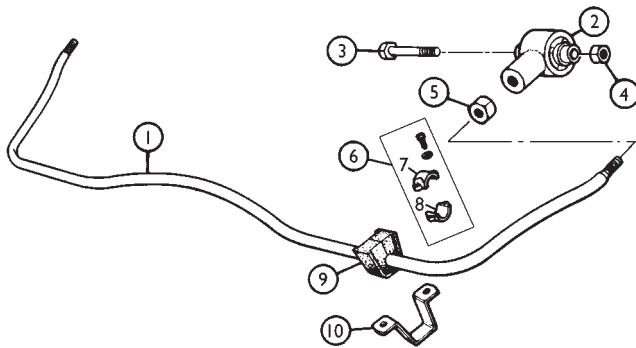


No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Drive Shaft

	268-080	\$204.95	DRIVE SHAFT ASS'Y., 30" std.	} banjo type axle	1
	268-090	\$201.95	DRIVE SHAFT ASS'Y., 31.125" O/D		1
	268-090	\$201.95	DRIVE SHAFT ASS'Y., 31.125" std.	} tubed type axle	1
	268-100	\$204.95	DRIVE SHAFT ASS'Y., 32" O/D		1
	268-090	\$201.95	DRIVE SHAFT ASS'Y., 31.125"	RD/GT from (c)138401 on	1
2	268-010	\$24.95	FLANGE, yoke		2
3	268-060	\$16.95	U-JOINT, Hardy-Spicer brand (OE)		2
4	328-540	\$1.85	GREASE FITTING		2
5	321-858	\$4.95	BOLT & NUT SET, front & rear	RD/GT to (c)138400	2
	321-848	\$10.95	BOLT & NUT SET, front	} RD/GT from (c)38401 on	1
	321-858	\$4.95	BOLT & NUT SET, rear		1
6	268-020	\$54.95	SLEEVE, yoke		1
7	328-530	\$1.05	GREASE FITTING		1
8	268-040	NA	SEAL, cork	(use new cap ass'y. #10)	1
9	268-045	NA	WASHER, steel		1
10	268-035	\$6.20	CAP (includes improved seal, does not use washer)		1

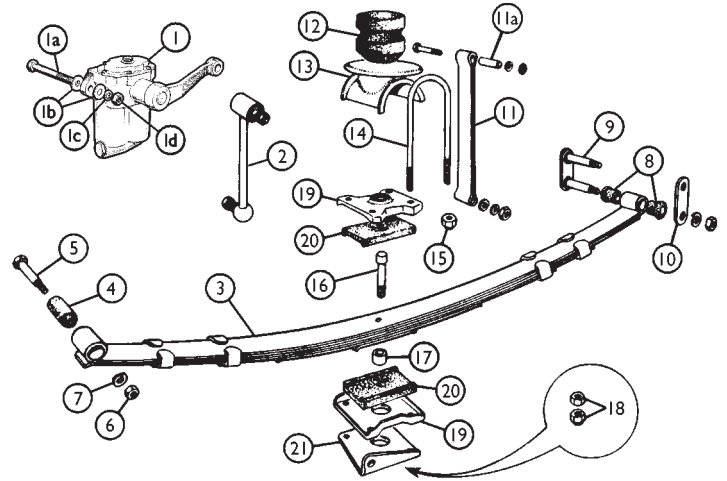
Particularly after wet weather, U-joints on MGB drive shafts tend to fail suddenly. The usual indication is a high metallic "scrunching" sound when you accelerate, often accompanied by a vibration at speed. U-joints are relatively inexpensive so, to save the hassle of frequent drive shaft removal, always replace both joints. Always remember to align the two fixed yokes on the drive shaft with each other, if they are not in the same plane, severe vibration can occur. Driveshafts usually have stamped arrows on the sleeve to indicate correct assembly. If yours does not, mark before disassembling.



Rear Sway Bar

RD from (c)410001 on - 1977 on
(not recommended for use on earlier cars)

1	267-940	NA	SWAY BAR	1
2	267-950	\$59.95	END FITTING	2
3	266-580	\$1.95	BOLT	2
4	021-634	\$0.80	NUT	2
5	310-490	\$0.75	JAM NUT	2
6	267-958	\$24.95	LOCATOR KIT (upper & lower locators & hardware)	2
7	267-955	NA	LOCATOR, upper	2
8	267-960	\$8.35	LOCATOR, lower	2
9	267-970	\$1.95	BUSHING	2
10	263-430	\$1.95	BRACKET	2



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Rear Suspension

1	267-715	\$171.95	SHOCK ABSORBER, L/H, new		1
	267-995	\$89.95	SHOCK ABSORBER, L/H, rebuilt		1
		\$50.00	CORE CHARGE FOR 267-995		
	267-705	\$171.95	SHOCK ABSORBER, R/H, new		1
	267-985	\$89.95	SHOCK ABSORBER, R/H, rebuilt		1
		\$50.00	CORE CHARGE FOR 267-985		
Upgraded shock absorbers are approximately 25% stiffer than stock units					
	267-711	\$177.95	SHOCK ABSORBER, L/H, upgraded, new		1
	267-701	\$149.95	SHOCK ABSORBER, R/H, upgraded, new		1
1a	266-582	NA	BOLT	chrome bumper cars	4
	266-582	NA	BOLT, long	} rubber bumper cars	2
	266-580	\$1.95	BOLT, short		2
1b	324-475	\$0.35	WASHER, plain		8
1c	324-250	\$0.25	LOCKWASHER		4
1d	310-800	\$0.35	NUT		4

Rear clunking noises often come from loose shock absorbers. Check them where they bolt to the chassis and at the lower plate attachment.

2	267-640	\$28.95	LINK, shock absorber (chrome bumpered cars)	} RD to (c)360300 GT to (c)361000	2
	267-645	\$30.95	LINK, shock absorber (rubber bumpered cars)		2
3	454-760	\$92.95	LEAF SPRING, 6 leaf	RD to (c)360300, to '74 1/2	2
	454-770	\$92.95	LEAF SPRING, 7 leaf	{ RD from (c)360301 to 386795 GT to (c)361000	2
	454-765	\$89.95	LEAF SPRING, 7 leaf, '74 1/2		2
	454-775	\$93.95	LEAF SPRING, 6 leaf, '76 on	RD from (c)386796 on	2
4	267-515	\$5.05	BUSH		2
5	266-580	\$1.95	BOLT		2
6	310-800	\$0.35	NUT		2
7	324-875	NA	WASHER		2
8	282-858	\$9.45	BUSH SET, 8 rubber bushes		1
	267-528	\$16.95	SHACKLE PLATE SET, with nuts & lockwashers		2
9	267-520	\$13.95	SHACKLE PLATE, w/pins		2
10	267-530	\$4.95	SHACKLE PLATE		2
11	267-565	\$7.95	REBOUND STRAP (chrome bumpered cars)	} RD to (c)360300 GT to (c)361000	2
	267-615	\$8.95	REBOUND STRAP (rubber bumpered cars)		2
11a	267-655	\$3.55	TUBE, rebound strap		2
12	266-530	\$10.95	BUMP RUBBER		2
13	266-535	\$13.95	PEDESTAL, bump rubber	banjo type axle	2
	266-540	\$8.95	PEDESTAL, bump rubber	tubed type axle	2



MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

No.	Part No.	Price (each)	Description	Application	Qty. Req.
14	266-560	\$4.50	U-BOLT	banjo type axle	4
	266-570	\$5.25	U-BOLT	{ RD tubed type all GT	4
15	310-240	\$0.75	NUT, U-bolt		8

If your MGB's rear end twitches from side to side when you accelerate or decelerate, check the U-bolts which anchor the axle to the springs. If they are loose, or if the rubber pads between the metal plates and the springs have deteriorated, the axle will move relative to the springs.

16	320-468*	\$13.95	BOLT SET (bolt, spacer & nuts)		2
17	267-585*	\$4.55	SPACER		2
18	267-608*	\$1.80	NUT & LOCKNUT SET, locating bolt		1
19	267-570	\$4.94	PLATE, spring locating	banjo type axle	4
	267-575	\$4.95	PLATE, spring locating	tubed type axle	4
20	281-598	\$7.50	PAD SET, 4 rubber pads		1
21	267-590	\$24.95	BRACKET, R/H, shock absorber	} banjo type axle	1
	267-600	\$24.95	BRACKET, L/H, shock absorber		1
	267-595	\$24.95	BRACKET, R/H, shock absorber	} tubed type axle	1
	267-605	\$29.95	BRACKET, L/H, shock absorber		1

* Included w/leaf springs.

Rear Spring Mounting Kits

Complete rear spring mounting kits include rubber spring mounting pads, shackle bushes, and U-bolts & nuts. Each kit mounts one spring - 2 required per car.

For Banjo Axles 454-927 \$22.95
For Tube-type Axles 454-937 \$25.95



Lowered Rear Springs

Significant gains in cornering ability can be achieved with lowered rear springs. Sold individually, must be used in pairs.

1 inch Lowered Rear Spring Fits 1962-74 1/2 roadsters	456-205	\$159.95
1 inch Lowered Rear Spring Fits 1974 1/2-80 roadsters	456-215	\$159.95
1 inch Lowered Rear Spring Fits GTs 1966 thru '74 1/2	456-375	\$169.95
2 inch Lowered Rear Spring Race - for GTs 1966 thru '74 1/2	456-385	\$196.95
2 1/2 inch Lowered Rear Spring Full Race - for 1962-74 1/2 roadsters	456-225	\$197.95

Rear Axle Anti-Tramp Bar Kit

Fits '65-'74 MGBs with tube-type rear axle. When power is applied suddenly, usually from a standstill, the rear leaf springs tend to wind-up into an "S" shape, which is then released in a series of "hops", commonly called "tramp". The anti-tramp bar only allows vertical movement of the axle and stops it from winding-up when under load. This allows the sharp application of power and the positive transmission of that power to the tires, then to the road. Bushed with hard rubber for road use. 454-935 \$314.95



Rear Suspension

Heavy-Duty Shock Valves

About 25% stiffer than stock ones, these competition shock valves are just the ticket for improved road holding. Sold individually.

MGB Front Shock Valve 264-345 \$30.95
MGB Rear Shock Valve 267-975 \$27.95



Rear Suspension Lowering Kits

For lowering the center of gravity on cars with stock springs only, or in race applications. Kits include spacer blocks, longer U-bolts, and all necessary hardware. These lower cars approximately 1".

Lowering Kit for Banjo Axle Cars 268-165 \$94.95
Lowering Kit for Tube Axle Cars 268-140 \$89.95

Stock spring mounting pads must be replaced with one of the following:

281-600 \$23.95 SPRING PAD SET, polyurethane (set of 4)
267-555 \$7.95 SPRING PAD, nylatron



"Prothane" Polyurethane Bushing Sets

Let your car develop all the good handling traits it should have by replacing mushy soft rubber suspension bushes with our newest and best polyurethane bushing sets. Superb engineering design details differentiate these from other polyurethane replacement bushings. While "anyone" can copy stock rubber bushes in plastic, Prothane carefully selects the appropriate density material for each particular use.

Consistency of material and stringent quality control provide effectiveness and durability. Special design features such as grooved bores in some bushings to hold a special Teflon grease make these bushing sets long-lasting and quiet (remember how some other bushes squeak?). Suspension bushing kits include a packet of this special grease.

(Number of bushes/pads in each set in brackets)

MGB Front lower control arm, inner (8)	281-400	\$26.95
MGB Front upper control arm, outer (4)	282-325	\$10.50
MGB Gearbox steady rod eye, RD thru '67 (2)	280-054	\$9.95
MGB Gearbox steady rod pads, all RD, GT '67-on (2)	282-335	\$12.95
MGB Gearbox X-member, RD '68-on, all GT (2)	280-056	\$8.95
MGB Front sway bar mount (2)	280-935	\$11.95
MGB Front X-member pads (8), chrome bumper	264-906	\$32.95
MGB Front X-member pads (8), Rubber Bumper	264-907	\$41.15
MGB Rear spring, front eye (2)	267-525	\$33.95
MGB Rear spring, rear eye/shackle (4)	282-855	\$13.95
MGB Rear spring pad (4)	281-600	\$23.95

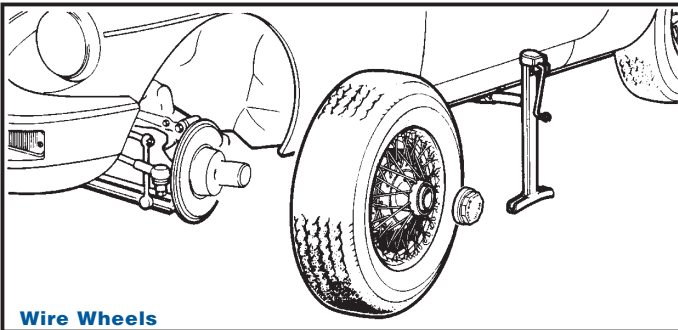
Nylatron Bushings

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.)



Trunnion to Shock Bush (4 required)	282-315	\$4.95 ea
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.

Wheels



Wire Wheels

If your car has wire wheels, remove them every three months, clean the old grease off the splines (both hub and wheel) and apply a light coat of fresh grease or vaseline. Failure to do this can result in premature wear of the splines or, worse, the wheel being stuck on the splines when you have to fix a flat on a rainy day while you are all dressed up and in a hurry to go somewhere!

To prevent the grease on your wire wheel hub splines from seeping out through the spoke holes and messing up your wheels, smear silicone sealer over the spoke heads inside the hub.



MGB Wire Wheel Conversion Kits

Disc wheel cars with tube type axles (not early banjo type!) can now be easily converted to beautiful wire wheels with one of these kits. What makes these kits different from others are the uniquely designed rear hubs which replace your original disc wheel hubs, using your original disc wheel axle shafts. Kits include the special rear hubs, front hubs (with studs, nuts, and bolts), front wheel bearings, front axle seals, octagonal safety knock-offs, knock-off wrench, front grease caps, and five beautifully plated chrome or high quality painted wire wheels.

111-418 \$2,195.95 Chromed Wheel Kit
111-428 \$1,729.95 Painted Wheel Kit



Bright Trim Rings

Dress up your factory wheels with a set of deluxe, polished stainless steel trim rings. Our trim rings install in seconds and provide an attractive accent to your rims. Sold individually.

455-370 \$14.95



Knockoff Sport Wheels

Patterned after the racing Minilite wheels of the sixties, our reproductions are beautifully made and will definitely beef up the handling and appearance of your car. You say you like wire wheels, but don't want to use them for racing. These wheels use standard wire wheel hubs and knockoffs. Oversize wheels should be used with appropriate low profile tires to maintain correct wheel diameter and speedometer calibration. Sold individually.

455-360 14" x 5.5" (stock) \$339.95
455-385 15" x 5.5" (+1) \$349.95



MG Crested Lug Nuts

Count the octagons! Several pre-war MGs sported over 30 MG octagons or octagonal shapes. With a full set of our MG crested lug nuts, you'll be up to 16 right off the bat! Fits Rostyle wheels only.

264-985 \$3.80 ea.

Bolt-On Sport Wheels

This close replica of the original Mini-lite wheel is an attractive alternative to steel wheels, and gives your British sports car a modern, aggressive look. These bolt on using existing lug nuts. Wheels are supplied with a plain cap. Self-adhesive "MG" emblems are available separately.

14" x 5.5" wheel 455-386 \$195.95
MG Emblem 455-377 \$2.75
Center Cap 455-368 \$13.95
(Center caps are included with wheels.)



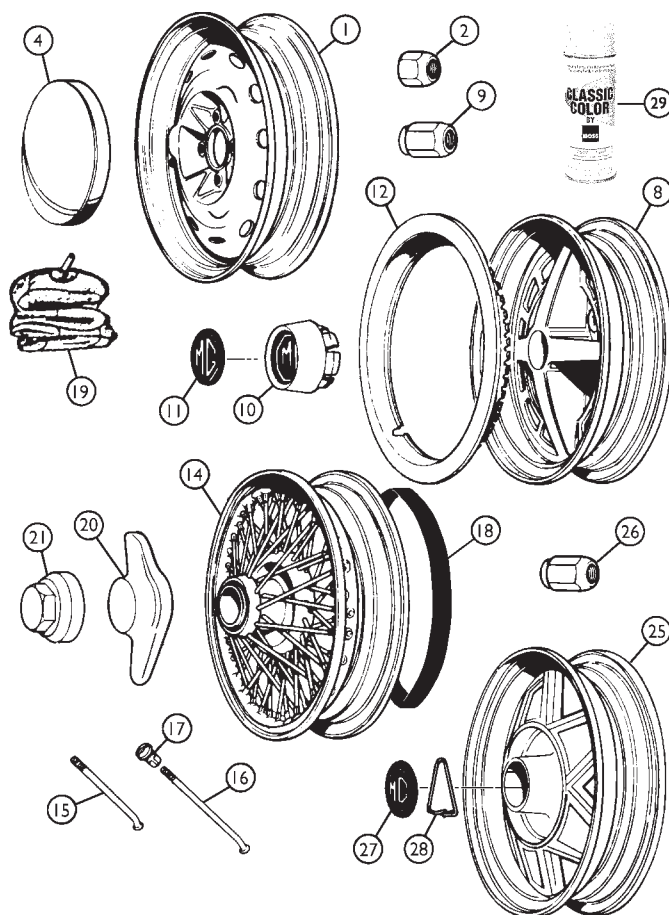
Wheel & Tire Sizes for MGB / MGC

Model	Std. Wheel Size	Std. Tire Size	Max. Tire on Std. Whl.	Alternative Wheel Size	Alternative Tire Size
MGB	4J-14	155-14	165-14	-	-
	4.5J-14	165-14	175/70-14	5.5J-14	175-14
	5J-14	165-14	185/70-14	-	-
MGB GT	4.5J-14	165-14	175/70-14	5.5J-14	185/70-14
	5J-14	165-14	185/70-14		195/70-14
MGC	5J-15	165-15		5.5J-15	
MGC GT	5J-15	165-15		5.5J-15	

MOSS

MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

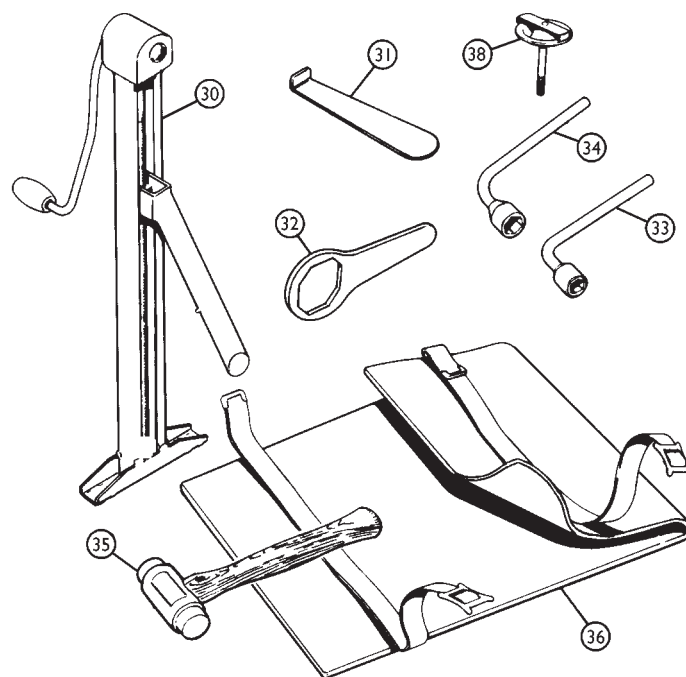
Wheels



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Wheels					
1	454-645	NA	WHEEL, disc type, 4 1/2" X 14"	} RD to (c)158230 GT to (c)158230	5
4	454-655	NA	WHEEL, disc type, 5" X 14"		5
2	264-500	\$1.95	NUT, wheel stud	} standard disc wheel	16
4	200-270	\$36.95	HUB CAP		4
8	462-700	NA	WHEEL, Rostyle, painted	RD/GT from (c)158231 on	5
9	264-980	\$2.50	NUT, wheel stud, stock type	} Rostyle wheel	16
	264-985	\$3.80	NUT, with MG crest, option		16
	264-981	\$8.55	NUT, stainless steel		16
10	462-710	\$9.95	HUB CAP		4
11	462-720	\$1.55	MOTIF, hub cap		4
12	455-370	\$14.95	TRIM RING, polished stainless steel, optional for Rostyle wheel		4
14	454-625	\$196.95	WIRE WHEEL, painted	} 60-spoke, 4.5" x 14"	5
	454-635	\$278.95	WIRE WHEEL, chromed		5
	454-815	\$266.95	WIRE WHEEL, painted	} 72-spoke, 5 1/2" x 14"	5
	454-825	\$397.95	WIRE WHEEL, chromed		5
15	200-110*	\$4.60	SPOKE, plain, short, inner	} 60-spoke wheels	40
	200-080*	\$11.95	SPOKE, chromed, short, inner		40
16	200-100*	\$5.60	SPOKE, plain, long, outer		20
	200-090*	\$8.60	SPOKE, chromed, long, outer		20
17	200-050*	\$1.05	NIPPLE, plain		60
	200-052*	\$1.80	NIPPLE, chromed		60
* Note: Quantities indicated are per wheel.					
18	452-740	\$13.95	RIM BAND, 14" wire wheels		5
19	452-735	\$21.95	INNER TUBE, 155 / 165 x 14		5
	452-745	\$23.95	INNER TUBE, 175 / 185 x 14		5
20	200-280	\$36.95	KNOCK-OFF, L/H, fine thread	} RD to (c)30850, 12 t.p.i.	2
	200-290	\$36.95	KNOCK-OFF, R/H, fine thread		2
	674-680	\$39.95	KNOCK-OFF, L/H, coarse thread	} RD from (c)30850 to 138400 GT to (c)139471, 8 t.p.i.	2
	674-670	\$39.95	KNOCK-OFF, R/H, coarse thread		2

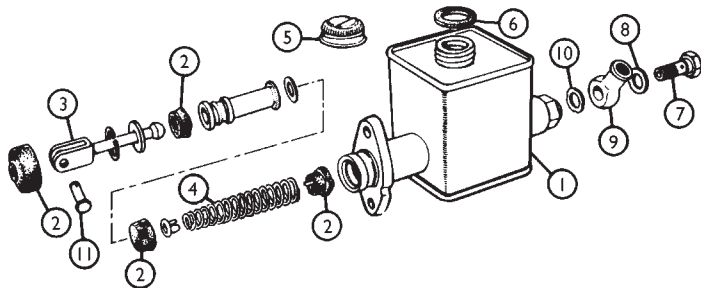
21	200-310	\$36.95	KNOCK-OFF, L/H	} RD to (c)30850 (12 tpi)	2
	200-320	\$36.95	KNOCK-OFF, R/H		2
	462-730	\$36.95	KNOCK-OFF, L/H	} RD from (c)138401 on GT from (c)139472 on (8 tpi)	2
	462-740	\$36.95	KNOCK-OFF, R/H		2
25	462-750†	NA	WHEEL, Limited Edition	} Limited Edition	5
26	264-990	\$5.65	NUT, wheel stud		16
27	408-280	\$7.50	MOTIF, road wheel		5
28	462-760	\$2.95	SPRING CLIP, motif retaining		5
29	220-560	\$14.95	SPRAY PAINT, wheel, silver		A/R

† Will fit all disc wheel applications. Do not use this wheel without nut #264-990, or damage to the wheel will result.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
30	386-920	\$169.95	JACK		1
31	386-080	\$7.25	HUB CAP REMOVER	standard disc wheels	1
32	386-030	\$9.55	SPANNER	octagonal knock-off	1
33	386-040	NA	LUG WRENCH, 7/8"	standard disc wheels	1
34	386-060	\$14.95	LUG WRENCH, 13/16"	Rostyle wheels	1
	386-070	\$22.95	LUG WRENCH, 29/32"	Limited Edition wheels	1
35	386-000	\$28.95	HAMMER, copper 1 lbs	} wire wheels	1
	386-850	\$43.95	HAMMER, copper, 2 lbs		1
	386-110	\$37.95	HAMMER, copper/rawhide		1
	386-020	\$29.95	HAMMER, lead		1
36	386-930	\$26.95	JACK BAG, heavy jute-backed vinyl as original		1
38	386-065	NA	SPARE WHEEL CLAMP	disc wheel RD	1
	386-075	NA	SPARE WHEEL CLAMP	disc wheel GT	1
	386-090	\$18.95	SPARE WHEEL CLAMP	Rostyle wheels	1
	386-095	\$25.95	SPARE WHEEL CLAMP	wire wheels	1
	386-085	NA	SPARE WHEEL CLAMP	Limited Edition wheels	1

Brakes



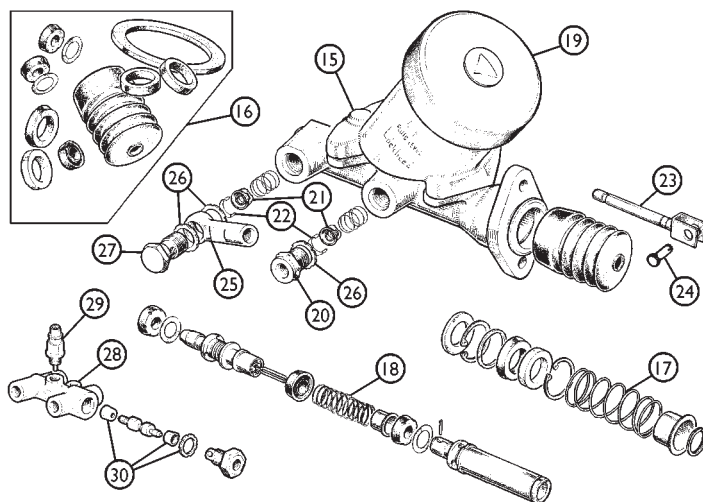
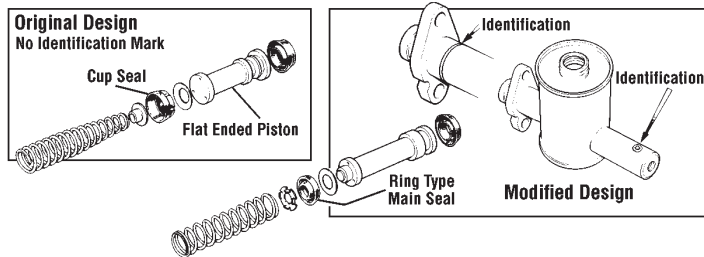
No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Single Line System

RD to (c)384000/GT to (c)139471, 1962 - early '68

1	180-755†	\$120.95	MASTER CYLINDER, single line system (Lockheed replacement with plastic reservoir)		1
2	180-875†	\$5.90	REPAIR KIT, unmarked cylinders		1
	180-905†	\$10.90	REPAIR KIT, marked cylinders		1
3	181-690	\$18.95	PUSH ROD		1
4	181-710	\$4.00	SPRING, piston return	marked cylinders	1
5	180-210	\$5.95	FILLER CAP, plastic replacement		1
6	180-450	\$3.45	SEAL, filler cap (for original metal caps only)		1
7	180-430	\$5.95	BANJO BOLT		1
8	324-720	\$0.90	WASHER		1
9	181-720	\$18.95	BANJO FITTING		1
10	324-730	\$0.40	WASHER		1
11	325-135	\$1.30	CLEVIS PIN		1

† Note: Two different cylinders were used originally. One type is unmarked. The other is marked with two concentric circles or with a groove near the mounting flange. Complete cylinders are interchangeable, but have different internal components. See illustration below for identification details.

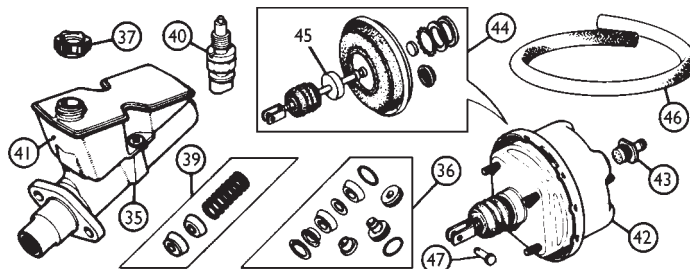


No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Dual Line, Non-Servo

RD from (c)138401 to 360300/GT from (c)39472 to 361000, 1968 - '74 1/2

15	180-765	\$239.95	MASTER CYLINDER	dual line, non-servo	1
16	180-205	\$18.95	REPAIR KIT		1
17	181-705	NA	SPRING, primary piston return		1
18	181-715	NA	SPRING, piston		1
19	180-215	\$17.95	FILLER CAP		1
20	181-725	NA	ADAPTOR, outlet		1
21	180-225	NA	BODY, trap valve		2
22	180-235	NA	CLIP, trap valve		2
23	181-695	NA	PUSH ROD (not incl. w/master cylinder)		1
24	325-135	\$1.30	CLEVIS PIN		1
25	180-435	NA	BANJO FITTING		1
26	324-735	\$1.15	WASHER		3
27	180-440	NA	BANJO BOLT		1
28	141-710	\$543.95	SWITCH & BODY ASS'Y., pressure failure		1
29	141-725	NA	SWITCH, pressure failure		1
30	181-985	\$21.95	KIT, repair, orig. ass'y.	RD/GT to (c)167815	1
	181-995	\$6.60	KIT, repair, orig. & above ass'y.	RD/GT from (c)167816	1



Dual Line - Servo Assist

RD from (c)360301 on/GT from (c)361001, 1974 1/2 on

35	180-725*	NA	MASTER CYLINDER, w/wedge-type reservoir* '74 1/2 - '75	1
			*NOTE: Later cylinder 180-735 may be used.	
	180-735	\$269.95	MASTER CYLINDER, w/square reservoir	1976 on 1
36	180-785	\$22.30	REPAIR KIT	1
37	180-210	\$5.95	FILLER CAP, plastic, as original)	1
39	180-795	NA	PISTON SPRING, w/seals	1
40	181-875	NA	PRESSURE FAILURE SWITCH	to (c)386600 1
	181-955	\$37.95	PRESSURE FAILURE SWITCH	from (c)386601 1
41	180-815	NA	RESERVOIR, master cylinder, wedge-shaped	1
	180-825	NA	RESERVOIR, master cylinder, square	1
42	182-280	NA	SERVO ASSEMBLY	1974 1/2 - '75 1
	182-190	NA	SERVO ASSEMBLY	1976 - 1980 1
43	182-195	\$35.95	NON-RETURN VALVE	1
44	182-205	\$75.95	REPAIR KIT	1
45	182-285	NA	FILTER, foam, on push rod	1
46	182-185	NA	VACUUM HOSE, servo unit to manifold, original	1
	182-188	\$6.95	VACUUM HOSE, servo unit to manifold, replacement	1
47	325-135	\$1.30	CLEVIS PIN	1

Brake Lube Sachet

This grease is specially formulated for aiding the assembly of natural and "artificial" rubber brake components. Recommended for use with master cylinder, wheel cylinder and slave cylinder seals. This is the only safe product to use for this purpose, especially if your rebuilt cylinder will not be installed and used immediately after assembly.

220-440 \$2.10



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

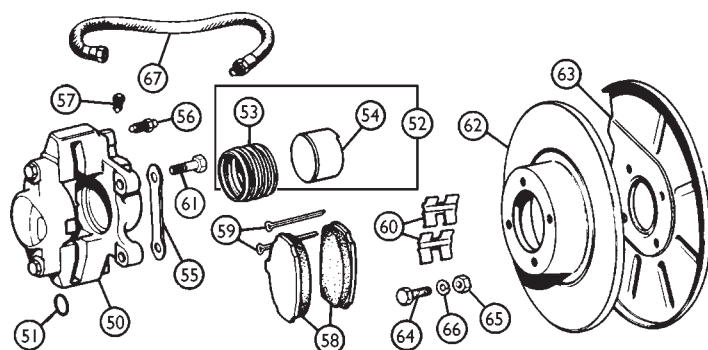
Silicone Brake Fluid 1 qt. 220-410 \$26.95

Castrol Brake Fluid, 12 oz. 220-455 \$5.50



moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Front Disc Brake

50	180-525	\$199.95	CALIPER ASSEMBLY, L/H, new		1
	180-535	\$89.95	CALIPER ASSEMBLY, L/H, rebuilt		1
		\$50.00	CORE CHARGE FOR 180-535 CALIPER		
	180-515	\$199.95	CALIPER ASSEMBLY, R/H, new		1
	180-545	\$89.95	CALIPER ASSEMBLY, R/H, rebuilt		
1		\$50.00	CORE CHARGE FOR 180-545 CALIPER		
51	180-285	\$1.50	SEAL, caliper fluid channel		2
52	180-748	\$48.95	PISTON & SEAL SET for rebuilding one caliper		2
53	180-981	\$25.95	REPAIR KIT, caliper (for 2 calipers)		1
54	180-745	\$16.95	PISTON		4
55	181-670	\$0.95	TAB WASHER		2
56	180-100	\$3.60	BLEEDER SCREW		2
57	181-680	\$4.20	PLUG		1
58	585-630	\$74.95	PAD SET, "Green Stuff"	} see "Performance" section 1 at the front of this catalog for details.	1
	585-610	\$64.95	PAD SET, "Hawk"		1
	182-225	\$40.95	PAD SET, semi-metallic		1
	182-200	\$23.95	PAD SET, stock type		1
59	325-430	\$0.80	COTTER PIN		4
60	180-295	\$0.95	CLIP, pad retaining		4
61	320-135	\$1.95	BOLT, caliper mounting		4
62	182-170	\$36.95	BRAKE ROTOR		2
63	182-260	\$16.95	DUST COVER, L/H		1
	182-250	\$16.95	DUST COVER, R/H		1
64	320-115	\$0.95	BOLT, brake disc to hub		8
65	310-075	\$0.40	NUT, brake disc to hub		8
66	324-040	\$0.25	LOCKWASHER		8
67	180-895	\$21.95	HOSE, front caliper	} RD/GT to (c)394300	2
	180-896	\$13.95	HOSE, front caliper, aftermarket		2
	180-885	\$21.95	HOSE, front caliper	} RD from (c)394301 on	2
	180-886	\$13.95	HOSE, front caliper, aftermarket		2



Drilled & Slotted Brake Disc

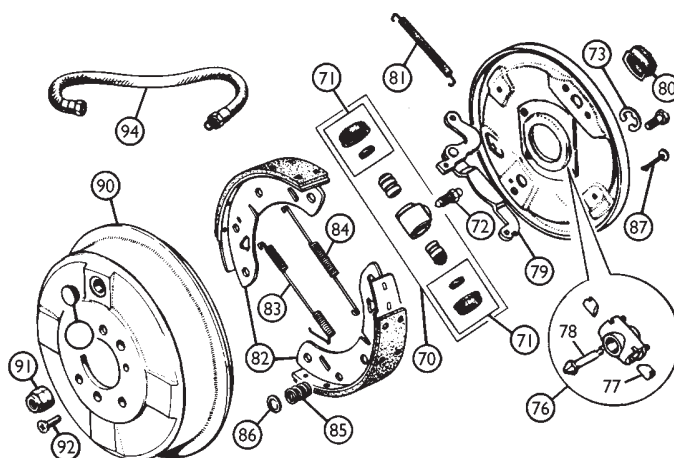
These specially drilled brake discs will dissipate heat and shed water quicker than solid stock versions, assuring quicker and more consistent braking under all conditions. Pair.

586-605 \$180.95

Mintex V-8 Brake Pads

These U.K.-spec MGB-GT V8 pads fit stock calipers while adding a 20% increase in swept braking area. Their semi-metallic composition assures long life and resistance to fade.

182-235 \$111.95



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Rear Drum Brake

70	180-635	\$26.95	WHEEL CYLINDER	} all RD (.800" bore size) GT to (c)138400	2
	180-636	\$19.95	WHEEL CYLINDER, aftermarket		2
71	180-475	\$5.95	REPAIR KIT		2
	180-645	\$63.95	WHEEL CYLINDER	} GT from (c)138401 on (.875" bore size)	2
	180-646	\$20.95	WHEEL CYLINDER, aftermarket		2
	180-480	\$8.45	REPAIR KIT		2
72	323-145	\$1.95	BLEEDER NIPPLE		2
73	326-720	\$1.30	CIRCLIP, cylinder retaining		2
76	181-780	\$30.95	ADJUSTER ASSEMBLY		2
77	181-790	NA	TAPPET, adjuster		4
78	181-800	NA	WEDGE, adjuster		2
79		NA	HANDBRAKE LEVER, L/H	} RD/GT to (c)125000	1
		NA	HANDBRAKE LEVER, R/H		1
	181-750	\$17.95	HANDBRAKE LEVER, L/H	} RD/GT from (c)125000 on	1
	181-740	\$17.95	HANDBRAKE LEVER, R/H		1
80	181-760	\$4.95	BOOT, handbrake lever		2
81	181-770	\$5.70	SPRING, handbrake lever	banjo type rear axle	2
	181-775	\$4.75	SPRING, handbrake lever	tube type rear axle	2
82	182-100	\$27.95	BRAKE SHOE SET, 4 shoes		1
83	181-820	\$4.95	SPRING, L/H, pull off		1
	181-810	\$4.95	SPRING, R/H, pull off		1
84	181-830	\$2.95	SPRING, adjuster end		2
85	329-035	\$0.95	SPRING, shoe steady		4
86	181-890	\$0.95	WASHER, spring retaining		4
87	181-840	\$0.95	PIN, brake shoe steady		4
90	264-810	\$113.95	BRAKE DRUM	banjo type rear axle	2
	264-820	\$74.95	BRAKE DRUM	tubed type rear axle	2
91	310-400	\$0.80	NUT, drum retaining	wire wheels	8
92	323-255	\$0.75	SCREW, drum retaining	disc wheels	4
	264-500	\$1.95	NUT, wheel stud, lug nut	early disc wheels	8
	264-980	\$2.50	NUT, wheel stud, lug nut	Rostyle disc wheels	8
93	328-400	\$0.60	PLUG, brake drum 3/4"		A/R
	328-390	\$0.55	PLUG, brake drum 1/2"		A/R
94	180-835	\$14.95	HOSE, rear brakes		1
	180-836	\$9.90	HOSE, rear brakes, aftermarket		1

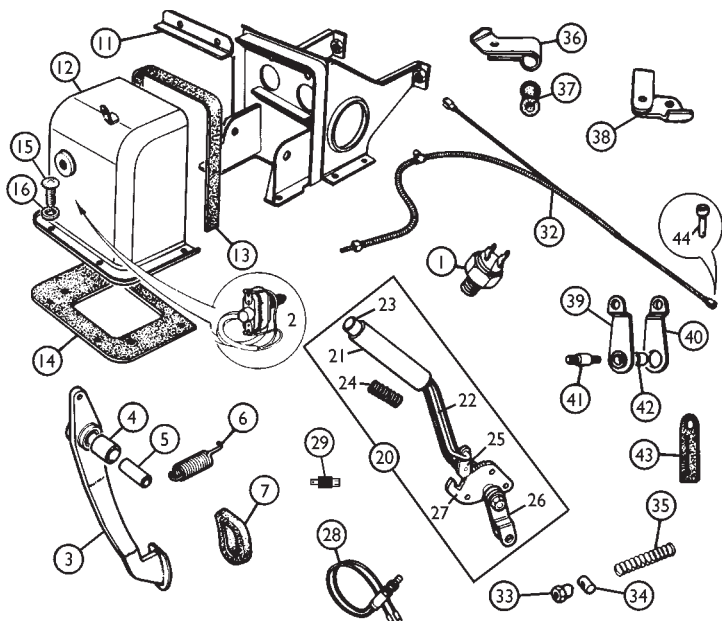


Brake Adjuster Wrench

Get a better grip on your brake adjusters with our specially designed wrench. It has 1/4" and 5/16" square box ends, and a long handle for good leverage. Drop forged from chrome-vanadium steel.

386-160 \$12.95

Brake Controls/ Handbrake



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Brake Controls					
1	542-110	\$9.95	SWITCH, brake lights	single line system	1
2	181-980	\$23.95	SWITCH, brake lights	dual line systems	1
3	190-650	NA	BRAKE PEDAL ASSEMBLY, 1962 - '67	RD to (c)138400 GT to (c)139471	1
	190-660	NA	BRAKE PEDAL ASSEMBLY 1968 - '74 1/2	RD from (c)138401 to 360300 GT from (c)139472 to 361000	1
	190-670	NA	BRAKE PEDAL ASSEMBLY 1974 1/2 - '75	RD from (c)360301 to 386000 GT from (c)361001 on	1
	190-680	NA	BRAKE PEDAL ASSEMBLY	RD from (c)386001, '76 on	1
4	330-180	\$4.15	BUSH, pedal	non-servo systems	1
	330-185	NA	BUSH, pedal	servo system	1
5	190-625	\$4.15	DISTANCE TUBE		1
6	329-350	\$1.95	SPRING, pedal return		1
7	280-770	\$3.45	PEDAL PAD, brake & clutch		2
11	190-690	NA	STIFFENER, pedal box		1
12	190-750	NA	COVER, pedal box, 1962 - '67	RD to (c)138400 GT to (c)139471	1
	190-750	NA	COVER, pedal box 1968 - '74 1/2	RD from (c)138401 to 360300 GT from (c)139472 to 361000	1
13	281-850	\$1.95	SEAL, cover to pedal box	non-servo systems	1
14	281-860	\$1.95	SEAL, cover bottom		1
	281-885	\$2.95	SEAL, cover to pedal box	servo systems	1
	281-895	\$2.95	GASKET, pedal box base		1
	190-760	\$17.95	BLANKING PLATE, R/H pedal hole		1
	281-880	\$1.95	SEAL, R/H pedal hole plate		1
15	323-005	\$0.50	SCREW, short		3
	314-135	\$0.65	SCREW, long		1
16	324-010	\$0.15	LOCKWASHER		4
20	182-310	NA	HANDBRAKE ASSEMBLY	RD to (c)360300 GT to (c)361000	1
	182-330	NA	HANDBRAKE ASSEMBLY	RD from (c)360301 to 516118 GT from (c)361001 on	1
	182-335	NA	HANDBRAKE ASSEMBLY	RD from (c)516119 on	1
21	182-340	NA	GRIP, handle		1
22	182-350	NA	ROD, pawl		1
23	182-360	NA	KNOB, rod		1
24	182-370	NA	SPRING, rod		1
25	182-380	NA	PAWL		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
26	182-390	NA	LEVER, operating, 1962 - '74 1/2	RD to (c)360300 GT to (c)361000	1
	182-395	NA	LEVER, operating, 1974 1/2 on	RD from (c)360301 on GT from (c)361001 on	1
27	182-400	NA	RATCHET PLATE, 1962 - '74 1/2	RD to (c)386600 all GT	1
	182-405	NA	RATCHET PLATE	RD from (c)386601 to 516118	1
	182-415	NA	RATCHET PLATE	RD from (c)516119 on	1
28	182-410	\$29.95	SWITCH, handbrake light, w/leads	RD from (c)410001	1
29	181-855	\$26.95	DIODE, inline (as fitted)	1978-80	1
32	331-100	\$18.95	BRAKE CABLE, disc wheel	RD to (c)132922	1
	331-130	\$18.95	BRAKE CABLE, wire wheel	banjo type axle	1
	331-250	\$19.95	BRAKE CABLE, disc wheel	RD from (c)132923 to 138400	1
	331-260	\$20.95	BRAKE CABLE, wire wheel	GT to (c)139471	1
	331-500	\$16.95	BRAKE CABLE, disc wheel	RD from (c)138401 to 360300	1
	331-510	\$16.95	BRAKE CABLE, wire wheel	GT from (c)139472 to 361000	1
	331-520	\$17.95	BRAKE CABLE, disc wheel	RD from (c)360301 to 415000	1
	331-530	\$19.95	BRAKE CABLE, wire wheel	GT from (c)361001 on	1
	331-540	\$19.95	BRAKE CABLE, disc wheel	RD from (c)415001 on	1
	331-550	\$19.95	BRAKE CABLE, wire wheel		1
33	181-540	\$4.85	NUT, adjusting		1
34	181-530	\$2.95	TRUNNION		1
35	329-130	\$0.95	SPRING, cable		1
36	181-555	\$14.95	CLIP, cable to battery carrier		1
37	182-425	\$2.00	FERRULE, cable clip		1
38	181-620	\$10.95	CLIP, cable to axle	RD to (c)415000 all GT	1
39	181-520	\$25.95	COMPENSATING LEVER, inner		1
40	181-510	\$14.65	COMPENSATING LEVER, outer		1
41	181-500	\$3.65	FULCRUM		1
42	330-190	\$5.20	BUSH, fulcrum		1
43	182-420	\$2.55	STRAP, support	RD from (c)415001 on	1
44	325-140	\$0.90	CLEVIS PIN		2

Brake Pipe Bending Tools

Smooth bends on small diameter tubing such as brake lines is an important hallmark of quality craftsmanship. Give yourself an edge with one of our specialty tubing benders. The small one is ideal for slipping into your tool box, and will conveniently help you bend tubing up to 1/4" diameter. The large one is a shop quality tool engineered for repeated heavy use—it easily bends tubing up to 3/8" diameter to a minimum radius of 3/4".

Large 385-895 \$89.95
Small 385-885 \$34.65



Brakes

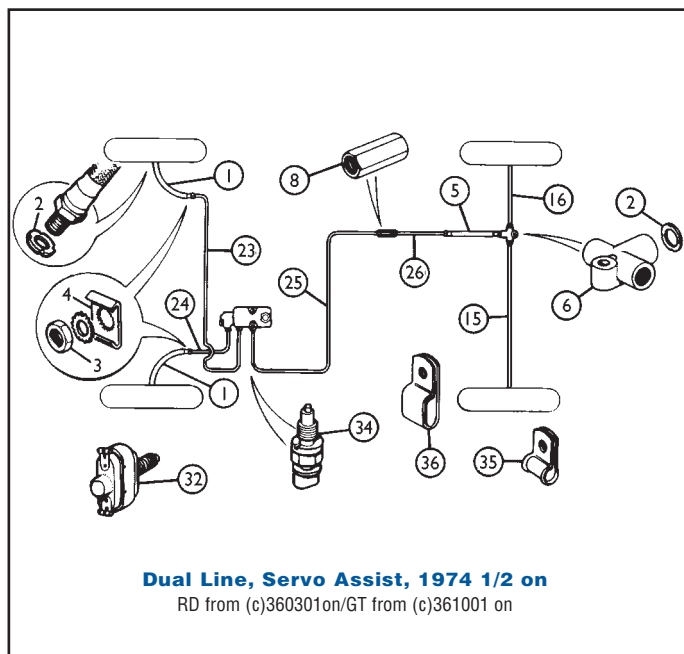
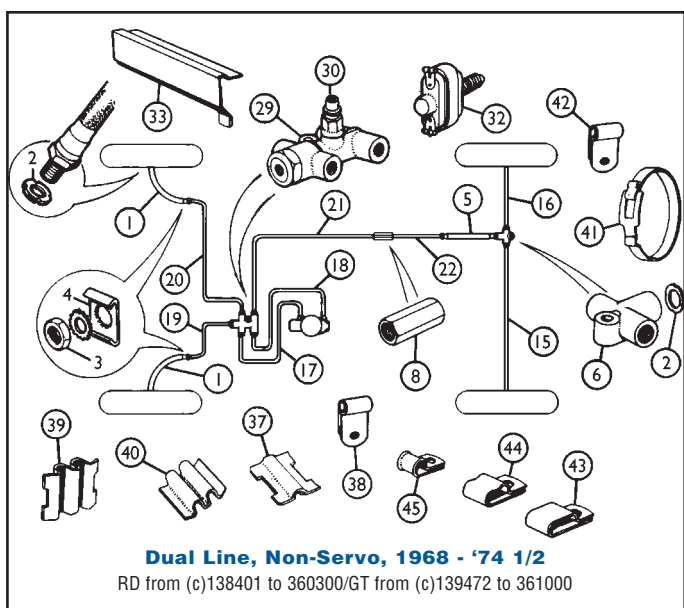
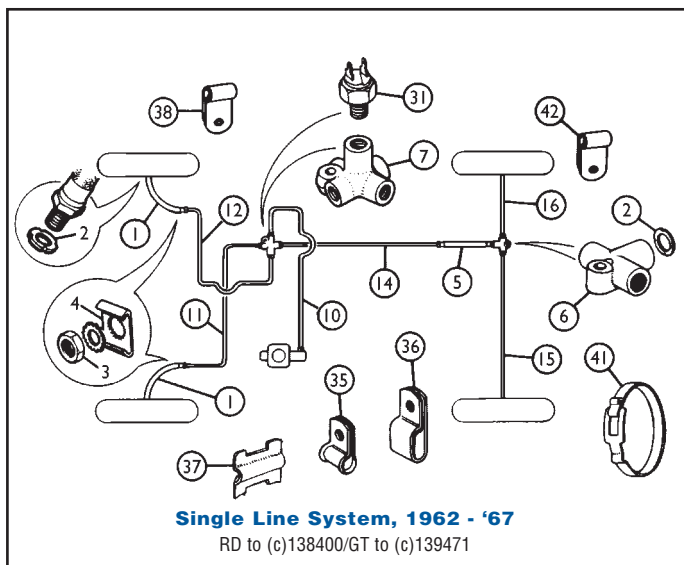
Pulling to one side under braking can be caused by several factors. If your car has this dangerous habit, check the following:

- Tire pressures set incorrectly
- Unevenly worn or mismatched tires
- Worn or loose suspension components
- Worn or loose wheel bearings
- Worn or oily brake pads or linings
- One wheel cylinder or caliper stuck or working less efficiently than the other.

mooss

MOSS MOTORS, LTD.
TOLL-FREE ORDERS 1-800-667-7872

Brake Lines

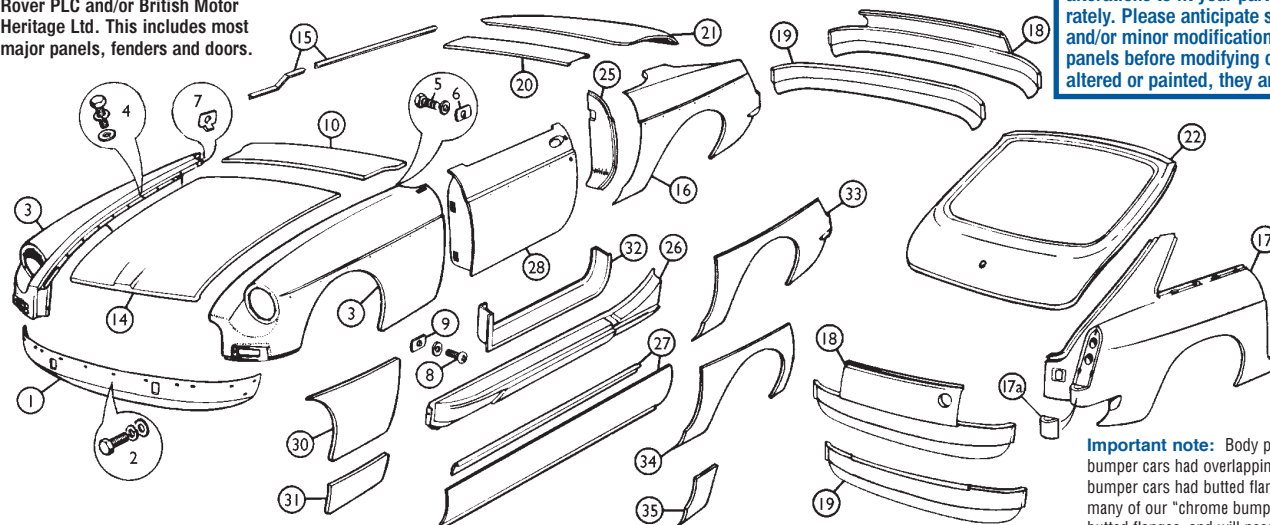


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	180-895	\$21.95	HOSE, front brake	} RD/GT to (c)394300	2
	180-896	\$13.95	HOSE, front brake, aftermarket		2
	180-885	\$21.95	HOSE, front brake		2
	180-886	\$13.95	HOSE, front brake, aftermarket		2
	324-730	\$0.40	WASHER, brake hose		3
2	310-070	\$0.45	LOCKNUT, hose	} RD from (c)394301 on	3
3	181-660	\$4.60	LOCKING PLATE, hose to pipe		3
4	180-835	\$14.95	HOSE, rear brake		1
5	180-836	\$9.90	HOSE, rear brake, aftermarket		1
6	180-090	\$20.95	CONNECTION, 3-way	RD/GT to (c)410000	1
	180-090	\$20.95	CONNECTION, 3-way	RD from (c)410001 on	1
7	180-230	NA	CONNECTION, 4-way	{ RD to (c)138400 GT to (c)139471	1
8	182-500	\$4.35	CONNECTION, rear pipe	{ RD from (c)138401 on GT from (c)139472 on	1
	182-998*	\$114.95	BRAKE PIPE SET	1963-'67	1
	183-118*	\$114.95	BRAKE PIPE SET	1968-'741/2	1
	183-128*	\$114.95	BRAKE PIPE SET	19741/2-(c)437180	1
	183-188*	\$114.95	BRAKE PIPE SET	(c)437181 - on (approx. '78-on)	1
† Brake pipe sets are made of cupro-nickel tubing for strength, corrosion resistance, and ease of bending. Pipes are coded to the instruction sheet so there is no doubt about where they fit on your car. Long pipes are coiled, but are easily bent to proper configuration. No pipes are pre-bent.					
10	181-115*	\$14.65	PIPE, master cylinder to 4-way	RD to (c)138401	1
11	181-035	\$14.65	PIPE, 4-way to L/H front hose		1
12	181-160	\$14.70	PIPE, 4-way to R/H front hose		1
14	181-065	\$29.40	PIPE, 4-way to rear hose		1
15	181-115	\$14.65	PIPE, 3-way to L/H rear cylinder	RD/GT to '74 1/2	1
	181-170	\$17.80	PIPE, 3-way to L/H rear cylinder		1
	181-145	\$13.65	PIPE, 3-way to R/H rear cylinder		1
	181-165	\$15.70	PIPE, 3-way to R/H rear cylinder	{ RD from (c)437181 GT from (c)436465	1
17	182-520*	\$14.70	PIPE, master cylinder front		1
18	182-530*	\$14.70	PIPE, master cylinder rear		1
19	182-540	\$19.95	PIPE, switch to L/H front hose	RD (c)138401 to 360300	1
20	182-545	\$21.95	PIPE, switch to R/H front hose	GT (c)139472 to 361000	1
21	182-550	\$17.85	PIPE, switch to connection		1
22	182-560	\$20.95	PIPE, connection to rear hose		1
23	182-570*	\$27.30	PIPE, master cyl. to R/H hose	} RD from (c)360301 on GT from (c)361001 on	1
24	182-575*	\$15.70	PIPE, master cyl. to L/H hose		1
25	182-580	\$29.40	PIPE, master cyl. to connection		1
26	182-590	\$21.95	PIPE, connection to rear hose		1
29	141-710	\$543.95	SWITCH & BODY ASSEMBLY, pressure failure	} RD (c)138401 to 360300 GT (c)139472 to 361000	1
30	141-725	NA	SWITCH, pressure failure		1
	181-985	\$21.95	REPAIR KIT, original ass'y.	{ RD (c)138401 to 167815 GT (c)139472 to 167815	1
	181-995	\$6.60	REPAIR KIT, original ass'y & ass'y. listed above	{ RD (c)167816 to 360300 GT (c)167816 to 361000	1
31	542-110	\$9.95	SWITCH, brake light	{ RD to (c)138400 GT to (c)139471	1
32	181-980	\$23.95	SWITCH, brake light	{ RD from (c)138401 on GT from (c)139472 on	1
33	182-650	\$38.95	HEAT SHIELD	{ RD (c)138401 to 360300 GT (c)139472 to 361000	1
34	181-955	\$37.95	SWITCH, P.D.W.	{ RD from (c)360301 on GT from (c)361001 on	1
35	182-600	\$0.95	CLIP, pipe to side member		A/R
36	182-605	NA	CLIP, pipe		A/R
37	182-610	NA	CLIP, pipe to front side member		A/R
38	182-615	NA	CLIP, pipe to side member		A/R
39	182-620	NA	CLIP, pipe to side member		A/R
40	182-625	NA	CLIP, pipe to bulkhead		A/R
41	181-900	\$3.25	CLIP, pipe to rear axle		A/R
42	182-635	\$0.85	CLIP, pipe to differential case		A/R
43	182-605	NA	CLIP, pipe to bulkhead		A/R
44	182-645	NA	CLIP, pipe to bulkhead		A/R
45	470-830	\$0.85	CLIP, pressure switch leads		A/R

* These pipes are for LHD North American specification cars only.

Exterior Body Panels

We stock a comprehensive range of OEM body panels produced by Rover PLC and/or British Motor Heritage Ltd. This includes most major panels, fenders and doors.



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.

Important note: Body panels on chrome-bumper cars had overlapping joints, while rubber bumper cars had butted flanges. Be aware that many of our "chrome bumper" panels also have butted flanges, and will need careful fitting.

No.	Part No.	Price (each)	Description	Application	Qty. Req.	
1	457-120	\$127.95	FRONT APRON, O.E.	} RD/GT, 1962 to approx. '73	1	
	457-121	\$100.95	FRONT APRON, aftermarket		1	
	457-115	\$127.95	FRONT APRON, O.E.	} RD/GT, approx. 1973 - '74 1/2	1	
	457-116	\$100.95	FRONT APRON, aftermarket		1	
	457-125	\$127.95	FRONT APRON, O.E.	} RD/GT, 1974 1/2 - on	1	
	457-126	\$99.95	FRONT APRON, aftermarket		1	
2	323-618	\$6.05	HARDWARE SET, front apron mounting		1	
3	457-360*	\$659.95	FRONT FENDER, L/H	} RD to (c)158370	1	
	457-340*	\$659.95	FRONT FENDER, R/H		1962 - '68 (see note A)	1
	457-270*	\$626.95	FRONT FENDER, L/H	} RD from (c)158371 to 360300	1	
	457-260*	\$626.95	FRONT FENDER, R/H		1969 - '74 1/2 (see note B)	1
	457-275*	\$670.95	FRONT FENDER, L/H	} RD from (c)360301 on	1	
	457-265*	\$670.95	FRONT FENDER, R/H		1974 1/2 - on	1
	457-370*	\$712.95	FRONT FENDER, L/H	} GT to (c)158230	1	
	457-350*	\$712.95	FRONT FENDER, R/H		1967 - '68 (see note A)	1
	459-460*	\$299.95	FRONT FENDER, L/H, repro.			1
	459-465*	\$299.95	FRONT FENDER, R/H, repro.			1
	457-390*	\$626.95	FRONT FENDER, L/H	} GT from (c)158231 to 361000	1	
	457-380*	\$626.95	FRONT FENDER, R/H		1969 - '74 1/2 (see note B)	1
	459-470*	\$259.95	FRONT FENDER, L/H, repro.			1
	459-475*	\$259.95	FRONT FENDER, R/H, repro.			1
	457-395*	\$626.95	FRONT FENDER, L/H	} GT from (c)361001 on	1	
	457-385*	\$626.95	FRONT FENDER, R/H		1974 1/2 - on	1
A - distance from grille opening to sidelamp cutout is approx. 2-7/8".						
B - distance from grille opening to sidelamp cutout is approx. 1-5/16".						
4	321-928	\$29.95	HARDWARE SET, bolts & washers for both front fenders		1	
5	322-290	\$0.45	BOLT		6	
6	456-965	\$1.00	WASHER, oval	GT uses 2	6/2	
7	324-795	\$4.95	FENDER WASHER	GT	2	
8	323-005	\$0.50	SCREW		6	
9	324-715	\$0.65	WASHER		6	
10	458-200	\$164.95	PANEL, shroud top	RD thru 1967	1	
	458-205	NA	PANEL, shroud top	RD from 1968	1	
14	457-255*	\$849.95	HOOD, aluminum	MGB thru approx. 1969	1	
	457-250*	\$139.95	HOOD, steel, replacement	} MGB, approx. 1970-on	1	
	457-245*	\$780.95	HOOD, steel, original manufacturer		1	
	Hoods thru approximately 1969 were aluminum, and were then replaced by steel. All are interchangeable, but must be used with appropriate hood props/stays.					
	457-235*	\$1,495.95	HOOD, aluminum	} MGC (will also fit MGB)	1	
	457-205	\$28.95	TRIM STRIP, chrome		1	
15	457-990	\$18.95	FENDER BEAD	supplied with fenders	1	
	Long enough for 1 front and 1 rear fender, cut and bend to fit.					

* Note: Large body items marked * must be paid for in advance and shipped truck freight collect.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
16	457-420*	\$754.95	REAR FENDER, L/H	} RD to (c)360300, to 1974 1/2	1
	457-430*	\$754.95	REAR FENDER, R/H		1
	457-435*	\$670.95	REAR FENDER, L/H	} RD from (c)360301, 1974 1/2 on	1
	457-425*	\$670.95	REAR FENDER, R/H		1
17	457-450*	\$804.95	REAR QUARTER PANEL, L/H	} GT to (c)361000, thru 1974 1/2	1
	457-440*	\$804.95	REAR QUARTER PANEL, R/H		1
	457-295*	NA	REAR QUARTER PANEL, L/H	} GT from (c)361001 on 1974 1/2 on	1
	457-285*	NA	REAR QUARTER PANEL, R/H		1
17a	457-980	\$31.95	REPAIR PIECE, under light	RD & GT	2
18	457-690	\$236.95	PANEL, lower rear body	chrome bumpered cars	1
	457-695	\$201.95	PANEL, lower rear body	rubber bumpered cars	1
19	457-680	\$141.95	REAR VALANCE	chrome bumpered cars	1
	457-685	\$160.95	REAR VALANCE	rubber bumpered cars	1
20	458-210	NA	PANEL, rear deck top	} RD	1
21	457-550*†	\$475.95	TRUNK LID		1
† Late lid - must use late seal #282-475.					
22	457-560*	\$669.95	TAILGATE	GT	1
25	458-487‡	\$95.95	"B" POST, L/H	} RD from (b)57986 to (c)294251	1
	458-485‡	\$95.95	"B" POST, R/H		1
‡ Note: "B" posts prior to above are not available. The above may be used for earlier applications but require modification for door striker.					
	458-495	\$105.95	"B" POST, L/H	} RD from (c)294252	1
	458-490	\$105.95	"B" POST, R/H		1
26	457-150	\$126.95	ROCKER PANEL, L/H	} original manufacturer	1
	457-160	\$126.95	ROCKER PANEL, R/H		1
	457-155	\$92.95	ROCKER PANEL, L/H	} replacement	1
	457-165	\$92.95	ROCKER PANEL, R/H		1
27	458-228	\$190.95	ROCKER COVER SET, polished stainless accessory		1
28	457-620	NA	DOOR, L/H	} RD to (b)57985	1
	457-650	NA	DOOR, R/H		1
	457-630	NA	DOOR, L/H	} RD from (b)57986 to (c)138400	1
	457-660	NA	DOOR, R/H		1
	458-230	\$537.95	DOOR, L/H	} RD from (c)138401 to 294500	1
	458-235	\$537.95	DOOR, R/H		1
	458-250	NA	DOOR, L/H	} RD from (c)294501 on	1
	458-255	NA	DOOR, R/H		1
	458-260	NA	DOOR SKIN, L/H	} RD to (b)57985	1
	458-265	NA	DOOR SKIN, R/H		1
458-270	\$111.95	DOOR SKIN, L/H	} RD from (b)57986 on	1	
458-275	\$111.95	DOOR SKIN, R/H		1	

* Note: Large body items marked * must be paid for in advance and shipped truck freight collect.

MOSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

Exterior Body

No.	Part No.	Price (each)	Description	Application	Qty. Req.
	457-640	NA	DOOR, L/H	} GT to (c)139471 1966 - '67	1
	457-670	NA	DOOR, R/H		1
	458-330	\$524.95	DOOR, L/H	} GT from (c)139472 to 296000 1968 - '72	1
	458-340	\$524.95	DOOR, R/H		1
	458-350	NA	DOOR, L/H (use 458-330)	} GT from (c)296001 to 328800 1973	1
	458-360	NA	DOOR, R/H (use 458-340)		1
	458-370	NA	DOOR, L/H	} GT from (c)328801 on 1974 on	1
	458-380	NA	DOOR, R/H		1
	458-270	\$111.95	DOOR SKIN, L/H	} GT	1
	458-275	\$111.95	DOOR SKIN, R/H		1

Rust Repair Panels

30	457-575	\$70.95	QUARTER SECTION, L/F	} from chrome strip down	1
	457-570	\$70.95	QUARTER SECTION, R/F		1
31	457-930	\$42.95	LOWER PANEL, L/F	} lower 12"	1
	457-935	\$42.95	LOWER PANEL, R/F		1
32	457-940	\$36.75	DOOR BOTTOM, L/H		1
	457-945	\$36.75	DOOR BOTTOM, R/H		1
33	457-960	\$166.95	HALF SECTION, L/R	} chrome-bumpered cars (tail lamp area incorrect for later cars)	1
	457-965	\$166.95	HALF SECTION, R/R		1
34	457-970	NA	ARCH SECTION, L/R	} includes lower dogleg section	1
	457-975	NA	ARCH SECTION, R/R		1
35	457-585	\$32.95	DOG LEG PANEL, L/R	} lower 10"	1
	457-580	\$32.95	DOG LEG PANEL, R/R		1

BL "Limited Edition" Spoiler

Fitted by the factory to MGB "LE" models in 1980, this spoiler greatly improves the looks of all rubber-bumpered MGBs! Also adds a racy touch to chrome-bumpered MGBs.

475-180 \$144.95



"Special Tuning" Air Dam

Specifically designed for chrome-bumper MGBs, this is a fiberglass reproduction of the factory Special Tuning air dam as used on race and rally cars.

475-195 \$90.95



MGB Sebring Front & Rear Valance Panels

Fiberglass® reproductions of the streamlining panels fitted to the works MGBs when they raced at Sebring. The bumpers are eliminated, and these panels fill the resulting gaps for a smooth, clean appearance. As with all aftermarket fiberglass body panels, fitting these properly requires a large amount of patience and skill.

Front Sebring Valance 475-185 \$173.95

Rear Sebring Valance 475-190 \$156.95



Body Side-Stripe Kit

As supplied by many dealers on new cars in the early '70s, this attractive stripe runs just above the belt line. Adds a new, distinctive dimension to the look of your MGB! Looks particularly good on chrome-bumpered cars and GTs.

Black 215-340 Silver 215-355 Gold 215-360 \$36.95



Body Side-Stripe Kit

The original factory optional side stripe along the lower body. Best suited for rubber bumpered cars, as it visually blends the bumpers into the overall body shape.

Black 215-370 Silver 215-375 Gold 215-380 \$64.95



Limited Edition Body Stripe Kit

Give your rubber-bumpered MGB a very special flair with this factory decal set, originally fitted only to the "LE" models.

Silver 215-730 Gold 215-735 \$49.95

MGB Sebring Headlamp Covers & Fitting Kit

These American-made reproductions are far superior to the U.K.-produced repros periodically available, yet are much more economical. We have created a new, yet vintage-style method of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works-type alloy fitting kits are available separately but are only recommended for the serious, originality-conscious vintage racer.

Headlamp Cowl Kit 222-130 \$144.95

Alloy Cowl Fitting Kit 222-140 \$52.95



Not legal for street use in California. Other states may have similar requirements, please check local laws before ordering.

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

MGB

Interior Body Panels



Dynashield Insulation Spray

Dynashield is a unique resonance and vibration control material that you simply spray on. It is also recommended for use as a thermal shield, undercoat, gravel guard and rust protector. It sprays easily into doors, corners, and other hard to reach areas, and dries to a smooth black finish which may be painted. When used in wheel wells and inner fender areas, it stops water and sand spray noise, while protecting from gravel impact, and sealing any joints and crevices from corrosion causing water and road salt. 10.5 oz. spray can will cover approximately five square feet at the minimum recommended thickness of 1/16". Sorry, cannot be shipped by air.

409-125 \$21.95

Finnigan's Waxoyl

Not snake oil, but a thick waxy fluid saturated with a powerful rust inhibitor. Developed for the wet English climate, Waxoyl is your best defense against rust. Starter kit includes 2.5 liter can of Waxoyl, pump and sprayer.

225-360	2.5 Liter Kit	\$76.95
225-365	2.5 Liter Refill	\$40.95
225-370	5 Liter Refill	\$57.95
225-375	400ml Spray	\$16.95



Corrosion Block

Designed originally for use in the harsh marine environment, this amazing product kills corrosion on contact. Corrosion is the gradual destruction of a metal surface caused by an electro-chemical reaction with water. Corrosion Block penetrates corrosion cells, emulsifies the moisture, separates it from the metal, and stops electro-activity. It leaves an ultra-thin atmospheric barrier to protect the metal from further damage. Corrosion Block also has an extraordinary ability to penetrate and loosen seized parts.

12 oz. aerosol can; cannot be shipped by air.

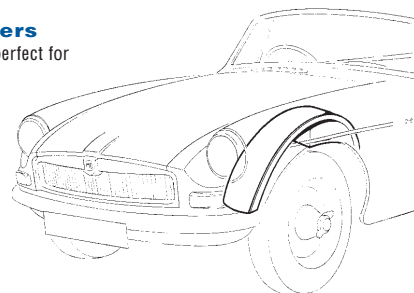
225-380 \$16.95



Front Fender Well Liners

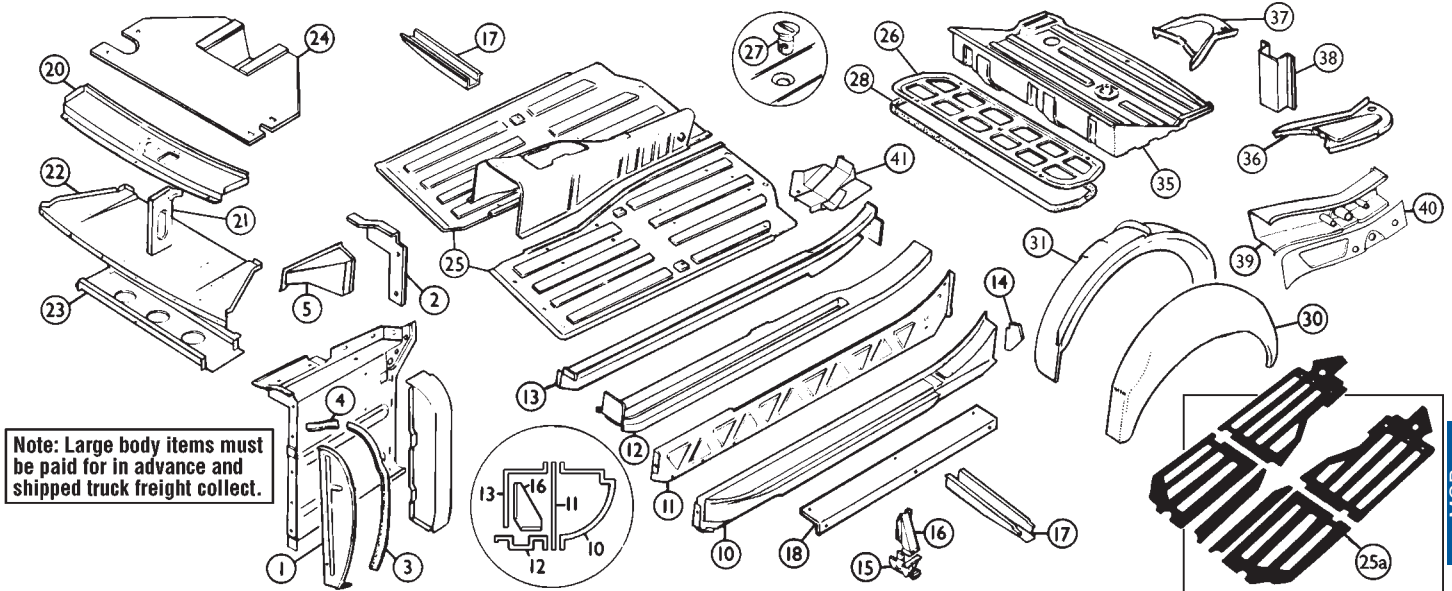
These popular UK accessories are perfect for the MGB daily driver. The molded plastic liners seal the inner front fender area, preventing salt, snow and mud from attacking your bodywork. Installation is easy; fits all MGBs.

457-415 \$81.95



MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

Interior Body Panels



Note: Large body items must be paid for in advance and shipped truck freight collect.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	458-390	\$12.95	SPLASH PANEL, L/H	} RD to (c)294250 thru 1972 GT to (c)296000	1
	458-395	\$12.95	SPLASH PANEL, R/H		1
	458-400	\$7.25	SPLASH PANEL, L/H	} RD from (c)294251 on GT from (c)296001 on '73 on 1	1
	458-405	\$7.25	SPLASH PANEL, R/H		1
Earlier splash panels used moulded rubber seals secured with rivets, while later splash panels used a simpler push-on seal. While assemblies are interchangeable, we have reproduced both types of plates and seals to help you keep your "B" original.					
2	323-638	\$7.30	HARDWARE KIT, splash guard mounting		1
	458-410	\$6.80	EXTENSION, L/H, splash panel		1
	458-415	\$6.80	EXTENSION, R/H, splash panel		1
3	282-370	\$7.15	SEAL L/H, splash panel	} RD to (c)294250 GT to (c)296000 thru '72	1
	282-360	\$7.15	SEAL R/H, splash panel		1
		282-355	\$6.55	SEAL, splash panel	} RD from (c)294251 on GT from (c)296001 on '73 on 2
4	325-278	\$3.10	RIVET SET, 34 rivets	early type seals	1
	282-375	\$1.95	SEAL, L/H, splash extension		1
	282-365	\$1.95	SEAL, R/H, splash extension		1
5	458-420	\$34.95	BRACE, L/H, wheel arch	} RD to (c)386600 all GT, thru 1975	1
	458-425	\$34.95	BRACE, R/H, wheel arch		1
	458-430	\$35.95	BRACE, L/H, wheel arch	} RD from (c)386600 on 1976 on	1
	458-435	\$35.95	BRACE, R/H, wheel arch		1
10	457-150	\$126.95	ROCKER PANEL, L/H		1
	457-160	\$126.95	ROCKER PANEL, R/H		1
11	457-170	\$53.95	INNER PANEL, L/H		1
	457-180	\$53.95	INNER PANEL, R/H		1
12	458-440	\$84.95	PANEL, L/H, side member bottom	} reproduction	1
	458-445	\$84.95	PANEL, R/H, side member bottom		1
	459-065	\$106.95	PANEL, L/H, side member bottom	} original equipment	1
	459-055	\$106.95	PANEL, R/H, side member bottom		1
13	458-280	\$80.95	SILL, L/H	} full length as illustrated	1
	458-285	\$80.95	SILL, R/H		1
		458-450	\$53.95	SILL, L/H, inner side member	} repair panel, less rear 18"
	458-455	\$53.95	SILL, R/H, inner side member	1	
14	458-460	\$4.95	FILLER, L/H, rocker rear		1
	458-465	\$4.95	FILLER, R/H, rocker rear		1
15	458-470	\$9.95	JACKING BRACKET		2
16	458-475	\$5.75	BRACE, jacking bracket		2
	457-490	\$123.95	CROSSMEMBER, full length		1
17	458-480	\$7.95	CROSS MEMBER HALF	jack support, repair section	2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
18	240-640	\$30.95	PLATE, sill tread	} RD from (c)187211 on GT from (c)187841 on	2
20	458-900	\$76.95	PLATFORM, bonnet lock	chrome bumpered cars	1
	458-905	\$29.95	PLATFORM, bonnet lock	rubber bumpered cars	1
21	458-910	\$31.95	BRACE, platform	chrome bumpered cars	1
	458-915	\$29.95	BRACE, platform	rubber bumpered cars	1
22	458-920	\$125.95	PANEL, radiator duct	chrome bumpered cars	1
	458-925	\$84.95	PANEL, radiator duct	rubber bumpered cars	1
23	458-930	\$39.95	SUPPORT, duct panel	chrome bumpered cars	1
	458-935	\$38.95	SUPPORT, duct panel	rubber bumpered cars	1
24	458-195	\$30.95	MUD SHIELD	RD from (c)410001 on	1
25	458-940	\$173.95	FLOOR PANEL, L/H	} RD to (c)138400 GT to (c)139471 (thru '67)	1
	458-945	\$173.95	FLOOR PANEL, R/H		1
	458-950	\$105.95	FLOOR PANEL, L/H, repro.	} RD from (c)138401 on GT from (c)139472 ('68 on)	1
	458-955	\$105.95	FLOOR PANEL, R/H, repro.		1
	458-885	\$153.95	FLOOR PANEL, L/H, O.E.		1
	458-875	\$153.95	FLOOR PANEL, R/H, O.E.		1
25a	409-128	\$103.95	SOUND-DEADENING KIT, main floor	1968 - '80	1
Our sound-deadening pad sets are the same ones used on the British Motor Heritage body shells. This asphalt-based material can easily be applied to original floorboards scraped clean of residual pad. They can also be cut to fit 1962-'67 cars.					
26	456-270	\$74.95	PANEL, battery access, to '74 1/2	RD/GT to (c)360300	1
	456-275	\$34.95	PANEL, battery access, '74 1/2 on	RD/GT from (c)360301 on	1
27	226-640	\$1.95	FASTENER, access panel		5
28	282-500	\$4.95	SEAL, battery access panel		1
30	458-960	\$160.95	WHEEL WELL, L/H outer		1
	458-965	\$160.95	WHEEL WELL, R/H outer		1
31	458-055	\$152.95	WHEEL WELL, L/H inner		1
	458-065	\$152.95	WHEEL WELL, R/H inner		1
35	458-987	\$210.95	TRUNK FLOOR, main panel chrome bumpered cars	} RD to 360300 GT to (c)361000	1
	458-970	\$189.95	TRUNK FLOOR, main panel rubber bumpered cars	} RD from (c)360301 on GT from (c)361001 on	1
36	458-975	\$28.95	OUTER TRUNK FLOOR, L/H	} RD/GT	1
37	458-980	\$28.95	OUTER TRUNK FLOOR, R/H		1
38	457-730	\$12.95	PANEL, trunk lid striker		1
39	457-500	\$131.95	SPRING HANGER, R/H	} chrome bumpered cars	1
	457-510	\$131.95	SPRING HANGER, L/H		1
40	457-520	\$38.95	SIDE PLATE, R/H		1
	457-530	\$38.95	SIDE PLATE, L/H		1
41	458-028	\$53.95	SPRING MOUNT ASS'Y., L/H		1
	458-018	\$53.95	SPRING MOUNT ASS'Y., R/H		1
	458-048	\$48.95	SPRING MOUNT ASS'Y., L/H	} rubber bumpered cars	1
	458-038	\$48.95	SPRING MOUNT ASS'Y., R/H		1

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

Body Paint Color Codes

MGB Color Codes and Applications

If you've tried to match an original paint color with a similar color from your local paint store, you know you're in for a lot of headaches and a color that can only be "similar" at best. This chart will eliminate a lot of guesswork and allows you the unique opportunity to restore your MGB to its factory original color. We are once again indebted to Caroline Robinson and John Twist of Grand Rapids, Michigan for researching and compiling this valuable information.

In the following chart, the left-hand column represents the color's original name, while the second column is a more specific description of that color. Although the factory paint code does not appear on the car, we include it here for reference purposes. Aftermarket paint manufacturers are abbreviated in the fourth column as follows:

DITZ Ditzler
DUP Dupont
RM Rinshed Mason

The numbers that directly follow these abbreviations represent a formula unique to each manufacturer which duplicates that original color. With this information, your local automotive paint supplier should be able to accurately mix the correct color for your car. **Certain footnotes appear occasionally throughout the chart** where slight variations in the same color occurred between model years. These are as follows:

- 1) 1962-1963 only
- 2) 1964 on
- 3) thru 1976
- 4) 1977 only

Towards the end of this chart, you will also find certain aftermarket paint codes for the engine compartment and wheels. For these jobs, you may prefer the convenience of spray paints offered by Moss.

BEFORE PAINTING YOUR CAR, verify that the paint to be used is the exact color and shade you want. We are not responsible for any problems related to use of this reference chart. We cannot provide any further information or assistance regarding paint or the formulation of these colors.

Silver-Gray Wheel Paint

Custom packed aerosol can of the correct shade of silver for MG wheels. (Not the gaudy, "hardware store" silver color!) Two cans of this acrylic enamel will make five wheels look like new and leave a bit left for later touch-up.

220-560 \$14.95

Red Engine Paint '62-'71

We spent some time on it and finally came up with the correct shade of red for the properly restored MGB engine. (One can is sufficient to paint a properly prepared engine assembly.) Acrylic enamel in an aerosol can.

220-540 \$14.95

Black Engine Paint '72-'80

Durable and heat resistant up to 500 degrees F., this paint is semi-gloss to correctly paint the later MGB engines. (Great for suspension parts, too!)

220-575 \$8.95

Wrinkle-Finish Black Paint

Follow the directions carefully and this paint will enable you to refinish the dashboard of your 1962 - '67 MGB to look like new! A must for the serious restorer. One can, used carefully, is sufficient.

220-570 \$10.95



Color Name	Description	Factory Code	Aftermarket Codes	Application	Years
Black	Black	BK 1	DITZ# 9000 DUP# 99	RD/GT	1962 - '80
Old English White	Creamy White	WT 3	RM# BM149 ¹ /BM150 ² DITZ# 8177 DUP# 8207 or 97111	RD/GT	1962 - '67
Snowberry White	Gray White	WT 4	RM# BM151	RD/GT	1968 - '69
Glacier White	Blue White	BLVC 59	RM# BM155 DUP# 8579 DITZ# 8845 ³ /90074 ⁴	RD/GT	1970 - '77
Leyland White	Refrigerator White	BLVC 243	DITZ# 90106 DUP# H7896	RD only	1978 - '80
Grampian Gray	Dark Gray	GR 12	RM# BM018	GT only	1967 - '69
Chelsea Gray	Light Gray	GR15	RM# BM008, DITZ# 31733 DUP# 8198	RD only	1962 - '65
Mirage	Mauve	BLVC II	RM# BM176 DITZ# 33135 DUP# 43277	RD/GT	1974
Sandy Beige	Med. Gray Brown	BG 15	RM# BM146 DITZ# 22213	GT only	1965 - '68
Golden Beige	Medium Brown	BG 19	RM# BM140	GT only	1967 - '68
Bedouin	Cream Beige	BLVC 4	RM# BM163	RD/GT	1971
Russet Brown	Dark Brown	BLVC 205	DITZ# 24378 DUP# 44848	RD only	1978 - '80
Chartreuse	Pale Yellow	BLVC 167	DITZ# 45189 DUP# 44629	RD only	1976 - '77
Inca Yellow	Sun Yellow	BLVC 207	DITZ# 82309 DUP# 44880	RD only	1978 - '79
Snap Dragon	Sun Yellow	BLVC 235	DITZ# 82462 DUP# 45475	RD only	1980
Pale Primrose	Light Yellow	YL 12	RM# BM131 DITZ# 81499	RD/GT	1965 - '70
Bronze Yellow	Dark Yellow	BLVC 15	RM# BM157 DITZ# 81827 DUP# 8581	RD/GT	1970 - '73
Harvest Gold	Muddy Yellow	BLVC 19	RM# BM170 DITZ# 82018 DUP# 30013	RD/GT	1972 - '76
Sandglow	Caramel	BLVC 63	DITZ# 24300 DUP# 44565	RD/GT	1976 - '77
Bracken	Muddy Orange	BLVC 93	RM# BM187 DITZ# 60760 DUP# 43275	RD/GT	1974 - '76
Damask Red	Maroon	RD 5 BLVC 99	RM# BM112R DUP# 8819 DITZ# 71064 ³ /72261 ⁴	RD/GT	1973 - '77
Tartan Red	Bright Red	RD 9	RM# BM124R DUP# 8204 DITZ# 71062 ¹ /71416 ²	RD/GT	1962 - '69
Blaze Red	Orange	BLVC 16	RM# BM162 DITZ# 60637 DUP# 30007	RD/GT	1971 - '75
Flame Red	Red	BLVC 61	RM# BM162 DITZ# 71861 DUP# 8571	RD/GT	1970 - '72
Flamenco Red	Orange Red	BLVC 133	DITZ# 72144, DUP# 43661	RD only	1975-'77
Black Tulip	Dark Purple	BLVC 23	RM# BM168M DITZ# 14417 DUP# 30015	RD/GT	1973
Aconite	Dark Purple	BLVC 95	RM# BM181D DITZ# 14728 DUP# 43274	RD/GT	1974 - '75
Vermillion Red	Orange Red	BLVC 118	DITZ# 60932 DUP# 45471	RD only	1978 - '80
Carmine Red	Maroon Red	BLVC 209	DITZ# 72065 DUP# 43019	RD only	1978 - '80
British Racing Green	Medium Dark Green (yellowish green)	GN 25	RM# BM079 DITZ# 43342 DUP# 8193	RD/GT	1964 - '70

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

MOSS

Hardware Kits

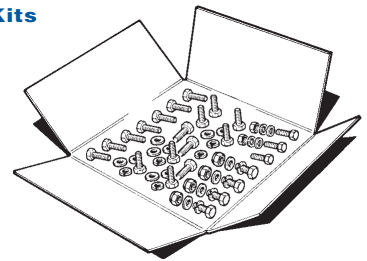
Color Name	Description	Factory Code	Aftermarket Codes	Application	Years
British Racing Green	Medium Dark (darker than GN25)	GN 29	RM# BM078 DITZ# 46446 DUP# 8194	RD/GT	1964 - '70
Green Mallard	Dark Green	BLVC 22	RM# BM169D DITZ# 44638 DUP# 30014	RD/GT	1972 - '73
New Racing Green	Very Dark Green	BLVC 25	RM# BM167 DITZ# 44446 DUP# 30012	RD/GT	1971
Aqua	Light Turquoise	BLVC 60	RM# BM159 DITZ# 14075 DUP# 8821	RD/GT	1972
Limeflower	Dark Lime Green	BLVC 20	RM# BM166 DITZ# 44448 DUP# 30010	RD/GT	1973
Citron	Chartreuse	BLVC 73	RM# BM177 DITZ# 44947 DUP# 43276	RD/GT	1974 - '76
Tundra	Olive Drab	BLVC 94	RM# BM178 DITZ# 44978 DUP# 43278	RD/GT	1974 - '76
Brooklands Green	Medium Green	BLVC 169	DITZ# 45190 DUP# 44630	RD only	1976 - '80
Mineral Blue	Dark Blue	BU 9	RM# BM060 DITZ# 12115 DUP# 8182	RD/GT	1965 - '69
Iris Blue	Medium Light Blue	BU 12	RM# BM054 DITZ# 12235 DUP# 8184	RD only	1962 - '65
Blue Royale	Dark Blue	BU 38	RM# BM039 DITZ# 12635	RD/GT	1970
Teal Blue	Medium Dark Blue	BLVC 18	RM# BM164 DITZ# 14244 DUP# 30006	RD/GT	1971 - '74
Tahiti Blue	Bright Blue	BLVC 65	DITZ# 14866 ³ /15096 ⁴	RD only	1975 - '77
Pageant Blue	Brighter Blue	BLVC 224	DITZ# 15231 DUP# 45473AH	RD only	1978 - '80

Paint Codes for Other Components

Application	Color	Aftermarket Codes	
1962 - '71 Engines (18G to 18GK)	Dark Red	Moss# 220-540	\$14.95
1972-'80 Engines (18V)	Black	Moss# 220-575	\$8.95
Engine Cooling Fan and Pulley	Yellow	Rustoleum #7747 (Sunburst Yellow)	NA
Wire and Disc Wheels	"Hammered" Silver	Moss# 220-560	\$14.95
Washer Bottle Bracket	"Tudor Blue"	Krylon 3107	NA

Hardware Kits

Our complete Fitting Kits are designed to make installing various components to your car fast, simple and very convenient!



Engine Kits:

Timing Cover Screw Set
Fits 1962-'76 with oval washers. 323-568 \$7.40

Timing Cover Screw Set
Fits 1976 on with plain washers. 323-558 \$4.85

Sump Screw Set
Fits all 1962-'80. 323-548 \$8.75

Engine to Gearbox Nut & Bolt Set
Fits 1962-'67 with 3-Synchro gearboxes. 322-428 \$7.90

Engine to Gearbox Nut & Bolt Set
Fits 1968 on with All-Synchro gearboxes. 322-438 \$7.25

Fuel Tank Mounting Kit
Fits 1965 on (not for early strap-on tanks). 323-628 \$13.95

Exhaust Mounting Kits:

Center Exhaust Mounting Kit
Fits all 1962-'80. 470-138 \$14.95

Rear Exhaust Mounting Kit
Fits 1962-'69 to (c)167815. 470-178 \$5.70

Rear Exhaust Mounting Kit
Fits 1969-'74. Roadsters from (c)167816 to 360300 and GTs from (c)167816 to 361000. 444-145 \$30.95

Rear Exhaust Mounting Kit
Fits '74 1/2 on (all rubber-bumpered cars). 470-148 \$25.95

Exh. Manifold Stud & Nut Kit (6 studs & brass nuts)
Fits 1962-'74 (all cars with twin SU carbs.). 328-718 \$9.00

Suspension Kits:

Front Suspension Dust Tube Kits
Includes both tubes and spring. 2 required. 263-428 \$14.95

Rear Spring Fitting Kit (for 1 spring)
Fits cars with Banjo-Type rear axles. 454-927 \$22.95

Rear Spring Fitting Kit (for 1 spring)
Fits cars with Tube-Type rear axles. 454-937 \$25.95

Rear Spring Shackle Kit
Includes shackle plate with studs, plate, nuts and bolts. 2 kits required per car. 267-528 \$16.95

Bodywork & Bumper Kits:

Front Fender Fitting Kit
Fits all '62-'80. One kit does both fenders. 321-928 \$29.95

Front Valance Fitting Kit 323-618 \$6.05

Front Bumper Fitting Kit
Fits 1962-'74 (cars with chrome bumpers). 321-908 \$23.95

Rear Bumper Fitting Kit
Fits 1962-'74 (cars with chrome bumpers). 321-918 \$26.95

Trim & Body Molding Kits:

Interior Trim Screw Set
Chrome finish for early roadsters. 323-578 \$11.95

Interior Trim Screw Set
Black finish for later roadsters. 323-988 \$9.75

Interior Trim Screw Set
Black finish for GTs. 323-608 \$10.05

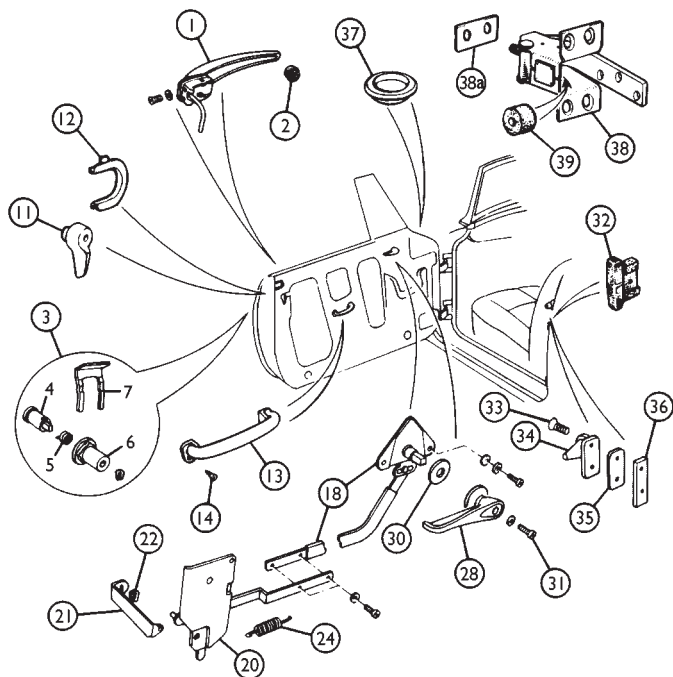
Body Molding Fitting Kit
Complete set to fit all 6 body moldings. 326-058 \$20.95

Inner Front Fender Splash Panel Fixing Kit
Complete set for left and right panels. 323-638 \$7.30



LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

Door Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1962 - early 1965

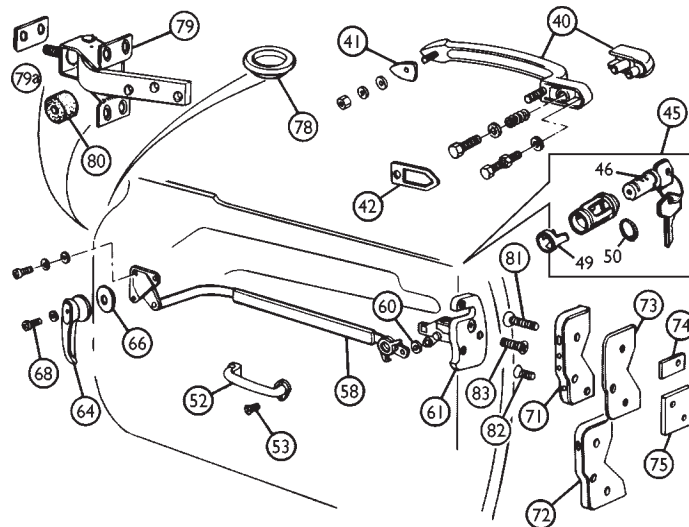
RD from (b)101 to 57985 with pull-out exterior door handles

1	401-510	\$36.95	DOOR HANDLE, L/H, exterior	1
	401-520	\$36.95	DOOR HANDLE, R/H, exterior	1
2	011-734	\$1.45	BUFFER, door handle	2
3	401-578	\$46.95	LOCK ASSEMBLY, pair	1
4	401-570	NA	BARREL & KEYS	2
5	401-575	NA	COLLAR SPRING	2
6	401-580	NA	CASE	2
7	401-585	\$2.25	RETAINING CLIP	2
11	472-260	\$38.95	KNOB, inside locking, passenger's door	1
12	401-595	\$22.95	FINISHER, lock	2
13	472-240	\$9.15	HANDLE, door pull, with end brackets	2
	402-470	NA	HANDLE, door pull, without brackets	2
14	323-080	\$0.85	SCREW, door pull	4
18	402-300	NA	REMOTE CONTROL, L/H	1
	402-305	NA	REMOTE CONTROL, R/H	1
20	401-110	NA	LATCH, L/H	1
	401-210	NA	LATCH, R/H	1
21	402-320	\$19.95	LINK	2
22	402-325	\$1.55	SPRING CLIP	2
24	402-330	NA	TENSION SPRING	2
28	472-250	\$6.95	HANDLE, door opening	2
30	472-265	\$1.15	FIBER WASHER	2
31	323-205	\$0.80	SCREW, handle fixing	2
32	281-608	\$9.10	DOOR BUFFER SET, 4 buffers	1
33	323-595	\$1.20	SCREW, securing striker plate	4
34	470-540	\$9.70	STRIKER	2
35	472-455	\$1.30	PACKING	A/R
36	470-480	\$7.70	TAPPING PLATE	2
37	282-995	\$0.95	PLUG, rain excluder	4
38	405-460	\$119.95	DOOR HINGE, L/H	2
	405-470	\$119.95	DOOR HINGE, R/H	2
	323-235	\$0.75	SCREW, hinge to door	12
	323-275	\$0.75	SCREW, hinge to body	16
38a	405-480	\$6.35	TAPPING PLATE, hinge to body	8
39	282-895	\$1.95	BUFFER, door hinge	4

1962 - '64 MGB Door Latch Repair Kit

This marvelous kit includes all of the wearing components in the early "pull out" handle door latches, enabling the latch assemblies to be rebuilt to new operating condition. Fits left and right latches, 2 required per car.

401-117 \$19.95



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1965 - 1967

RD from (b)57986 to 110292/GT from (b)101 to 21777 with push button exterior door handles

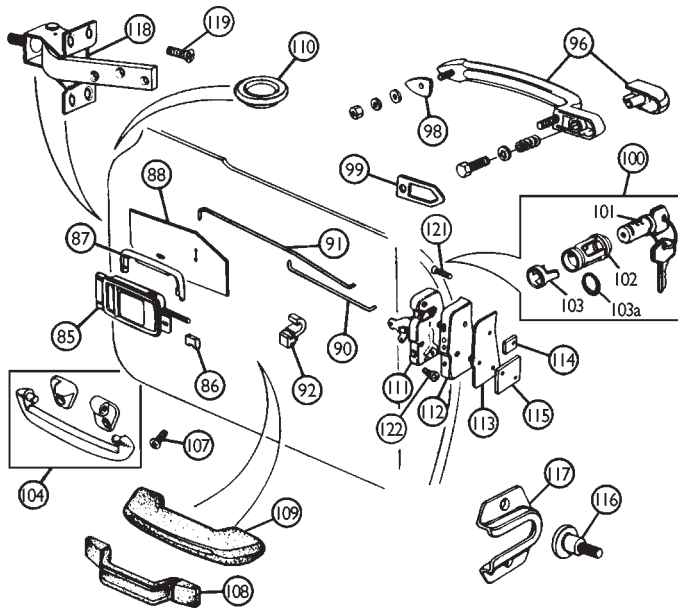
40	401-530	\$35.95	DOOR HANDLE, exterior		2
41	401-540	\$1.05	GASKET, front		2
42	401-550	\$1.10	GASKET, rear		2
	401-588	\$83.95	MASTER LOCK SET, includes 2 matching door locks 1 trunk lid lock, 1 glove box and 2 keys		1
	402-198	\$35.95	DOOR LOCK PAIR, with 2 keys		1
45	402-190	\$21.95	LOCK ASSEMBLY, L/H		1
	402-200	\$21.95	LOCK ASSEMBLY, R/H		1
46	401-560	NA	BARREL & KEY		2
49	401-590	NA	RETAINING CLIP		2
50	402-170	\$0.65	GASKET, door lock		2
52	472-240	\$9.15	HANDLE, door pull		2
53	323-080	\$0.85	SCREW, door pull		4
58	402-310	NA	REMOTE CONTROL, L/H		1
	402-315	NA	REMOTE CONTROL, R/H		1
60		NA	FIBER WASHER		2
61	401-120	NA	LATCH, L/H		1
	401-220	NA	LATCH, R/H		1
64	472-250	\$6.95	HANDLE, door opening		2
66	472-265	\$1.15	FIBER WASHER		2
68	323-205	\$0.80	SCREW, handle fixing		2
71	401-320	\$17.95	STRIKER, L/H	} RD	1
	401-340	\$17.95	STRIKER, R/H		1
72	401-330	\$12.95	STRIKER, L/H	} GT	1
	401-350	\$12.95	STRIKER, R/H		1
73	402-410	\$3.40	SHIM, .064"		A/R
	402-415	\$1.95	SHIM, .036"		A/R
74	402-340	\$3.40	TAPPING PLATE, upper		2
75	402-420	\$6.90	TAPPING PLATE, lower		2
78	282-995	\$0.95	PLUG, rain excluder		4
79	405-460	\$119.95	DOOR HINGE, L/H		2
	405-470	\$119.95	DOOR HINGE, R/H		2
	323-235	\$0.75	SCREW, hinge to door		12
	323-275	\$0.75	SCREW, hinge to body		16
79a	405-480	\$6.35	TAPPING PLATE, hinge to body		8
80	282-895	\$1.95	BUFFER, door hinge		4
81	323-195	\$0.95	SCREW, striker plate, long		2
82	323-255	\$0.75	SCREW, striker plate, short		4
83	323-585	\$0.55	SCREW, securing door latch		6

To prevent the "crack of doom" on MGB doors just behind the vent window frame, ensure that the car's doors are properly hung, adjusted, and hinges lubricated. This does need periodic attention due to hinge wear. Also, don't pull on the vent window to close the doors!

moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

Door Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1968 - 1980

RD from (c)138401/GT from (c)139472

85	402-360	\$32.95	HANDLE & CONTROL ASSEMBLY, L/H		1
	402-365	\$32.95	HANDLE & CONTROL ASSEMBLY, R/H		1
86	402-370	\$2.55	CONNECTOR		2
87	402-375	\$3.05	BEZEL, interior handle		4
88	402-380	NA	DUST SEAL, handle assembly		2
90	402-390	\$0.95	LINK, operating, L/H		1
	402-395	NA	LINK, operating, R/H		1
91	402-400	NA	LINK, locking, L/H		1
	402-405	NA	LINK, locking, R/H		1
92	402-385	NA	RETAINER, link		2
96	401-535	\$35.95	DOOR HANDLE, exterior		2
98	401-540	\$1.05	GASKET, front		2
99	401-550	\$1.10	GASKET, rear		2
	401-598	\$83.95	MASTER LOCK SET, includes 2 door locks, 1 trunk lock and 2 keys		1
	402-198	\$35.95	DOOR LOCK PAIR		1
100	402-190	\$21.95	LOCK ASSEMBLY, L/H		1
	402-200	\$21.95	LOCK ASSEMBLY, R/H		1
101	401-560	NA	BARREL & KEY		2
102		NA	CASE		2
103	401-590	NA	RETAINING CLIP		2
103a	402-170	\$0.65	GASKET, door lock		2
104	472-240	\$9.15	DOOR PULL, assembly, thru 1971	RD/GT to (c)258000	2
107	323-080	\$0.85	SCREW, door pull		4
108	402-450	NA	DOOR PULL, autumn leaf (tan)	} RD/GT from (c)258001 to 294250, 1972	2
	402-455	\$14.95	DOOR PULL, ochre (mustard)		2
	402-453	\$14.95	DOOR PULL, black		2
	402-467	NA	END CAP, black		4
	402-490	NA	DOOR PULL, navy		2
109	402-425	\$58.95	DOOR PULL, armrest, black	} RD/GT from (c)294251 1973 on	2
	402-430	\$58.95	DOOR PULL, armrest, autumn leaf		2
	402-435	\$58.95	DOOR PULL, armrest, navy		2
	402-440	\$58.95	DOOR PULL, armrest, ochre		2
	402-495	NA	DOOR PULL, armrest, champagne		2
110	282-995	\$0.95	PLUG, rain excluder		4
111	401-130	\$299.95	LATCH, L/H		1
	401-135	\$299.95	LATCH, R/H		1
112	401-360	\$23.95	STRIKER, L/H	} RD	1
	401-370	\$23.95	STRIKER, R/H		1
	401-380	NA	STRIKER, L/H	} GT	1
	401-390	NA	STRIKER, R/H		1
			(use RD parts above as replacement)		

113	402-410	\$3.40	SHIM, .064"		A/R
	402-415	\$1.95	SHIM, .036"		A/R
114	402-340	\$3.40	TAPPING PLATE, upper		2
115	402-420	\$6.90	TAPPING PLATE, lower		2
116	401-385	\$5.20	PIN, anti-burst unit	} RD from (c)410001 on 1977 on	2
117	401-395	\$5.85	PLATE, anti-burst unit		2
118	405-460	\$119.95	DOOR HINGE, L/H	} RD from (c)138401 to 410000 GT from (c)139472 to 410000	2
	405-470	\$119.95	DOOR HINGE, R/H 1968 - '76		2
	405-460	\$119.95	DOOR HINGE, L/H, upper	} RD from (c)410001 on 1977 on	1
	405-465	\$119.95	DOOR HINGE, L/H, lower		1
	405-470	\$119.95	DOOR HINGE, R/H, upper		1
	405-475	\$119.95	DOOR HINGE, R/H, lower		1
119	323-275	\$0.75	SCREW, hinge to body		16
120	323-235	\$0.75	SCREW, hinge to door		12
121	323-195	\$0.95	SCREW, striker plate, long		2
	323-255	\$0.75	SCREW, striker plate, short		4
122	314-000	\$0.60	SCREW, securing door latch	(replacement)	6

MGB



Security Door Lock Set

Except for the early roadster with pull-out door handles, this high security lock set will fit all roadsters and GTs through 1980. Proven to increase protection dramatically, this system incorporates a unique locking cam mechanism.

401-628 \$87.95

Door Lock Fitting Kit

Fits 1965-'80. These clever kits allow factory door locks to be fitted without using the factory style securing clips, which are not very easy to fit and very difficult to remove. These new clips are also designed to prevent the lock from rotating in the door skin. **402-195 \$26.95**



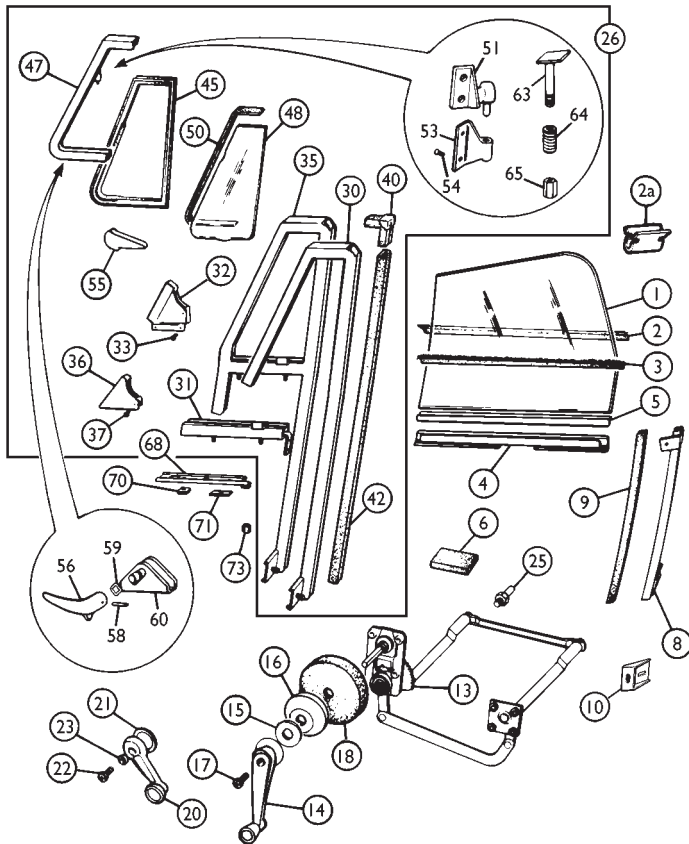
Chrome Door Pull & Window Winder

While standard pulls and winders are bound to break with normal use, these are attractive and durable alternatives to the original plastic components. Sold individually. Order screws separately. (May differ slightly from photo.)

1962-'71 Door Pull **803-440 \$21.95**
1968-'80 Winder **472-540 \$16.95**



Door Window Fittings



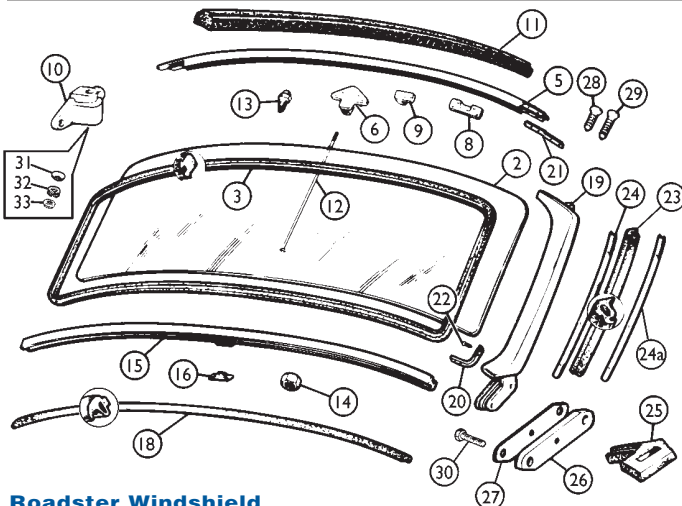
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	458-830	\$160.95	DOOR GLASS, L/H	} RD	1
	458-850	\$160.95	DOOR GLASS, R/H		1
	458-840	\$139.95	DOOR GLASS, L/H, clear	} GT to (c)219000	1
	458-860	\$139.95	DOOR GLASS, R/H, clear		1
2	458-890	\$225.95	DOOR GLASS, L/H, tinted	} GT from (c)219001 on	1
	458-895	\$225.95	DOOR GLASS, R/H, tinted		1
	282-380	\$7.95	SEAL, door top, L/H	} GT	1
	282-390	\$7.95	SEAL, door top, R/H		1
2a	803-400	\$0.35	CLIP, seal to finisher	} RD	14
	NA		RIVET, seal to finisher		14
3	682-030	\$6.85	BRUSH SEAL, door top		2
4	402-220	\$28.95	CHANNEL, lower		2
5	282-550	\$1.95	GLAZING RUBBER		2
6	402-230	\$3.40	BUFFER, glass stop		2
8	402-235	\$39.95	REAR CHANNEL, L/H		1
	402-240	\$39.95	REAR CHANNEL, R/H		1
9	458-610	\$4.75	FLEX CHANNEL		2
10	458-605	\$17.95	BRACKET, R/H, channel	} RD/GT from (c)146104 on	2/1
	458-615	\$17.95	BRACKET, L/H, channel		2/1
13	402-250	NA	REGULATOR, L/H	} RD to (b)57986	1
	402-255	NA	REGULATOR, R/H		1
	402-260	NA	REGULATOR, L/H	} RD from (b)57986 to 110292	1
	402-265	NA	REGULATOR, R/H		1
	402-270	\$157.95	REGULATOR, L/H	} RD from (c)138401 on ('68 on)	1
	402-275	\$157.95	REGULATOR, R/H		1
14	472-230	\$8.00	HANDLE, regulator	} RD to (c)138400	2
15	472-265	\$1.15	WASHER, fiber		2
16	472-500	\$7.65	ESCUTCHEON	} GT to (c)139471	2
17	323-205	\$0.80	SCREW, handle		2
18	472-510	\$2.95	PAD, handle	(thru 1967)	2
					2
20	472-520	\$4.95	HANDLE, plastic (original)	} RD from (c)138401 on	2
	472-540	\$16.95	HANDLE, chrome (replacement)		2
21	472-525	\$0.95	WASHER, fiber	(1968 on)	2
22	472-495	\$1.95	SCREW & SPACER, black		2
	472-535	\$0.40	SCREW, chrome	for black handles	2
23	472-530	\$3.40	SPACER, chrome		2
24	324-010	\$0.15	LOCKWASHER for screw	for chrome handles	2
25	402-280	NA	STOP, regulator arm	RD/GT from (b)57986 on	2

26	458-500	\$389.95	VENTILATOR ASSEMBLY, L/H	} RD from (c)65865 on	1
	458-505	\$389.95	VENTILATOR ASSEMBLY, R/H		1
	458-510	NA	VENTILATOR ASSEMBLY, L/H	} GT	1
	458-515	NA	VENTILATOR ASSEMBLY, R/H		1
30	458-520	NA	OUTER FRAME, L/H	} RD to (c)65864	1
	458-525	NA	OUTER FRAME, R/H		1
31	458-530	NA	WAIST RAIL, L/H	}	1
	458-535	NA	WAIST RAIL, R/H		1
32	458-540	NA	CAPPING, L/H	}	1
	458-545	NA	CAPPING, R/H		1
33	458-550	\$0.55	SCREW, capping to frame		12
35	458-560	NA	OUTER FRAME, L/H	} RD from (c)65865 on	1
	458-565	NA	OUTER FRAME, R/H		1
	458-570	NA	OUTER FRAME, L/H	} GT	1
	458-575	\$49.95	OUTER FRAME, R/H		1
36	458-580	\$17.95	CAPPING, L/H	} RD from (c)65865 on	1
	458-585	\$17.95	CAPPING, R/H		1
	458-590	NA	CAPPING, L/H	} GT	1
	458-595	NA	CAPPING, R/H		1
37	458-550	\$0.55	SCREW, capping to frame	RD from (c)65865 on	4
40	458-555	NA	SCREW, capping to frame	GT	4
	282-575	\$4.05	BLOCK, corner	RD/GT to approx. 1969	2
	282-595	\$3.95	BLOCK, corner	RD/GT approx. '69 to (c)279339	2
	282-065	\$2.50	BLOCK, corner	RD/GT from (c)279340	2
42	458-610	\$4.75	FLEX CHANNEL		2
45	282-530	\$19.95	SEAL, vent window, L/H	} RD	1
	282-510	\$19.95	SEAL, vent window, R/H		1
	282-540	\$18.95	SEAL, vent window, L/H	} GT	1
	282-520	\$18.95	SEAL, vent window, R/H		1
47	458-620	\$46.95	INNER FRAME, L/H	} RD	1
	458-625	\$46.95	INNER FRAME, R/H		1
	458-630	\$44.95	INNER FRAME, L/H	} GT	1
	458-635	NA	INNER FRAME, R/H		1
48	458-780	\$32.95	GLASS, L/H & R/H	RD	2
	458-800	NA	GLASS, L/H, clear	} GT to (c)279339	1
	458-790	NA	GLASS, R/H, clear		1
	458-855	NA	GLASS, L/H, tinted	} GT from (c)279340 on	1
	458-865	NA	GLASS, R/H, tinted		1
50	282-095	\$1.40	GLAZING RUBBER	sold per foot	A/R
51	458-640	\$5.25	HINGE TOP, L/H	} RD	1
	458-645	\$5.25	HINGE TOP, R/H		1
	458-765†	\$0.45	RIVET, hinge top	} GT	4
	458-650	\$12.95	HINGE TOP, L/H		1
	458-655	\$12.95	HINGE TOP, R/H		1
	458-765†	\$0.45	RIVET, hinge top		4
† Rivet is factory replacement for original screw.					
53	458-745	\$4.15	HINGE BOTTOM, L/H	} RD to (c)279339	1
	458-755	\$4.15	HINGE BOTTOM, R/H		1
	458-775	NA	HINGE BOTTOM, L/H	} GT to (c)279339	1
	458-785	NA	HINGE BOTTOM, R/H		1
54	323-060	\$1.10	SCREW, hinge	RD/GT to (c)279339	4
	458-660	\$7.95	HINGE BOTTOM, L/H	} RD from (c)279340	1
	458-665	\$7.95	HINGE BOTTOM, R/H		1
	458-670	\$8.75	HINGE BOTTOM, L/H	} GT from (c)279340	1
	458-675	\$8.75	HINGE BOTTOM, R/H		1
	458-765	\$0.45	RIVET, hinge	RD/GT from (c)279340	4
55	458-680	NA	DRAIN CHANNEL, L/H	} RD	1
	458-685	NA	DRAIN CHANNEL, R/H		1
	458-690	NA	DRAIN CHANNEL, L/H	} GT	1
	458-695	NA	DRAIN CHANNEL, R/H		1
56	470-590	\$37.95	HANDLE, L/H, curved	} RD to (c)138799	1
	470-580	\$37.95	HANDLE, R/H, curved		1

moos

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS

470-595	\$27.95	HANDLE, L/H, flat	} RD from (c)138000 on 1 GT from (c)139284 on 1	1
470-585	\$27.95	HANDLE, R/H, flat		1
58	325-470	\$0.95	PIN, handle securing	2
59	324-295	\$0.80	WASHER, anti-rattle	2
60	458-700	\$42.95	BRACKET, curved handle	2
	458-705	\$10.95	BRACKET, flat handle	2
63	458-710	\$7.95	PIVOT PIN, bottom	2
	458-715	\$9.00	PIVOT PIN, bottom	2
64	329-850	\$1.95	SPRING	2
65	312-000	\$0.45	NUT, pivot pin	2
68	282-780	\$4.80	SEAL, frame seating, L/H	} RD 1 GT 1
	282-770	\$4.80	SEAL, frame seating, R/H	
	324-305	\$0.95	SEAL, frame seating	2
70	312-015	\$1.45	REINFORCEMENT, front	2
71	312-020	\$1.45	REINFORCEMENT, rear	2
73	312-010	\$1.70	NUT, frame to door	1



Roadster Windshield

	472-600	NA	WINDSHIELD ASSEMBLY, complete	RD to (c)306515	1
	472-610	NA	WINDSHIELD ASSEMBLY, complete	RD from (c)306516 on	1
2	458-810	\$114.95	GLASS, windshield		1
	458-815	\$124.95	GLASS, windshield, tinted		1
3	282-420	\$31.95	GLAZING RUBBER, windshield		1
5	453-270	NA	TOP RAIL	RD to (c)187210	1
	453-275	\$115.95	TOP RAIL	RD from (c)187211 on	1
6	472-410	NA	BRACKET, center rod	RD to (c)187210	1
	472-415	NA	BRACKET, center rod	RD from (c)187211 on	1
8	472-620	\$13.95	BRACKET, hood latch		2
9	233-930	\$5.25	ANCHOR, sun visor		2
10	233-920	\$12.95	BRACKET, sun visor pivot	RD to (c)410000	2
	233-925	\$14.95	BRACKET, sun visor pivot	RD from (c)410001 on	2
	325-277	\$0.60	RIVET, sunvisor pivot		12
11	453-610	\$18.95	SEAL, on header rail		1
12	472-420	\$10.95	CENTER ROD	RD to (c)138400	1
	472-425	\$4.60	CENTER ROD	RD from (c)138401 on	1
13	472-635	\$3.10	NUT, rod to top bracket	RD to (c)138400	1
14	472-635	\$3.10	NUT, rod to top bracket	} RD from (c)138401 on	1
	472-640	\$1.95	NUT, rod to bottom bracket		1
15	453-300	NA	BOTTOM RAIL ASSEMBLY	RD to (c)172699	1
	453-305	NA	BOTTOM RAIL ASSEMBLY	RD from (c)172700 on	1
16	470-895	NA	BRACKET, center rod	RD to (c)187210	1
	470-885	NA	BRACKET, center rod	RD from (c)187211 on	1
18	282-410	\$11.50	SEAL, bottom rail to body		1
19	408-010	NA	PILLAR, L/H	} RD to (c)306515	1
	408-020	NA	PILLAR, R/H		1
	408-015	NA	PILLAR, L/H	} RD from (c)306516 on	1
	408-025	NA	PILLAR, R/H		1
20	408-040	\$29.95	BRACKET, L/H, pillar to bottom rail		1
	408-050	\$29.95	BRACKET, R/H, pillar to bottom rail		1
21	408-075	NA	BRACKET, R/H, top rail to pillar	rivets to top rail	1
	408-085	NA	BRACKET, L/H, top rail to pillar	rivets to top rail	1
22	408-055	\$0.55	SCREW, bracket		8
23	282-400	\$6.95	SEAL, pillar to ventilator		2
24	408-030	\$7.95	RETAINER, pillar seal		2
24a	408-035	\$2.80	INNER SEAL RETAINER		2

Roadster Windshield

25	282-450	\$2.95	GROMMET, L/H, pillar to body	1
	282-460	\$2.95	GROMMET, R/H, pillar to body	1
26	408-070	\$16.25	PACKING, outer, pillar to body	2
27	408-060	\$12.95	PACKING, inner, pillar to body	2
28	408-056	\$0.60	SCREW, short, top rail to pillar	4
29	408-057	\$0.35	SCREW, long, top rail to pillar	2
30	322-035	\$0.70	BOLT, pillar to body	4
31	324-175	\$0.55	CUP WASHER, visor mounting	} RD 2
32	324-185	\$0.55	SPRING WASHER, visor mounting	
33	310-830	\$0.60	NUT, visor mounting	

MGB Windshield Replacement

Replacing the windshield on an MGB roadster can be completed with a few simple tools and a reasonable amount of patience.

Having a good workshop manual is a must (see Accessories Catalog at the front of this catalog). There are two choices for windshield glass: clear (Moss #458-810) and tinted (Moss #458-815). The tinted glass was not originally fitted; however, both glasses are interchangeable.

Removing the windshield assembly is a simple task. Loosen the two bolts securing the bottom center rod bracket to the dash top. Leave the center rod assembly intact to hold the windshield assembly together. Remove the four bolts securing the windshield pillars to the body. Completely remove the center rod bolts. Withdraw the entire windshield assembly from the car.

Begin dismantling the windshield by removing the rear view mirror and visors. Remove the nuts and washers securing the center rod to its top bracket, and withdraw the rod through the bottom bracket. Unscrew only the outer three screws securing the top rail to each pillar. The long outer screw on each side is a Moss #408-057, the two short inner screws on each side are Moss #408-056.

Peel back the frame to body seal (Moss #282-410) just enough to remove the two screws on either end of the bottom rail. With a soft mallet, gently tap the pillars free of the glass and rails. The top and bottom rails can now be removed. Peel the glazing rubber away from the glass.

Inspect and clean the top and bottom rails. Check the corner brackets on the pillars. Mark the center of the new windshield glass with a crayon so it will be more easily lined up with top and bottom rails.

Place the new glazing rubber (Moss #282-420) around the windshield glass. Inject a bead of windshield sealant into the groove in which the glass sits. Lubricate the outside edge of the glazing strip and the inside of the top and bottom rails with a soapy water solution. Push the top and bottom rails into place slowly.

Fit the side pillars into place. (If the top and bottom rails are not pulled together enough, then temporarily assemble the center rod or use a carpenter's wood clamp to gently ease the rails closer.) If the side pillars balk, try tapping with a soft mallet. Again, be sure to go slowly.

Once all frame members are in alignment, replace the screws in the proper holes. On the top rails, the short screws belong on the two inside holes on either side of the rail and the long screws go in the outermost holes on each side. Attempting to use the wrong screws may easily result in breaking the glass.

With the windshield firmly assembled, scrape off the excess sealant and refit the center rod. Refit the frame to body seal. If replacing this seal (Moss #282-410) is necessary, now is the time to do it. Lubricate the bottom channel with a soapy water mixture and slide the leading edge of the seal into the channel while easing the seal along carefully where it enters the channel. This is a very slow process. Replace old windshield pillar grommets: L/H, Moss #282-450; R/H, Moss #282-460.

Apply a bead of sealant to the top of the grommets before sliding them into place on the pillars. Apply another bead of sealant to the bottom of each grommet and along the flap of the frame to body seal. Ease the windshield assembly back onto the body.

The windshield should not be forced into place; it is better to let it sit overnight to compress the new rubber seals. Tighten the pillar bolts one at a time while checking and adjusting the fit to the door vent windows. Once in place, recheck the fit to the vent windows and top. Check the seals between the pillar and vent windows and top. Replace if necessary with two of Moss #282-400.

Finally, refit the mirror and visors. If done patiently and carefully, the roadster windshield should now be draft and leak-proof. A good source of information about MGB restoration is Lindsay Porter's MGB Guide to Purchase and D.I.Y. Restoration, Moss #211-365.



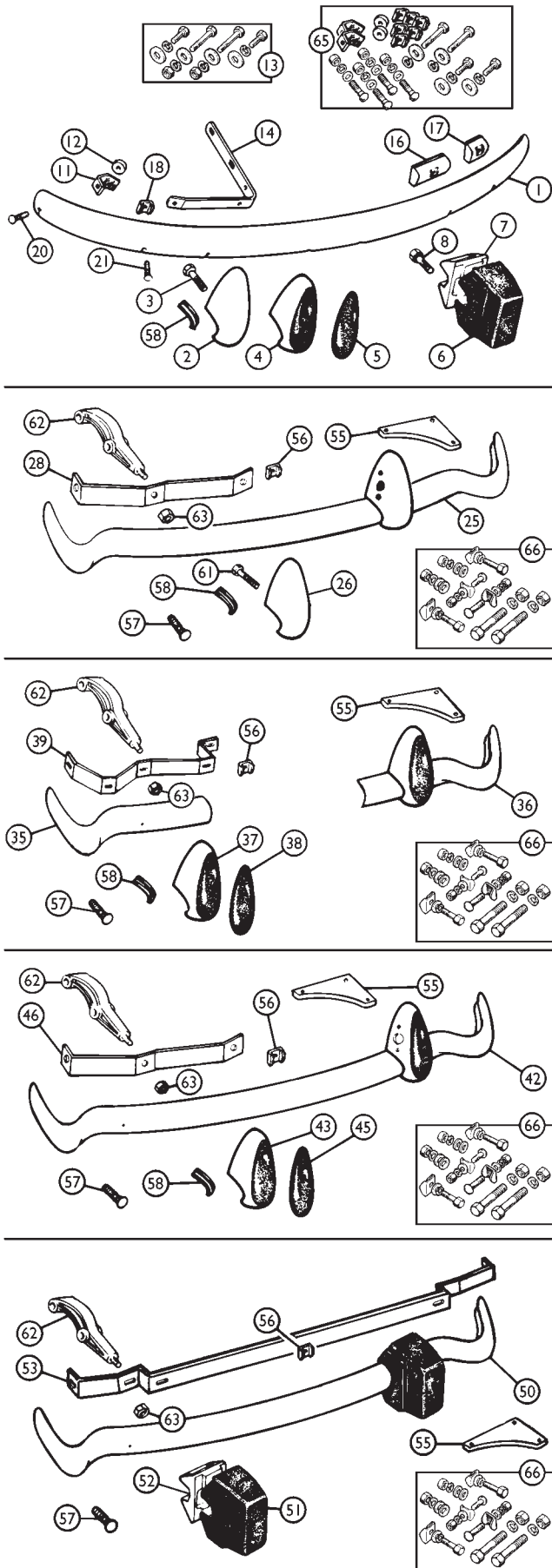
Sun Visor Kit

Sun visors were a factory option from 1962 thru about '67, and these kits are intended for those of you with cars not so equipped. Includes two black vinyl visors and all necessary brackets. **224-108 \$95.95**

1962-'76 Sun Visors

These sun visors have been obsolete for years. These were optional equipment before they became standard around 1968. Sold individually; fits both right and left hand. **233-110 \$24.95**

Chrome Bumpers



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962-'74 1/2					
RD/GT from (c)101 to 360300					
1	453-090	\$109.95	FRONT BUMPER BAR		1
2	454-310	\$25.95	OVERRIDEER, front bumper	RD to (c)187210 GT to (c)187840 1962 - '69	2
3	322-075	\$0.55	BOLT, ft. overrideer		2
4	454-315	\$29.95	OVERRIDEER, front	RD from (c)187211 to 339094 GT from (c)187841 to 339471 1970 - '74	2
5	454-375	\$7.95	BUFFER, overrideer		2
6	454-345	NA	OVERRIDEER, L/H	RD from (c)339095 to 360300 GT from (c)339472 to 361100 mid 1974	1
	454-355	NA	OVERRIDEER, R/H		1
7	475-270	NA	BRACKET, L/H, overrideer		1
	475-275	NA	BRACKET, R/H, overrideer		1
8	322-075	\$0.55	BOLT, ft. overrideer		4
11	472-200	\$5.90	BRACKET, outer	incl. in front bumper hardware kit #65	2
12	472-205	\$2.70	PAD, outer bracket		2
13	321-938	\$5.90	MOUNTING KIT, front brackets to car		1
14	472-210	\$9.95	SPRING BRACKET, L/H, front	RD to (c)339094 GT to (c)339471 to early '74	1
	472-220	\$9.95	SPRING BRACKET, R/H, front		1
	472-215	NA	SPRING BRACKET, L/H, front	RD from (c)339095 to 360300	1
	472-225	NA	SPRING BRACKET, R/H, front		1
16	475-295	NA	SPACER, behind overrideer	GT from (c)339472 to 361100- mid 1974	2
17	475-290	NA	SPACER, spring bracket		2
18	475-280	\$1.95	SPACER (chrome bumper uses 6; rubber bumper uses 2)		6/2
20	322-900	\$2.00	BOLT & NUT, bar to bracket		2
	310-050	\$0.50	NUT		2
21	322-900	\$2.00	BOLT & NUT, bar to spring bracket		2
25	453-100	\$189.95	REAR BUMPER BAR	RD to (c)187210 GT to (c)187840, 1962 - '69	1
26	454-320	\$25.95	OVERRIDEER, L/H, rear		1
	454-330	\$25.95	OVERRIDEER, R/H, rear		1
28	472-340	\$7.95	SPRING BRACKET		2
35	454-380	NA	BUMPER BAR, L/H	RD from (c)187211 to 219000 GT from (c)187841 to 219000 approx. 1970	1
36	454-390	NA	BUMPER BAR, R/H		1
37	454-315	\$29.95	OVERRIDEER		2
38	454-375	\$7.95	BUFFER		2
39	472-235	NA	SPRING BRACKET		2
42	453-100	\$189.95	REAR BUMPER BAR	RD from (c)219001 to 339094 GT from (c)219001 to 339471 1971 - early '74	1
43	453-105	\$29.95	OVERRIDEER, L/H		1
	453-115	\$29.95	OVERRIDEER, R/H		1
45	454-375	\$7.95	BUFFER		2
46	472-340	\$7.95	SPRING BRACKET		2
50	454-400	NA	REAR BUMPER BAR	RD from (c)339095 to 360300 GT from (c)339472 to 361100 mid 1974	1
51	454-345	NA	OVERRIDEER, L/H		1
	454-355	NA	OVERRIDEER, R/H		1
52	475-275	NA	BRACKET, L/H, overrideer		1
	475-270	NA	BRACKET, R/H, overrideer		1
53	472-255	NA	SPRING BRACKET		1
	322-900	\$2.00	BOLT & NUT, bar to bracket		4
55	472-360	\$6.35	FILLER PLATE, L/H		1
	472-350	\$6.35	FILLER PLATE, R/H		1
56	475-280	\$1.95	SPACER		4
57	322-900	\$2.00	BOLT & NUT, bar to bracket		2
	310-050	\$0.50	NUT, for bolt		2
58	400-418	\$4.70	PACKING SET, overrideer to bar		1
60	322-075	\$0.55	BOLT, front overrideer		2
61	320-345	\$0.75	BOLT, rear overrideer	all-chrome overrideers only	2
62	472-345	\$39.95	MOUNT, rear bracket		2
63	472-347	\$0.30	NUT, rear mount		2

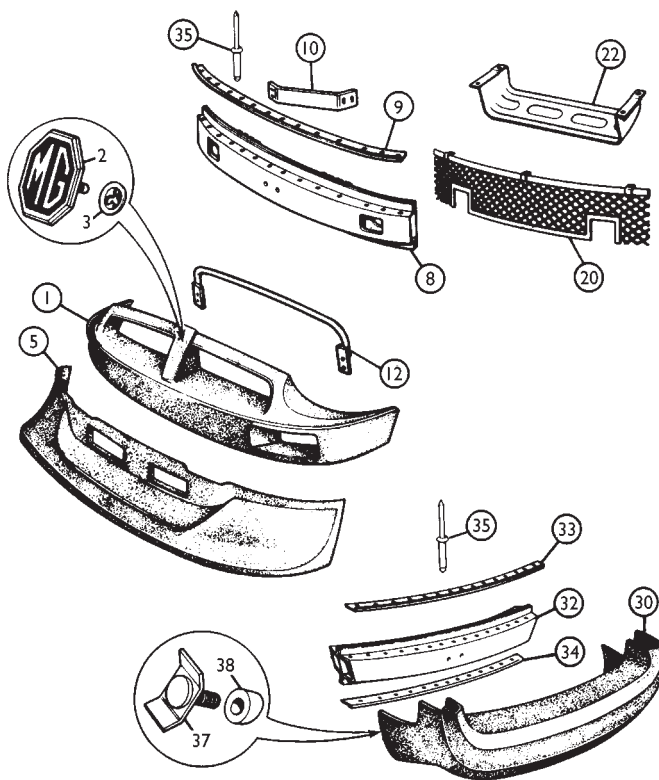
Complete Bumper Kits

Each kit contains 1 face bar, 2 overrideers, packing, brackets and all necessary spacers, nuts and bolts. All bumper kits are interchangeable.

453-808	\$220.95	FRONT BUMPER KIT, w/all chrome overrideers	1
453-818	\$224.95	FRONT BUMPER KIT, w/rubber tip overrideers	1
65	321-908	HARDWARE KIT, front bumpers	1
453-828	\$259.95	REAR BUMPER KIT, w/all chrome overrideers	1
453-838	\$259.95	REAR BUMPER KIT, w/rubber tip overrideers	1
66	321-918	HARDWARE KIT, rear bumpers	1

MOSS

MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**



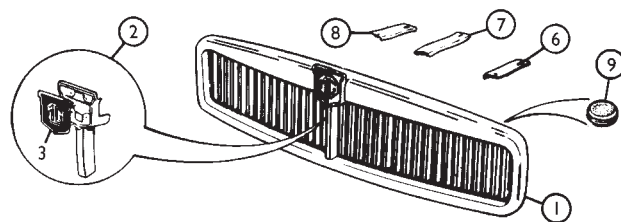
No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1974 1/2 - 1980

RD from (c)360301 on/GT from (c)361101 on

1	475-100	NA	FRONT BUMPER, rubber		1
2	475-165	\$16.95	BADGE, silver letters	late style	1
	475-170	\$20.95	BADGE, gold letters	50th anniversary style	1
	475-175	\$13.95	BADGE, red letters	early style	1
3	326-530	\$0.25	CLIP, badge fixing		2
5	475-180	\$144.95	AIR DAM, BL factory option		1
8	475-105	NA	ARMATURE, front bumper		1
9	475-110	\$51.95	CLAMPING PLATE, armature		1
10	475-115	\$89.95	SPRING BRACKET, L/H		1
	475-125	\$89.95	SPRING BRACKET, R/H		1
12	475-120	\$83.95	SUPPORT BAR, bumper		1
	475-130	\$2.45	STUD, armature to body		5
	324-860	\$0.35	WASHER, plain		13
	324-040	\$0.25	WASHER, spring		25
	310-050	\$0.50	NUT		9
	475-150	\$0.90	BOLT, armature to spring & body		8
	475-155	NA	WASHER, plain, armature		4
	324-655	\$0.45	WASHER, plain, body		4
20	475-250	\$69.95	GRILLE ASSEMBLY, black	RD from (c)360301 to 410000	1
22	475-245	NA	PANEL, air duct, lower	RD from (c)410001 on	1
	475-255	NA	PANEL, air duct, lower		1
30	475-200	\$949.95	REAR BUMPER, rubber		1
32	475-205	NA	ARMATURE, bumper		1
33	475-210	\$51.95	CLAMPING PLATE, upper		1
34	475-215	\$51.95	CLAMPING PLATE, lower		1
35	326-195	NA	RIVET, clamping plates	A/R	1
37	475-220	\$4.75	SIDE BRACKET		2
38	475-225	\$1.30	DISTANCE PIECE		2
	365-720	\$0.30	WASHER, plain	} used w/475-215, 475-220	2
	365-730	\$0.20	WASHER, spring		2
	310-140	\$0.30	NUT		2

Rubber Bumpers & Grilles

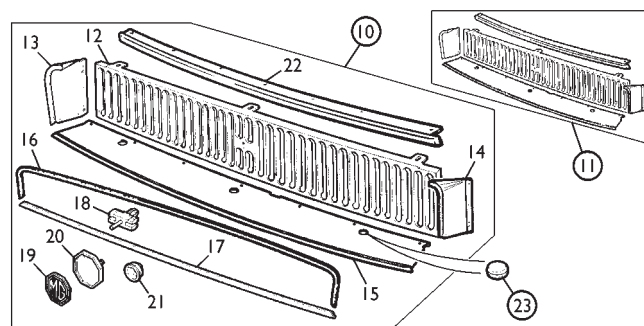


No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1962 - 1969

RD to (c)187210/GT to (c)187840

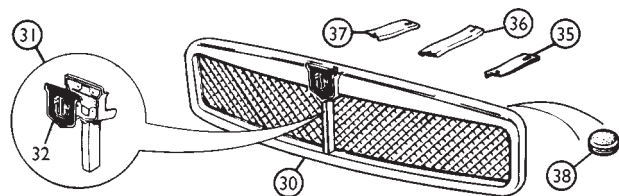
1	454-140	\$149.95	GRILLE ASSEMBLY, complete	Chromed brass	1
2	202-070	\$28.95	HOUSING & BADGE		1
3	201-050	\$9.30	BADGE, black & red		1
6	400-135	\$4.55	BRACKET, L/H		1
7	400-125	\$4.55	BRACKET, center		1
8	400-115	\$4.55	BRACKET, R/H		1
9	282-605	\$2.55	BUFFER, hood to grille		2



1970 - 1972

RD from (c)187211 to 294250/GT from (c)187841 to 296000

10	455-308	\$310.95	GRILLE ASSEMBLY, complete	black grille	1
11	455-295	\$249.95	GRILLE ASSEMBLY, partial	(#12 thru 15)	1
12	455-300	\$57.95	GRILLE, black		1
13	455-310	\$38.95	FINISHER, R/H, grille bay		1
14	455-320	\$38.95	FINISHER, L/H, grille bay		1
15	455-305	\$113.95	FINISHER, bottom, grille bay		1
16	455-315	\$32.95	GRILLE STRIP, upper		1
17	455-325	\$27.95	GRILLE STRIP, lower		1
18	455-330	\$0.95	CLIP, grille strip		12
19	201-060	\$8.50	BADGE		1
20	201-065	\$11.95	BEZEL, badge		1
21	201-075	\$0.60	FASTENER, bezel		1
22	455-335	\$20.95	FINISHER, top, hood front edge		1
23	682-075	\$1.95	PLUG in #15		3



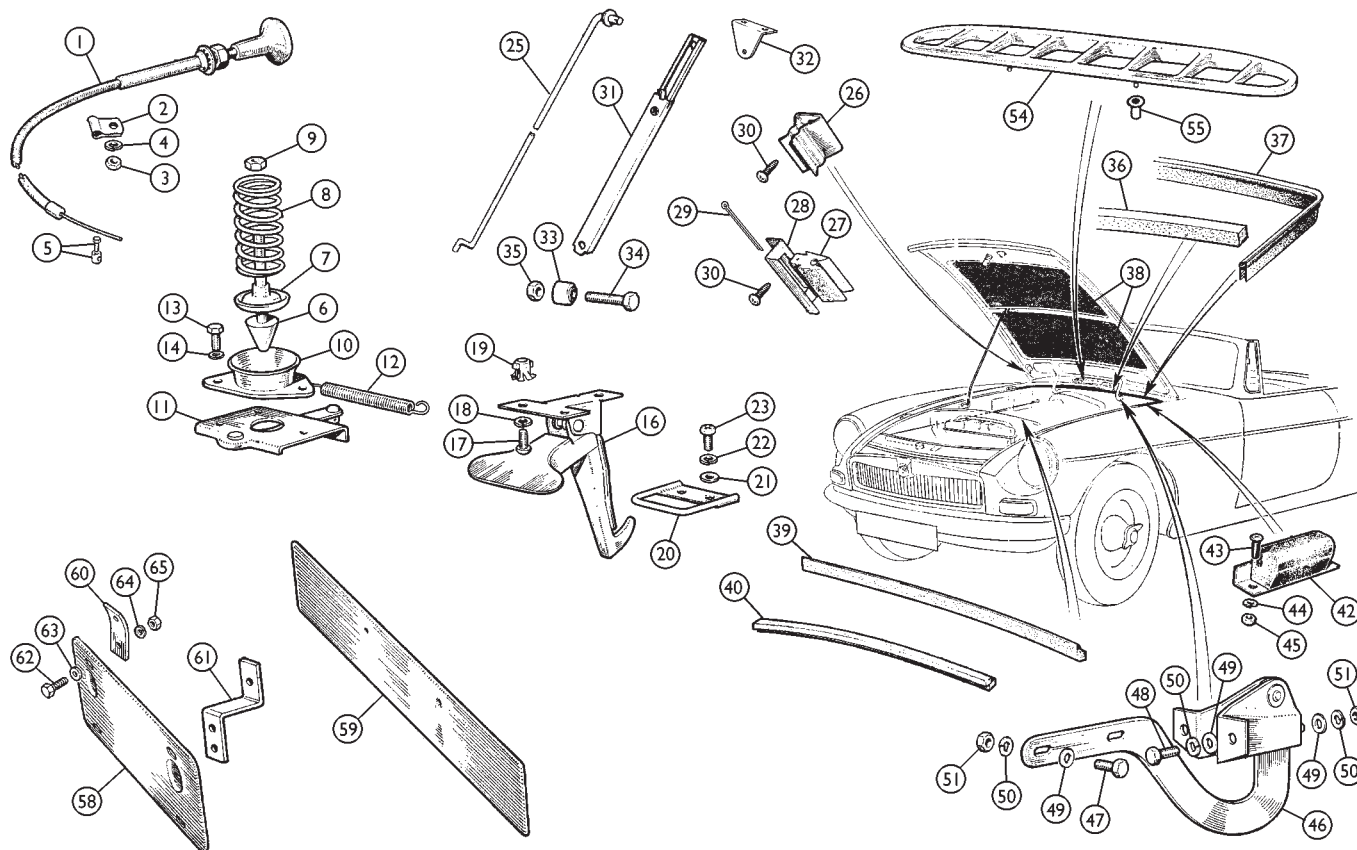
1973 - 1974 1/2

RD from (c)294251 to 360300/GT from (c)296001 to 361000

30	455-340	\$149.95	GRILLE ASSEMBLY, complete	Chromed brass	1
31	201-080	\$28.95	HOUSING & BADGE		1
32	201-070	\$8.45	BADGE, red & white		1
35	400-135	\$4.55	BRACKET, L/H		1
36	400-125	\$4.55	BRACKET, center		1
37	400-115	\$4.55	BRACKET, R/H		1
38	282-605	\$2.55	BUFFER, hood to grille		2

All three styles of chrome-bumpered grilles are interchangeable. Replacing the 1970-'72 style would likely require that the front end be repainted due to paint damage caused by the original grille finishers.

Front Body Fittings

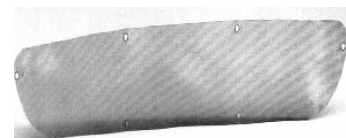


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	406-030	\$13.95	CABLE, hood release		1
2	182-635	\$0.85	CLIP, cable		3
3	848-540	\$0.45	NUT, cable clip		2
4	324-030	\$0.20	LOCKWASHER		2
5	406-040	\$2.30	TRUNNION & SCREW, cable		1
6	406-000	\$8.00	PIN, hood lock		1
7	406-055	\$6.20	THIMBLE, hood lock pin		1
8	406-060	\$4.40	SPRING, hood lock pin		1
9	310-070	\$0.45	NUT		1
10	406-065	\$22.95	GUIDE PLATE		1
11	406-015	\$74.95	CATCH PLATE, to 1974 1/2	RD/GT to (c)360300	1
	406-025	NA	CATCH PLATE, 1974 1/2 on	RD/GT from (c)360301 on	1
12	406-035	\$2.95	SPRING, catch return		1
13	322-170	\$0.35	BOLT		3
14	324-855	\$0.15	LOCKWASHER		3
16	406-010	\$30.95	SAFETY CATCH, hood		1
	406-035	\$2.95	SPRING, safety catch		1
17	323-005	\$0.50	SCREW		3
18	324-010	\$0.15	LOCKWASHER		3
19	NA		CAPTIVE NUT		3
20	406-020	\$5.70	BRACKET, safety catch		1
21	324-990	\$0.55	WASHER		2
22	324-010	\$0.15	LOCKWASHER		2
23	323-005	\$0.50	SCREW		2
25	457-470	\$19.95	HOOD PROP, rod type	RD/GT to (c)219000 ('62-'70)	1
26	471-130	\$5.90	CLIP, prop rod	RD to (b)11240	1
27	282-350	\$1.95	RUBBER GRIP, prop rod	} RD from (b)11241 thru (c)219000, GT to (c)219000	1
28	406-075	\$9.35	BRACKET for rubber grip		1
29	325-440	\$0.25	COTTER PIN, grip retaining		1
30	323-705	\$0.20	SCREW for #26, 28 above		2
31	457-445	\$18.95	HOOD PROP, telescopic (stock type)	RD/GT from (c)219001 on	1
	457-535	\$28.95	HOOD PROP, automatic type (aftermarket)	(1971-on)	1
32	457-455	\$8.85	BRACKET, hood prop (on hood)		1
33	457-460	\$2.95	SPACER		1
34	322-247	\$0.30	BOLT		2
35	310-765	\$1.35	NUT		2

36	282-810	\$2.95	SEAL, hood to channel	1962-approx. '74	1
37	282-815	\$12.95	SEAL, hood to flange	1968 on	1
Seal #37 is the later type which clips over the flange, and does not use the rivets and cup washers used by the earlier type, which has not been available for many years. It goes around the back, and forward only a few inches on either side.					
38	409-008	\$34.95	INSULATING PAD SET		1
Hood insulating pad sets are often missing, but significantly reduce engine noise and valve clatter, particularly in an open car. These are easy to install with our contact upholstery adhesive, #409-035.					
39	282-900	\$5.95	SEAL, radiator support to hood	1962-'76	1
40	282-905	\$5.65	SEAL, radiator to support	1968-'76	1
42	282-600	\$2.95	HOOD BUFFER		4
43	314-010	\$0.35	SCREW		8
44	324-010	\$0.15	LOCKWASHER		8
45	310-040	\$0.15	NUT		8
46	405-410	\$51.95	HOOD HINGE		2
47	322-230	\$0.35	BOLT, hinge to hood		4
48	322-645	\$0.70	BOLT, hinge to body		4
49	324-590	\$0.20	WASHER		10
50	324-855	\$0.15	LOCKWASHER		10
51	310-760	\$0.55	NUT		10
54	471-020	\$26.95	GRILLE, air intake		1
55	326-665	\$0.30	BLIND FIX		6
58	451-285	\$19.95	SUPPORT, front licence plate	USA type	1
59	451-720	\$9.95	SUPPORT, front licence plate	non-USA type	1
60	402-560	\$4.55	BRACKET, support, front	RD/GT to (c)368081	2
61	402-570	\$5.50	BRACKET, support, front	RD from (c)368082 to 384318	2
62	322-645	\$0.70	BOLT		4
63	324-590	\$0.20	WASHER		4
64	324-855	\$0.15	LOCKWASHER		4
65	310-760	\$0.55	NUT		4

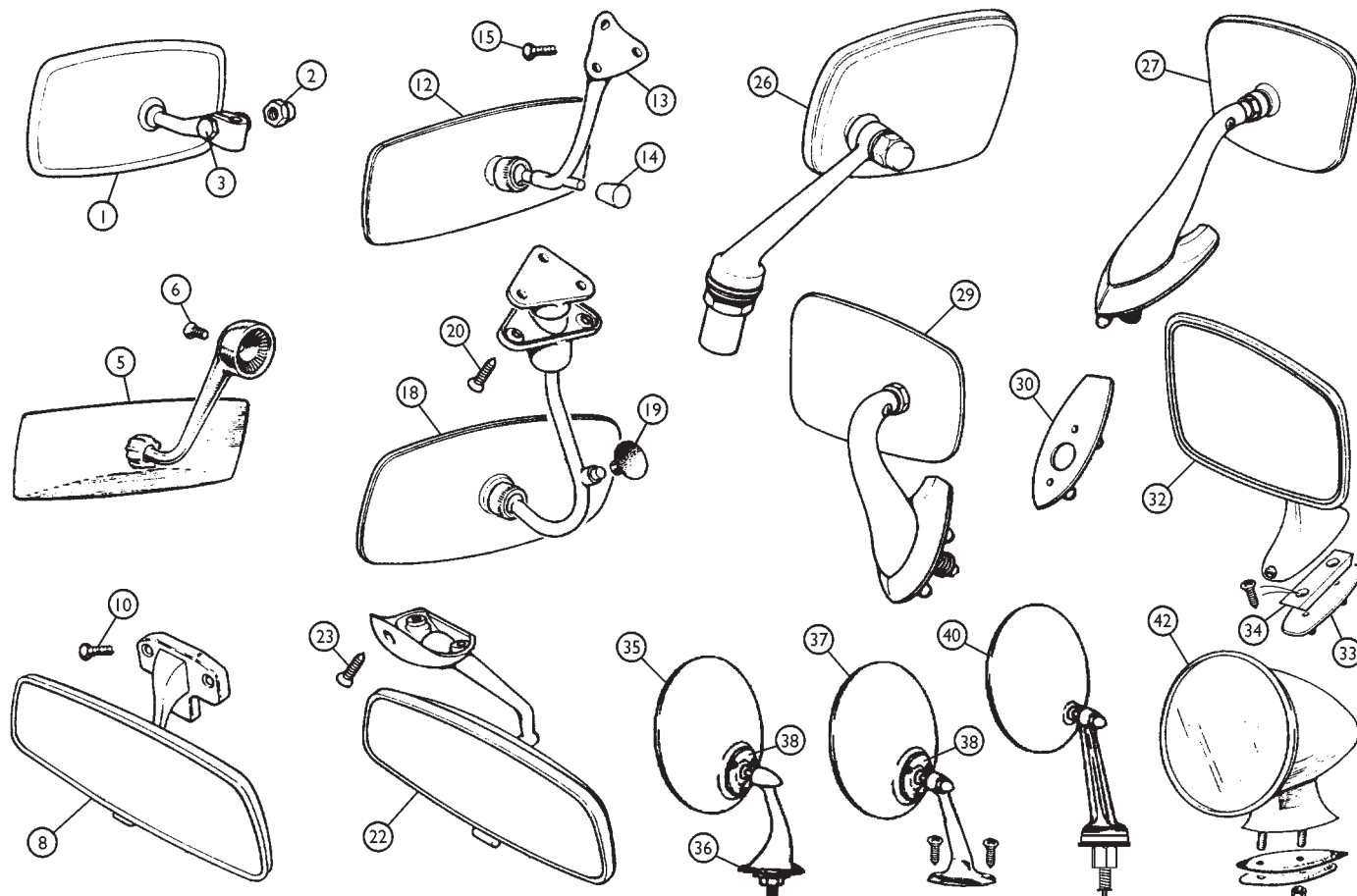
Intake Grille Mesh

This wire mesh accessory keeps debris out of the fresh air box and significantly reduces rust problems in this area. Every MGB will benefit considerably from this inexpensive item! **471-025 \$9.95**



moSS

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	165-110	\$24.95	MIRROR, interior	} Roadster 1962-'67	1
2	311-045	\$1.35	DOME NUT		1
3		NA	BOLT		1
5		NA	MIRROR, interior	} Roadster 1968-'69	1
6		NA	SCREW, nylon		1
This mirror secures to the top of the windshield with a plastic "safety" screw. These mirrors are obsolete, and are unlikely to be reproduced. The earlier mirror may be easily fitted, and looks appropriate.					
8	165-115	\$55.95	MIRROR, interior	} Roadster 1970-'80	1
	165-245	\$36.95	MIRROR HEAD		1
	323-645	\$0.20	SCREW		1
10	323-080	\$0.85	SCREW, mirror mounting		2
12		NA	MIRROR, interior	} GT thru 1967	1
	165-120	NA	MIRROR HEAD		1
13	165-240	NA	BRACKET		1
14		NA	PAD, buffer		1
15	314-180	\$0.90	SCREW, chrome		3
18	165-230	NA	MIRROR, interior	} GT 1968-'69	1
	165-235	NA	MIRROR HEAD		1
19		NA	SUCTION CUP		1
20	314-180	\$0.90	SCREW, chrome		3
22	165-125	NA	MIRROR, interior	} GT 1970-on	1
	165-245	\$36.95	MIRROR HEAD		1
23	323-080	\$0.85	SCREW, mirror mounting		3
26	165-260	\$59.95	FENDER MIRROR, LH/RH	factory option 1962-'67	A/R
	165-277	NA	MIRROR HEAD		A/R
This mirror was a factory option before mirrors were fitted as standard. It was fitted on the driver's side only.					

27	165-220	\$73.95	DOOR MIRROR, L/H	} 1968-'71	1
	165-250	\$73.95	DOOR MIRROR, R/H		1
	165-237	\$28.95	MIRROR HEAD		1
29		NA	DOOR MIRROR, L/H	} 1972-'73	1
		NA	DOOR MIRROR, R/H		1
These mirrors are not available. The earlier mirrors #27 may be used as replacements.					
30	165-255	\$4.20	BASE PAD, plastic, 1-1/2" hole spacing	mirrors #27 & 29	A/R
32	165-135	\$37.95	DOOR MIRROR, chrome, L/H, flat	} 1974-'80	1
	165-170	\$37.95	DOOR MIRROR, chrome, R/H, flat		1
	165-180	\$39.95	DOOR MIRROR, chrome, L/H, convex		1
	165-185	\$39.95	DOOR MIRROR, chrome R/H, convex		1
	165-190	\$36.95	DOOR MIRROR, black, L/H, flat		1
	165-195	\$36.95	DOOR MIRROR, black, R/H, flat		1
33	165-145	\$8.55	BASE PAD, plastic, 1-1/2" hole spacing		A/R
34	165-165	\$2.60	WEDGE, mirror mount (plastic)		A/R
35	165-210	\$14.95	FENDER MIRROR, R/H, convex	} Lucas style	1
	165-300	\$14.95	FENDER MIRROR, L/H, convex		1
	165-400	\$14.95	FENDER MIRROR, R/H, flat		1
	165-500	\$14.95	FENDER MIRROR, L/H, flat		1
36	280-140	\$1.00	PAD, rubber		1
37	223-310	\$30.95	DOOR MIRROR, L/H, flat	period accessory	1
38	165-307	\$11.95	BACKPLATE, "Lucas Made in England"	mirrors #35 & 37	1
(mirrors are supplied with unmarked backplates)					
40	165-270	NA	FENDER MIRROR, stem mount	period accessory	A/R
This mirror may be used on either side.					
42	222-350	NA	"BULLET" MIRROR, 2 1/4" base	1" hole spacing	A/R
	222-372	\$43.95	"BULLET" MIRROR, 4 3/4" base	3-1/2" hole spacing	A/R

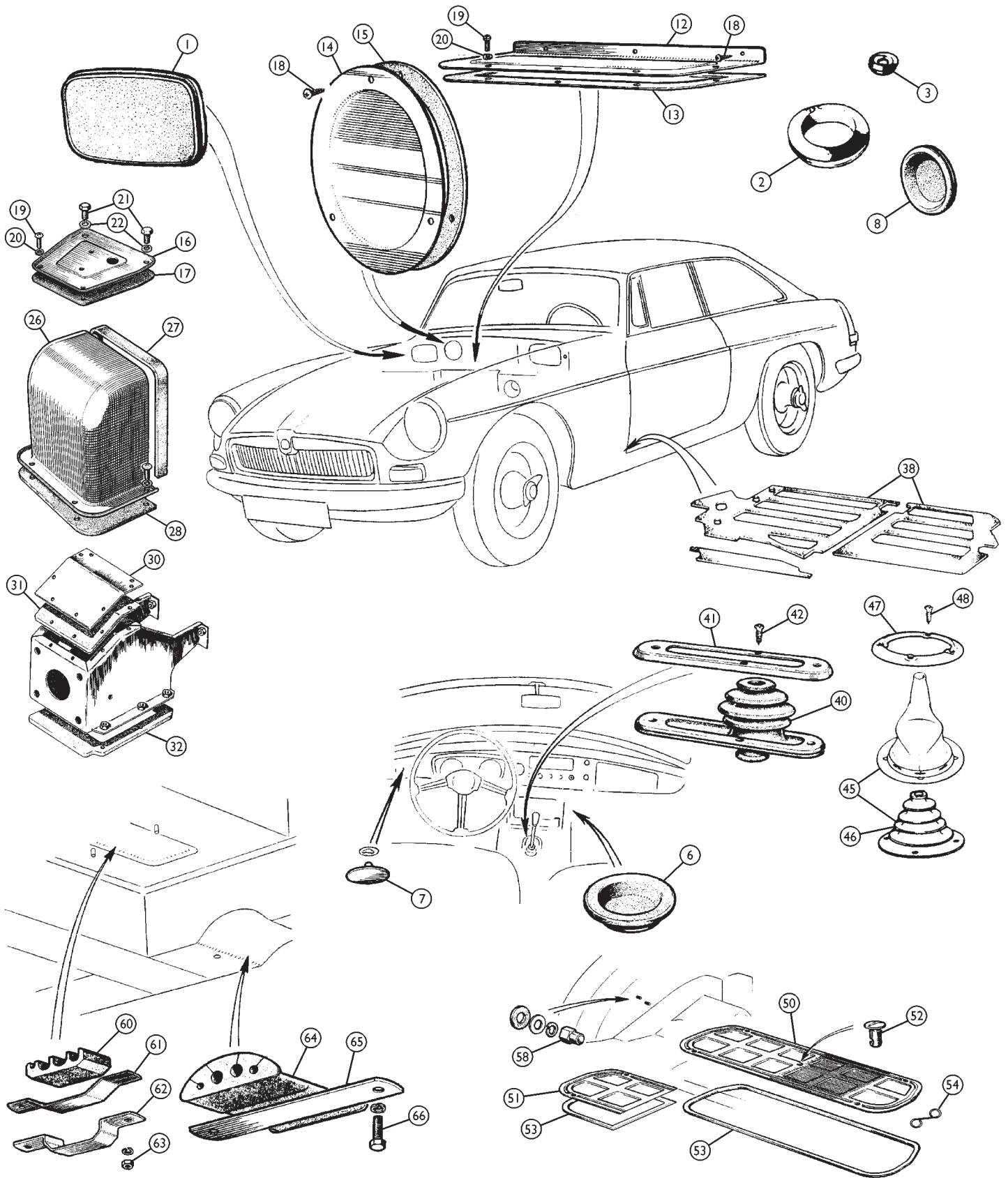
Raydyot Racing Mirrors

From the 1950s through the 1970s Raydyot's aerodynamic racing mirrors were a common fixture on British sports cars. Made of lightweight aluminum, our American made reproductions are sturdily constructed and have a "brushed" finish as original.

222-355 \$68.95



Inner Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	282-970	\$5.35	PLUG, firewall		2
2	682-205	\$3.60	GROMMET, firewall, wiring harness	1-5/8"x5/8"	1
3	282-640	\$1.95	GROMMET, heater cable, w/shield washer tube	1"x1/8"	A/R
	282-385	\$0.95	GROMMET, license lamp wires	9/16"x3/16"	2
	282-997	\$1.30	GROMMET, oil gauge pipe & heater cable early	5/8"x1/16"	2
	680-630	\$1.00	GROMMET, oil gauge pipe late	1"x1/8"	1
	281-900	\$1.95	GROMMET, speedo. & mechanical tach. cable	5/8"x3/8"	1
	682-480	\$0.95	GROMMET, defroster control cable	5/8"x1/4"	1
	282-655	NA	GROMMET, trunk, wiring harness		1
6	282-980	\$2.95	PLUG, gearbox dipstick access		1
7	233-840	NA	PLUG, switch hole (when overdrive or heater not fitted)		A/R
8	282-990	\$3.95	RUBBER PLUG, steering column blanking	early, 1.5"	1
	282-960	\$0.95	RUBBER PLUG, steering column blanking	late, 1.5"	1
	282-990	\$3.95	RUBBER PLUG, 1.5", shock access	early	1
	282-960	\$0.95	PLASTIC PLUG, 1.5", shock access	late	2
	282-995	\$0.95	PLASTIC PLUG, 1", door hinges		4
	282-935	\$1.00	PLASTIC PLUG, 3/4"		A/R
	282-915	\$1.20	PLASTIC PLUG, 3/8"		A/R
	282-925	\$1.10	PLASTIC PLUG, 5/8"		A/R
	472-735	\$0.45	RUBBER BLANKING PLUG, 1/4"		A/R
12	363-260	\$29.95	BLANKING PLATE, heater shelf	} cars without heater	1
13	363-210	\$2.25	SEAL		1
14	363-250	\$28.95	BLANKING PLATE, heater duct		1
15	363-255	NA	GASKET		1
16	190-760	\$17.95	BLANKING PLATE, pedal aperture		1
17	281-880	\$1.95	SEAL, blanking plate		1
18	322-205	\$0.45	SCREW, self-tapping		A/R
19	373-960	\$0.55	MACHINE SCREW, blanking & cover plates		A/R
20	324-010	\$0.15	LOCKWASHER		2
21	320-990	\$0.55	BOLT		2
22	324-020	\$0.20	LOCKWASHER		2
26	190-740	\$134.95	COVER, pedal box	1962-'67	1
	190-750	NA	COVER, pedal box	1967-'74 1/2	1
27	281-850	\$1.95	SEAL, pedal box end	} 1962-'74 1/2	1
28	281-860	\$1.95	SEAL, pedal box base		1
30		NA	COVER, pedal box (servo)	} 1974 1/2-'80	1
31	281-885	\$2.95	SEAL, pedal box top		1
32	281-895	\$2.95	SEAL, pedal box base		1
38	409-128	\$103.95	SOUND DEADENING KIT, floor		1
Although specifically for 1968-'80 MGBs, this sound deadening kit will fit earlier cars, with slight cutting required. These are the same pads fitted to the British Motor Heritage new MGB body shells. The asphalt based material is easily applied to clean floorboards.					
40	282-340	\$6.95	SHIFT BOOT, rubber	} 1962-'67	1
	228-370	\$24.95	SHIFT BOOT, leather (option)		1
41	443-120	\$15.95	RETAINER, shift boot		1
42	323-555	\$0.55	SCREW, chrome		4
45	282-880	\$18.95	SHIFT BOOT, vinyl	} 1968-'80 see note below	1
	228-360	\$22.95	SHIFT BOOT, leather (option)		1
46	282-890	\$7.65	SHIFT BOOT, rubber (incl. w/282-340)		1
Note: 1968-'72 MGBs were originally fitted with the rubber boot 282-890 only, while 1973-'80 cars had a vinyl boot over the rubber one. Either of the later type 2-piece boots listed may be fitted to 1968-'72 models.					
47	443-115	\$15.95	RETAINER, chrome	1968-early '76	1
	443-125	\$15.95	RETAINER, black	early 1976-'80	1
48	323-565	\$1.05	SCREW	1968-'72 (no console)	4
	323-175	\$1.10	SCREW, long	} 1973-'80 w/console	3
	323-565	\$1.05	SCREW, short		1
50	456-270	\$74.95	BATTERY COVER	chrome bumpered cars	1
51	456-275	\$34.95	BATTERY COVER	rubber bumpered cars	1
52	226-640	\$1.95	DZUS FASTENER	(all)	5
53	282-500	\$4.95	SEAL, battery cover	(all)	1
54	470-720	\$1.80	SPRING for Dzus fasteners		5
58	402-550	\$2.95	DOME NUT, chrome	as fitted	4
60	282-165	\$2.50	GROMMET, underbody, small		4
61	405-565	\$3.25	STRAP, retaining	1962-'67	4
62	405-575	\$4.55	STRAP, retaining	1968-'80	4
63	310-760	\$0.55	NUT		8
64	282-280	\$6.55	GROMMET, underbody, large		1
65	405-585	\$2.95	STRAP, retaining		1
66	322-040	\$0.45	BOLT		2

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

Inner Body Fittings



Sound Control Super Insulation

If your car is too loud, install quiet with Dynamat. Installed on doors, floors and firewall, Dynamat's modified asphalt polymer deadens body panel vibrations which add significantly to your car's interior noise. The 5 mil aluminum top layer combines terrific heat resistance with increased noise deadening. Try Dynamat Super, the noise reduction choice of professionals. 4 ea. 1x3 ft. sheets.

409-026 \$99.95

Space-Age Heatshield Material

Our foil covered felt heat and sound deadening material will make your cockpit substantially cooler and quieter when installed under carpets, over the transmission tunnel, against the firewall, etc. (Foil side to hot surface.). This space-age material insulates against hot and cold, helps deaden noise and provides an extra measure of protection against fire. Sold in 48" x 72" sheets, it can easily be cut to suit any need.

409-015 \$29.95



MGB

Dynamat Hoodliner

Designed to be applied to the inside surface of the engine compartment. The custom Hoodliner effectively absorbs engine noise with it's .75" thick Sound Soaker Urethane Foam composition. It also helps stop hood paint failure and dresses up the engine compartment. Reflects 97% of radiant heat while providing insulation to the engine. Easily cut and can be applied over Dynamat for maximum noise reduction. 3' x 4'

409-005 \$89.95

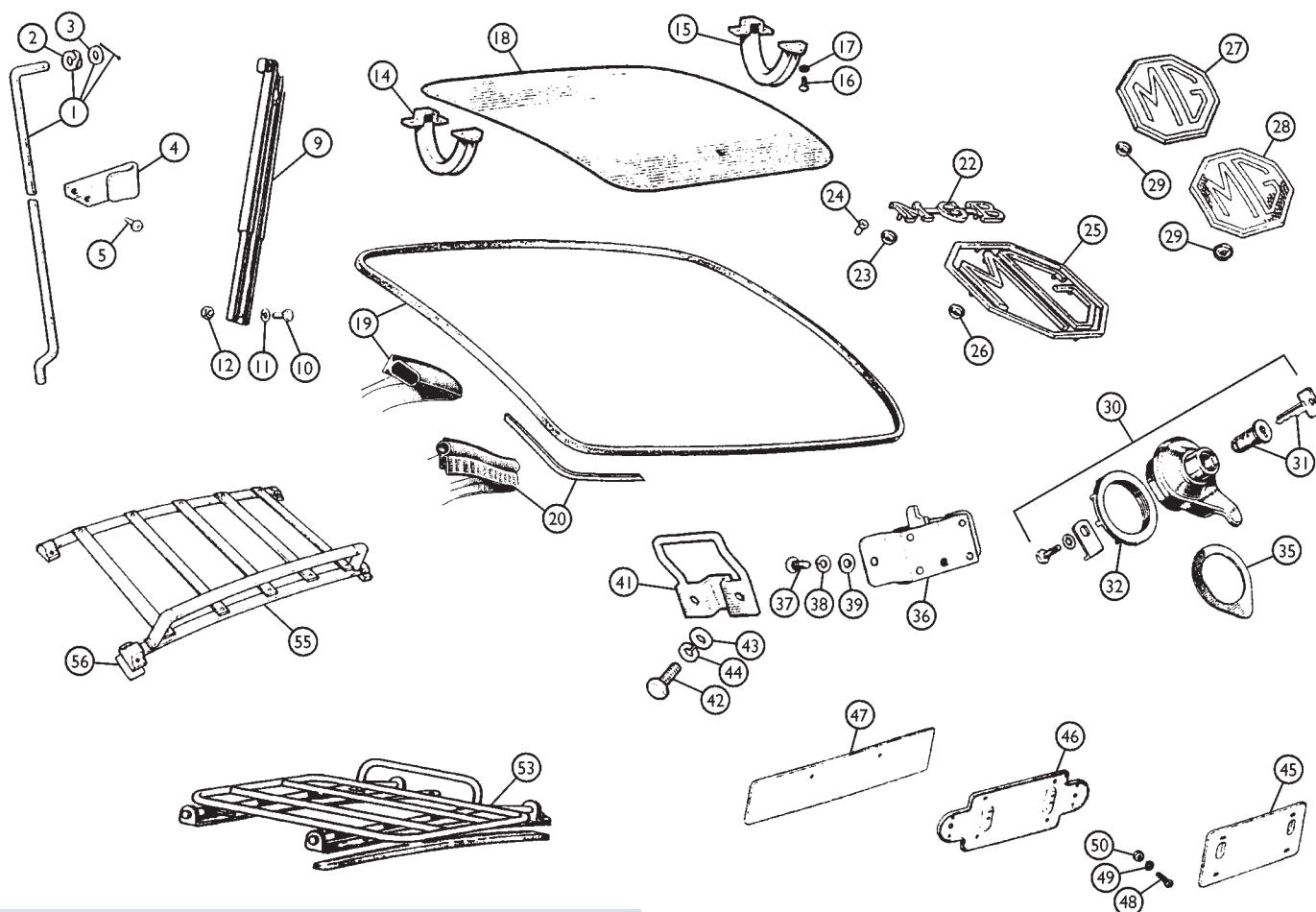


Contact Adhesive & Sealing Tape

The adhesive is specially designed for use on heat shield applications. Bonds to carpet, headlining material, fiberglass, plastic, wood and more. 14 oz. aerosol can. The aluminum foil tape provides a tight seal against air and moisture transmission when applied to seams and other openings. 2" x 30' roll.

409-035 Contact Adhesive \$9.95
409-065 Aluminum Foil Tape \$4.95

Rear Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	457-480	\$10.95	TRUNK LID PROP, rod type	RD to (c)219000 (thru 1970)	1
2	370-460	\$1.10	SPRING WASHER		1
3	324-590	\$0.20	FLAT WASHER		1
4	457-475	\$7.55	SPRING CLIP, prop rod		1
5	323-430	\$0.40	SCREW, spring clip		2
9	457-465	\$17.95	PROP trunk lid, telescopic	RD from (c)219001 (1971 on)	1
	457-540	\$28.95	PROP, trunk lid, self-triggering(see note)		1
10	322-247	\$0.30	BOLT, trunk lid prop		2
11	324-590	\$0.20	WASHER		2
12	310-765	\$1.35	NUT, self-locking		2
The self-triggering telescopic prop is much easier to use than the factory type which requires use of both hands to release. Simply lifting the lid slightly releases the catch.					
14	405-430	\$61.95	TRUNK HINGE, L/H	RD	1
15	405-425	\$61.95	TRUNK HINGE, R/H		1
16	322-645	\$0.70	BOLT, trunk hinge		12
17	324-855	\$0.15	LOCKWASHER		12
18			TRUNK LID - see page 58		
19	282-480	\$20.95	SEAL, trunk lid, on lid *	RD 1962-'76	1
* Note: Late trunk seal, #282-475, will work on earlier cars when old seal on the trunk lid is removed.					
20	282-475	\$18.95	SEAL, trunk lid, on body	RD 1977-'80	1
22	408-440	\$6.55	MGB BADGE	RD to (c)394009	1
23	326-500	\$0.15	SPEEDNUT		2
24	326-650	\$0.60	FIX, push-on (alternative to speednut)		2
25	470-698	\$10.95	MG OCTAGON SET, 3 pc. w/speednuts	RD 1962-'69	1
26	326-500	\$0.15	SPEEDNUT		13
27	470-665	\$16.95	MG BADGE, black & silver plastic	RD 1970 to (c)394007	1
28	470-690	\$30.95	MG BADGE, black & silver aluminum	RD from (c)394008	1
29	326-530	\$0.25	FIX, push-on	RD 1970 - on	3
30	402-180	\$35.95	LOCK ASSEMBLY, w/two keys *		1
31	402-500	NA	BARREL, lock w/two keys		1
32	402-510	\$3.40	LOCKING NUT		1
* Note: See pages 64 and 65 for master lock sets.					
35	402-520	\$0.95	SEALING WASHER		1
36	402-530	\$20.95	LATCH ASSEMBLY		1
37	323-005	\$0.50	SCREW		4

38	324-010	\$0.15	LOCKWASHER	4
39	315-085	\$0.15	WASHER	4
41	402-540	\$6.95	STRIKER, lock	1
42	322-230	\$0.35	BOLT	2
43	324-590	\$0.20	WASHER	2
44	324-855	\$0.15	LOCKWASHER	2
45	451-285	\$19.95	SUPPORT, license plate	2
				{ RD to (c)339094
				{ GT to (c)393471
46	451-295	\$26.40	SUPPORT, license plate, mild steel	1
	451-296	\$40.95	SUPPORT, license plate, stainless steel	1
				{ RD from (c)339095
				{ GT from (c)339472
47	451-720	\$9.95	SUPPORT, UK number plate	A/R
48	725-190	\$0.65	SCREW	2
49	324-020	\$0.20	LOCKWASHER	2
50	310-760	\$0.55	NUT	2
53	244-710	\$399.95	LUGGAGE RACK, factory option (repro.)	1962-approx.'74
	244-715	\$399.95	LUGGAGE RACK, premium quality version of #53	1
55	244-010	\$239.95	LUGGAGE RACK, factory option (repro.)	approx. 1974-'80
56	282-476	\$8.25	MOUNTING PAD, plastic	



MGB

Trunk Lid Gas Strut

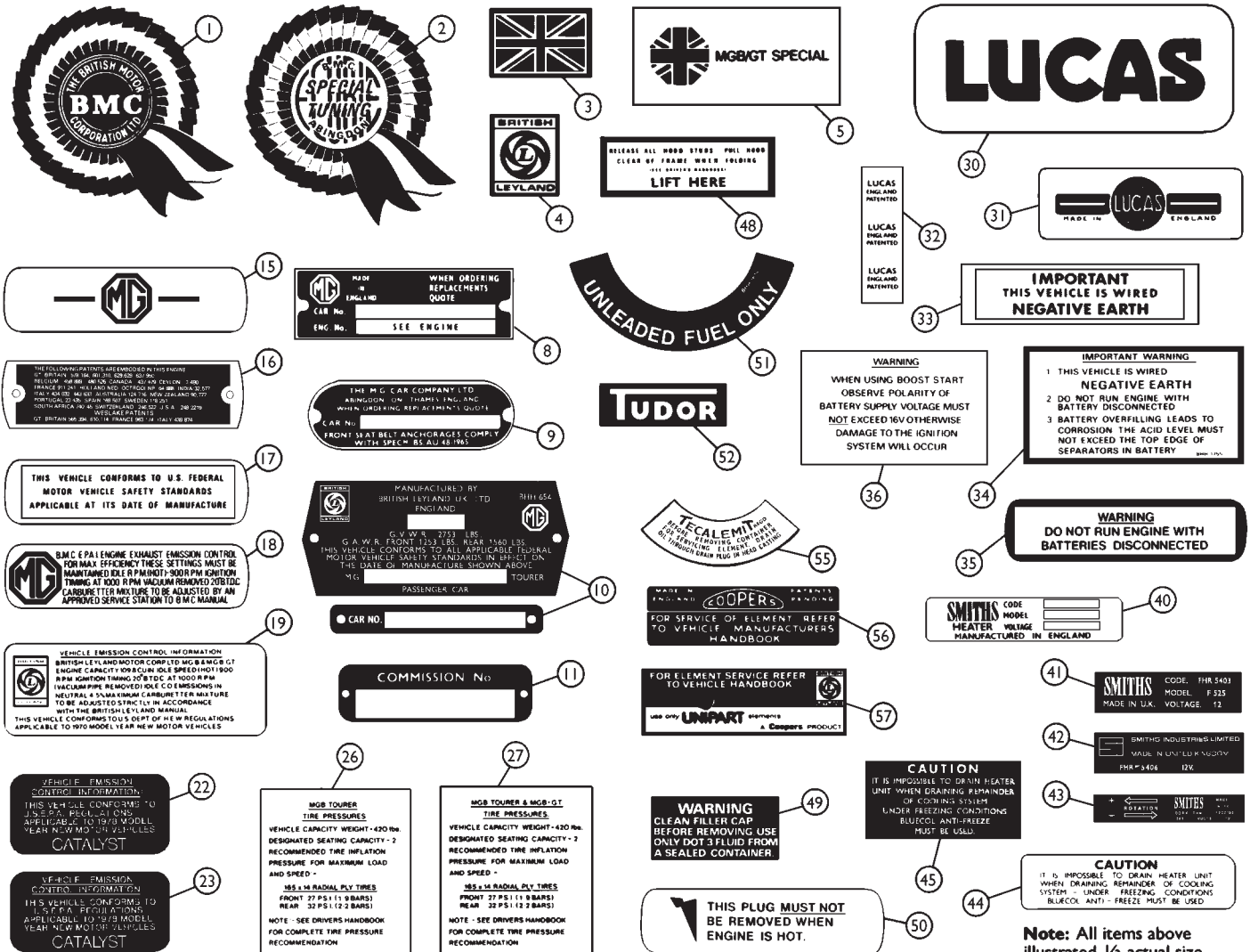
Replace the original telescoping trunk prop on your '71-'80 MGB with this modern type gas strut. Just press the trunk lock and the lid will rise gently to the fully open position all by itself. Instructions and mounting hardware included.

900-070 \$47.95



MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

ID Plates/Decals/Stickers



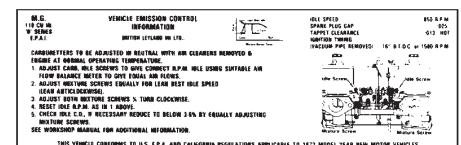
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	408-500	\$4.55	BMC ROSETTE, decal	A/R	1
2	408-505	\$4.75	SPECIAL TUNING DECAL	A/R	1
3	215-608	\$4.95	UNION JACK DECAL, pair	A/R	1
4	215-660	\$6.75	BRITISH LEYLAND STICKER	A/R	1
5	408-480	NA	GT SPECIAL EDITION BADGE, pair	A/R	1
6	453-775	\$9.30	"LIMITED EDITION" DASH PLAQUE	A/R	1
8	408-310	\$4.95	CAR NUMBER PLATE	1962 - '67	1
9	408-320	\$6.95	CAR NUMBER PLATE	1968 - '69	1
10	408-340	\$12.95	CAR NUMBER PLATE, 2 piece set	1970 on	1
11	408-330	\$4.85	COMMISSION NUMBER PLATE	1968 - '69	1
12	408-335	\$5.50	COMMISSION NUMBER PLATE	Roadster, 1970 on	1
15	408-800	\$3.95	"MG" PLATE, on valve cover	G and GA engines	1
16	215-620	\$2.95	"MG" STICKER, on valve cover	GB and V engines	1
17	408-810	\$4.95	PATENT PLATE	G and GA engines	1
18	408-510	\$5.70	FEDERAL COMPLIANCE STICKER		1
19	408-815	\$4.90	INSTRUCTION STICKER		1
20	408-825	\$2.95	BL INSTRUCTION STICKER	1970	1
21	408-515	\$2.95	"CATALYST" STICKER	1978	1
22	408-520	\$2.95	"CATALYST" STICKER	1979	1
23	408-525	\$2.95	TIRE PRESSURE STICKER, roadster	1963 - '75	1
24	408-590	\$2.95	TIRE PRESSURE STICKER, GT	all	1
25	408-535	\$2.95	TIRE PRESSURE STICKER	1976 on	1
26	215-610	\$5.50	LUCAS BATTERY STICKER		1
27	215-630	\$2.95	LUCAS COIL STICKER		1
28	215-640	\$3.00	LUCAS WIRING HARNESS STICKER		1
29	215-650	\$2.95	"NEGATIVE EARTH" STICKER	black/silver, 1" x 4"	1
30	215-655	\$2.95	"NEGATIVE EARTH" STICKER	red/silver, 2" x 4"	1
31	408-540	\$2.95	WARNING STICKER		1
32	408-545	\$5.45	POLARITY WARNING STICKER		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
40	408-350	\$3.90	HEATER NUMBER PLATE	} as fitted	1
41	408-355	\$2.95	HEATER NUMBER STICKER		1
42	408-550	\$2.95	HEATER NUMBER STICKER		1
43	408-345	\$2.95	HEATER MOTOR STICKER	} as fitted	1
44	408-360	\$3.40	HEATER CAUTION PLATE		1
45	408-365	\$2.95	HEATER CAUTION STICKER		1
48	408-555	\$2.95	SOFT TOP LABEL		1
49	408-560	\$8.00	BRAKE SERVO LABEL		1
50	408-565	\$2.95	WARNING LABEL		1
51	408-570	\$3.40	UNLEADED FUEL STICKER		1
52	408-575	\$2.95	W/WASHER WASHER BOTTLE STICKER		1
55	215-670	\$2.95	"TECALEMIT" DECAL	cannister-type oil filters	1
56	215-615	\$2.95	"COOPERS" LABEL, for air filters	S.U. HS carburetors	2
57	215-680	\$2.95	"UNIPART" LABEL, for air filter	{ S.U. HIF carburetors. Zenith-Stromberg carb.	2

MGB EPA Information Decals

These self-adhesive vinyl stickers were fitted to the bonnet lock platforms on 1971-74 MGBs. Stickers are exact duplicates of the originals, and provide the finishing touch to an engine compartment restoration.

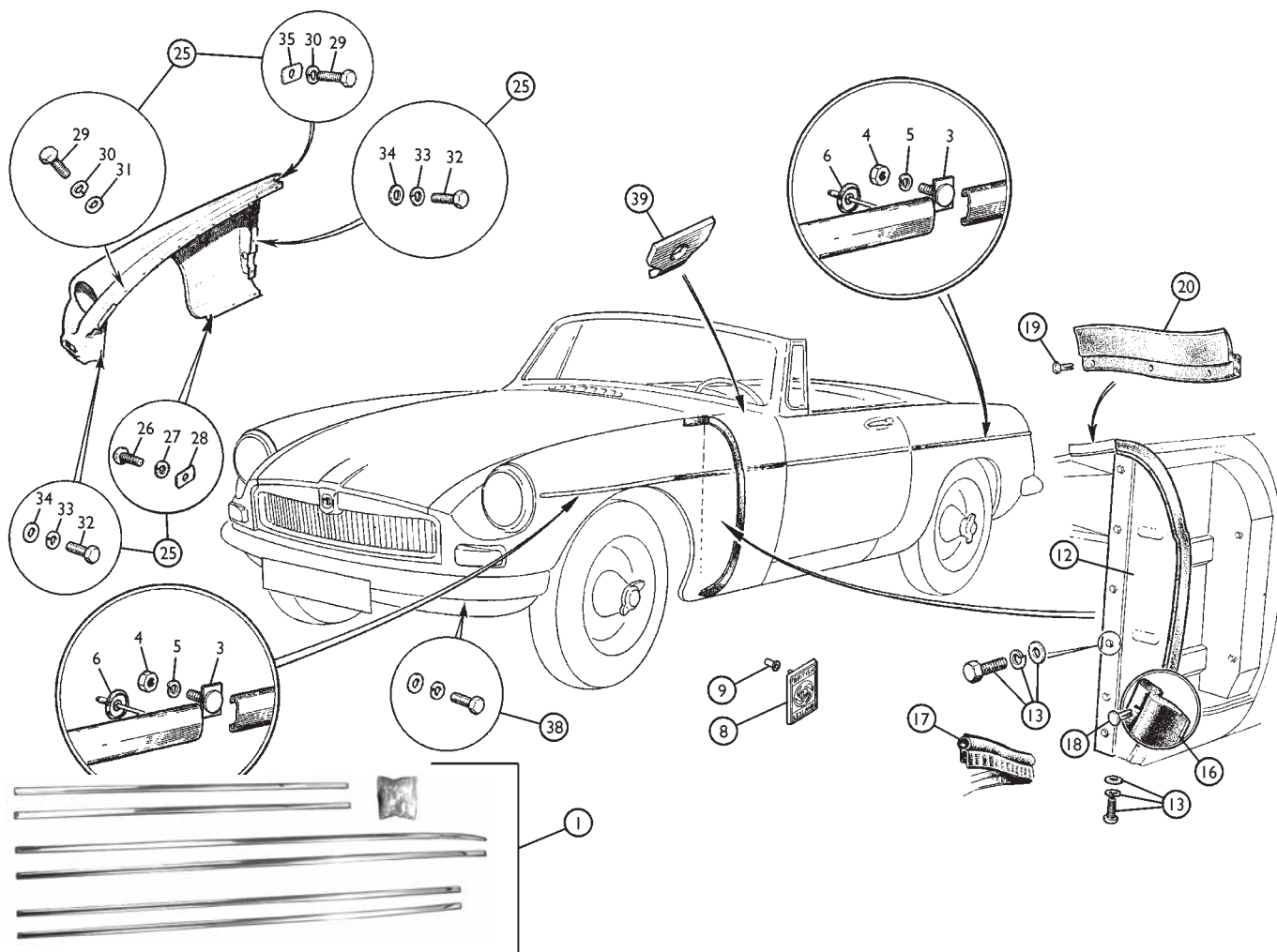
1971	408-855	NA
1972	408-858	NA
1973	408-595	\$13.95
1974	408-605	NA



LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

External Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-478	\$50.95	MOULDING SET, complete w/mounting hardware		1
	326-058	\$20.95	HARDWARE SET		1
3	326-075	\$0.95	STUD PLATE		6
4	310-115	\$0.15	NUT for stud		6
5	324-010	\$0.15	LOCK WASHER		6
6	326-065	\$0.35	CLIP with rivet		42
	453-488	\$38.95	MOULDING SET, without mounting hardware		1
	453-420	\$6.75	MOULDING, L/H front fender		1
	453-430	\$6.75	MOULDING, R/H front fender		1
	453-440	\$6.75	MOULDING, L/H door		1
	453-450	\$6.75	MOULDING, R/H door		1
	453-460	\$6.75	MOULDING, L/H rear fender		1
	453-470	\$6.75	MOULDING, R/H rear fender		1
8	470-685	\$9.95	BRITISH LEYLAND BADGE, 1970 on (self adhesive)	RD from (c)187211 on GT from (c)187841	2
9	326-665	\$0.30	BLIND FIX	early BL badges w/studs	4
12	458-390	\$12.95	SPLASH PANEL, L/H	RD to (c)294250 thru 1972	1
	458-395	\$12.95	SPLASH PANEL, R/H	GT to (c)296000	1
	458-400	\$7.25	SPLASH PANEL, L/H	RD from (c)294251 on	1
	458-405	\$7.25	SPLASH PANEL, R/H	GT from (c)296001 on '73 on	1
Earlier splash panels used moulded rubber seals (#16) secured with rivets, while later splash panels used a simpler push-on seal(#17). While assemblies are interchangeable, we have reproduced both types of plates and seals to help you keep your "B" original.					
13	323-638	\$7.30	HARDWARE KIT, splash guard mounting		1
16	282-370	\$7.15	SEAL L/H, splash panel	RD to (c)294250	1
	282-360	\$7.15	SEAL R/H, splash panel	GT to (c)296000 thru '72	1
17	282-355	\$6.55	SEAL, splash panel	RD from (c)294251 on GT from (c)296001 on '73 on	2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
18	325-278	\$3.10	RIVET SET, 34 rivets	early type seals	1
19	325-260	\$0.15	RIVET, extension seals	all	6
20	282-375	\$1.95	SEAL, L/H, splash extension		1
	282-365	\$1.95	SEAL, R/H, splash extension		1
25	321-928	\$29.95	HARDWARE KIT, bolts & washers for both front fenders		1
26	323-005	\$0.50	SCREW		6
27	324-010	\$0.15	LOCKWASHER		6
28	324-715	\$0.65	OVAL WASHER		6
29		NA	BOLT		24
30	365-730	\$0.20	LOCKWASHER		24
31		NA	FLAT WASHER		24
32		NA	BOLT		12
33	324-020	\$0.20	LOCKWASHER		12
34		NA	FLAT WASHER		12
35		NA	OVAL WASHER	GT uses 2	2/6
38	323-618	\$6.05	HARDWARE KIT, bolts & washers for front valance		1
39	324-795	\$4.95	FENDER WASHER	GT	2

moSS

MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

BL "Limited Edition" Spoiler

Fitted by the factory to MGB "LE" models in 1980, this spoiler greatly improves the looks of all rubber-bumpered MGBs! Also adds a racy touch to chrome-bumpered MGBs.

475-180 \$144.95



"Special Tuning" Air Dam

Specifically designed for chrome-bumper MGBs, this is a fiberglass reproduction of the factory Special Tuning air dam as used on race and rally cars.

475-195 \$90.95



MGB Sebring Front & Rear Valance Panels

Fiberglass® reproductions of the streamlining panels fitted to the works MGBs when they raced at Sebring. The bumpers are eliminated, and these panels fill the resulting gaps for a smooth, clean appearance. As with all aftermarket fiberglass body panels, fitting these properly requires a large amount of patience and skill.



Front Sebring Valance 475-185 \$173.95
Rear Sebring Valance 475-190 \$156.95

Electric Retractable Radio Antenna

Our electric antenna kit wires into your radio for fully automatic operation. If you regularly use a car cover, or live in an area subject to vandalism, an electric antenna is just what you need.

Requires 13.5" depth to mount.

386-960 \$88.65



Flexible Rubber Antenna

Whatever disaster has befallen your old telescoping antenna, these are the most durable and practical replacements available. Black fixed mast, top mounted, with a 54" lead-in cable.

14" Classic 900-716 \$12.95



Flush-Fit Radio Antenna

To foil neighborhood vandals or if you frequently use a car cover, our collapsible antenna incorporates a special locking feature when the antenna is down.

Requires 9.5" depth to mount.

386-970 \$9.95

External Body Accessories



Body Side-Stripe Kit

As supplied by many dealers on new cars in the early '70s, this attractive stripe runs along just above the belt line. Adds a new, distinctive dimension to the look of your MGB! Looks particularly good on chrome-bumpered cars and GTs.

Black 215-340 Silver 215-355 Gold 215-360 \$36.95



Body Side-Stripe Kit

The original factory optional side stripe along the lower body. Best suited for rubber bumpered cars, as it visually blends the bumpers into the overall body shape.

Black 215-370 Silver 215-375 Gold 215-380 \$64.95



Limited Edition Body Stripe Kit

Give your rubber-bumpered MGB a very special flair with this factory decal set, originally fitted only to the "LE" models.

Silver 215-730 Gold 215-735 \$49.95

MGB Sebring Headlamp Covers & Fitting Kit

These American-made reproductions are far superior to the U.K.-produced repros periodically available, yet are much more economical. We have created a new, yet vintage-style method of mounting these with snaps and studs so that the installation is clean and neat, and the covers are easily removable for cleaning. Works-type alloy fitting kits are available separately but are only recommended for the serious vintage racer looking for originality.

Headlamp Cowl Kit 222-130 \$144.95
Alloy Cowl Fitting Kit 222-140 \$52.95

Not legal for street use in California. Other states may have similar requirements, please check local laws before ordering.



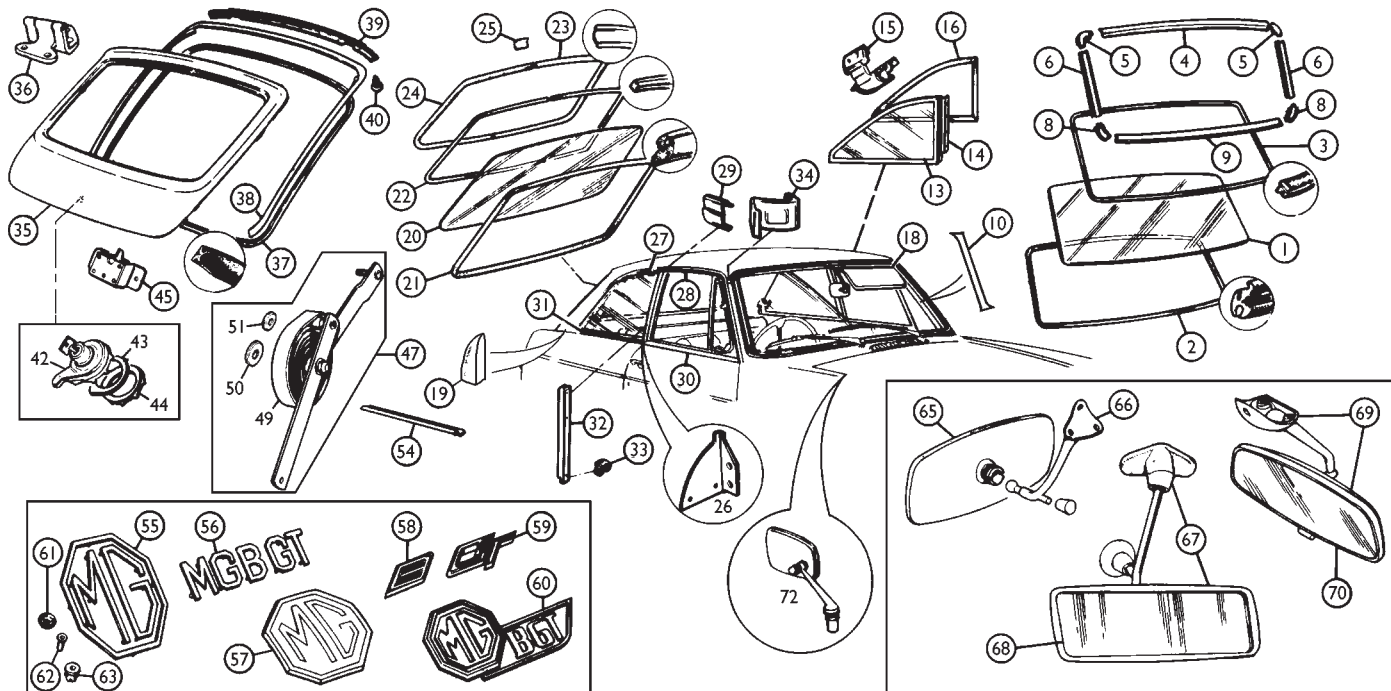
LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

GT Unique



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	458-820	\$124.95	WINDSHIELD		1
	458-825	\$134.95	WINDSHIELD, tinted		1
2	282-430	\$44.95	GLAZING RUBBER, windshield		1
3	282-485	\$8.95	FILLER STRIP, glazing rubber		1
4	408-090	\$49.95	FINISHER, windshield top		1
5	408-160	\$10.95	FINISHER, windshield top corner		2
6	408-150	\$9.15	FINISHER, windshield side		2
8	408-170	\$10.95	FINISHER, windshield bottom corner		2
9	408-080	\$49.95	FINISHER, windshield bottom		1
10	643-890	\$30.95	FINISHER PAIR, A-post (black)		1
13	458-720	NA	QUARTER WINDOW ASS'Y., R/H	GT to (c)286061	1
	458-760	NA	GLASS, clear, R/H		1
	458-725	NA	QUARTER WINDOW ASS'Y., L/H		1
	458-770	NA	GLASS, clear, L/H		1
	282-580	\$3.45	GLAZING RUBBER, quarter window, sold by the foot		A/R
	458-730	NA	QUARTER WINDOW ASS'Y., R/H	GT from (c)286062 on	1
	458-880	NA	GLASS, tinted, R/H		1
	458-735	NA	QUARTER WINDOW ASS'Y., L/H		1
	458-870	NA	GLASS, tinted, L/H		1
	282-585	\$8.95	GLAZING RUBBER, quarter window		2
14	402-580	NA	HINGE, R/H	GT to (c)286061	1
	402-585	NA	HINGE, L/H		1
	402-590	NA	HINGE	GT from (c)286062 on	4
15	402-600	NA	TOGGLE CATCH, R/H	GT to (c)286061	1
	402-610	NA	TOGGLE CATCH, L/H		1
	402-620	NA	TOGGLE CATCH, R/H	GT from (c)286062 on	1
	402-630	NA	TOGGLE CATCH, L/H		1
16	282-560	\$29.95	SEAL, quarter window, R/H	black, late style	1
	282-570	\$29.95	SEAL, quarter window, L/H		1
18	233-917	\$53.95	SUN VISOR		2
19	641-505	\$24.60	FOAM RUBBER BLOCK, pair, C-pillar		1
20	458-740	\$349.95	REAR DECK LID GLASS, clear, heated (shipped truck, frt. collect)		1
	458-795	\$543.95	REAR DECK LID GLASS, tinted, heated		1
21	282-590	\$39.95	GLAZING RUBBER, rear window		1
22	282-485	\$8.95	FILLER STRIP, glazing rubber		1
23	408-210	\$93.25	FINISHER, L/H		1
24	408-180	\$93.25	FINISHER, R/H		1
25	472-400	\$1.80	CLIP for finisher		2
26	472-700	\$17.95	FINISHER, door shut face, L/H		1
	472-705	\$17.95	FINISHER, door shut face, R/H		1
27	472-710	\$76.95	FINISHER, drip moulding, rear, R/H		1
	472-715	\$76.95	FINISHER, drip moulding, rear, L/H		1
28	472-720	\$76.95	FINISHER, drip moulding, front, R/H		1
	472-725	\$76.95	FINISHER, drip moulding, front, L/H		1
29	472-730	\$6.30	CLIP, finisher		2
30	453-410	\$149.95	MOULDING, door top, R/H		1
	453-480	\$149.95	MOULDING, door top, L/H		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
31	453-490	\$89.95	FINISHER, tonneau waist, R/H		1
	453-495	\$89.95	FINISHER, tonneau waist, L/H		1
32	472-750	\$19.95	FINISHER, "B" post, R/H		1
	472-755	\$19.95	FINISHER, "B" post, L/H		1
33	472-735	\$0.45	GROMMET, "B" post finisher		2
34	472-760	NA	FINISHER, "A" post, R/H	1966-'68 approx.	1
	472-765	NA	FINISHER, "A" post, L/H		1
35	457-560*	\$669.95	TAILGATE (Must be pre-paid, and shipped by truck, freight collect.)		1
36	405-440	\$31.95	HINGE, tailgate, R/H		1
	405-450	\$31.95	HINGE, tailgate, L/H		1
37	282-480	\$20.95	TAILGATE SEAL, inner		1
38	282-490	\$25.95	TAILGATE SEAL, outer		1
39	457-565	NA	RETAINER, seal		10
40	323-430	\$0.40	SCREW, seal retainer		10
42	402-180	\$35.95	LOCK ASSEMBLY, tailgate, w/2 keys		1
Note: See pages 64 and 65 for master lock sets					
43	402-520	\$0.95	WASHER		1
44	402-510	\$3.40	NUT		1
45	402-530	\$20.95	LATCH		1
47	472-370	\$51.95	STAY ASSEMBLY, tailgate, R/H		1
	472-380	\$51.95	STAY ASSEMBLY, tailgate, L/H		1
49	472-390	\$10.50	COVER		2
50	472-375	\$1.95	CAP COVER, large		2
51	472-385	\$0.95	CAP COVER, small		2
54	457-240	\$18.95	SEAL RETAINER, door sill		2
55	470-698	\$10.95	"MG" BADGE, chrome, 3 pc. (use blind fix 326-650 x4, and push-on fix 326-500 x13)		1
56	408-450	\$25.95	"MGB GT" MOTIF, chrome, 5 pc. (use blind fix 326-650 x5, and push-on fix 326-500 x5)		1
57	470-665	\$16.95	"MG" BADGE, black & chrome (use blind fix 326-655 x3)		1
58	472-780	\$17.95	LETTER "B"	(use blind fix 326-665 x4)	1
59	472-785	\$17.95	"GT" MOTIF	(use blind fix 326-665 x4)	1
60	472-770	NA	"MGB GT" BADGE, black & chrome (use blind fix 326-665 x3)		1
	472-775	\$33.95	"MGB GT" BADGE, black & gold	UK Jubilee Edition	1
61	326-500	\$0.15	PUSH-ON FIX	used w/#470-698, 408-450	13/5
	326-530	\$0.25	PUSH-ON FIX	used w/#470-695	2
62	326-650	\$0.60	BLIND FIX	used w/#470-698, 408-450	4/5
	326-655	\$0.35	BLIND FIX	used w/#470-695, 470-665	1
	326-665	\$0.30	BLIND FIX	used w/#472-780, 472-785	4
63	326-665	\$0.30	BLIND FIX	used w/#472-770	3

moSS

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS

No.	Part No.	Price (each)	Description	Application	Qty. Req.
65	165-120	NA	MIRROR HEAD	} GT to (c)139471, thru 1967	1
66	165-240	NA	MIRROR STEM		1
67	165-230	NA	MIRROR ASSEMBLY	} GT from (c)139472 to 187840 1968 - '69	1
68	165-235	NA	MIRROR HEAD		1
69	165-125	NA	MIRROR ASSEMBLY	} GT from (c)187841 on 1970 on	1
70	165-245	\$36.95	MIRROR HEAD		1
72	165-260	\$59.95	R/H FENDER MIRROR	early factory option	1

All three GT rear view mirror assemblies are interchangeable.

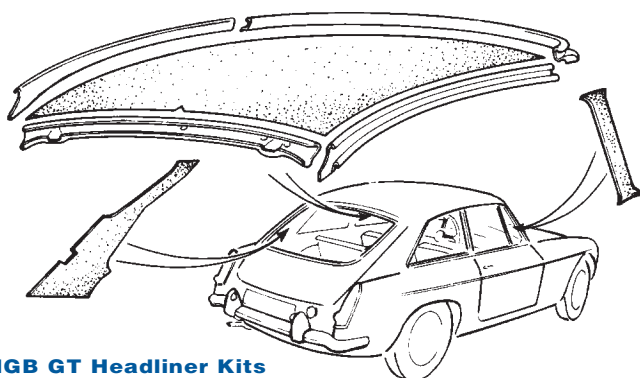


GT Rear Quarter Flashes

Fitted as original equipment to all late GTs sold in England. Now you can Individualize your GT with this rare and unique chrome & black trim piece.

Left Hand 408-390 \$25.95
Right Hand 408-395 \$25.95

MGB



MGB GT Headliner Kits

These headliner kits are the solution to cracked and dingy GT headliners and associated panels. Each kit contains the main headliner cut foam pad and cover, header and cantrail covers, rear quarter liner panels, windshield post liner panels, and fiberglass hinge cover.

643-900 \$349.95 Grey Vinyl Headliner Kit
643-915 \$379.95 Grey Fabric Headliner Kit
643-905 \$379.95 Tan Fabric Headliner Kit

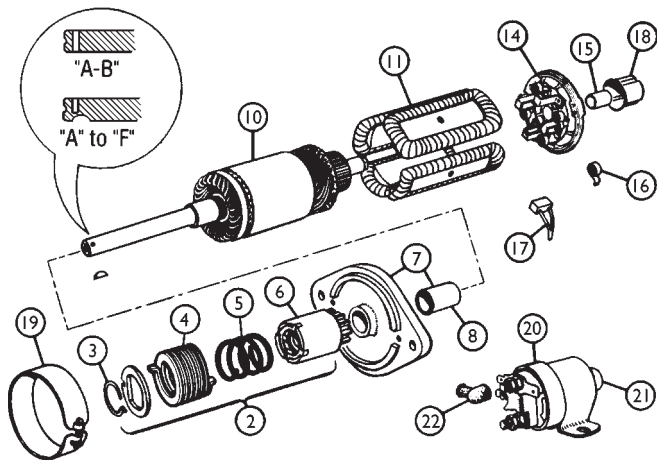
Spray Contact Adhesive

Perfect for installing your new headliner kit! Follow the instructions on the can for a perfect, permanent installation. This adhesive will bond almost anything to anything else; fabric, wood, metal, fiberglass, rubber, paper, and most plastics.

409-035 \$9.95



Starting System



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

1962 - 1967

RD from (c)101 thru 138400/GT from (c)71933 thru 139471

	140-465	\$139.95	STARTER, rebuilt, exchange	all (e)18G/GA/GB	1
		\$75.00	CORE CHARGE FOR 140-465 STARTER		
Note: These are Lucas replacements for starters with numbers prefixed by "A" to "F" and "A - B" stamped on the starter body.					
2	150-440	NA	DRIVE ASSEMBLY		1
3	150-460	NA	RING, retaining	"A" to "F"	1
	150-470	NA	RING, retaining	"A - B"	1
4	150-410	NA	SPRING, main		1
5	150-430	NA	SPRING, pinion		1
6	150-420	NA	PINION & BARREL		1
7	149-200	NA	BRACKET, driving end		1
8	150-300	\$4.20	BUSH		1
10	150-480	NA	ARMATURE	"A" to "F"	1
	150-490	NA	ARMATURE	"A - B"	1
11	150-150	\$104.95	FIELD COIL SET		1
14	549-510	NA	BRACKET, commutator end		1
15	149-400	\$2.90	BUSH		1
16	150-200	\$9.15	SPRING SET		1
17	149-620	\$25.95	BRUSH SET, 4 pc.		1
18	149-800	NA	CAP, shaft end		1
19	549-550	NA	BAND, dust cover		1
20	546-020	\$29.95	SOLENOID, starter (push-button type)	1962 - '65	1
	546-150	NA	SOLENOID, starter, Lucas (square type)	1966 - '67	1
	546-152	\$20.95	SOLENOID, starter, reproduction		1
21	546-025	\$2.75	COVER, push button (incl. with solenoid #545-020)		1
22	161-900	\$1.95	BOOT		2

Starter:

If your starter turns over very slowly, either the starter is faulty, the connections to the starter are faulty (usually the earth strap on the engine), the battery is discharged, or the battery terminals are dirty.

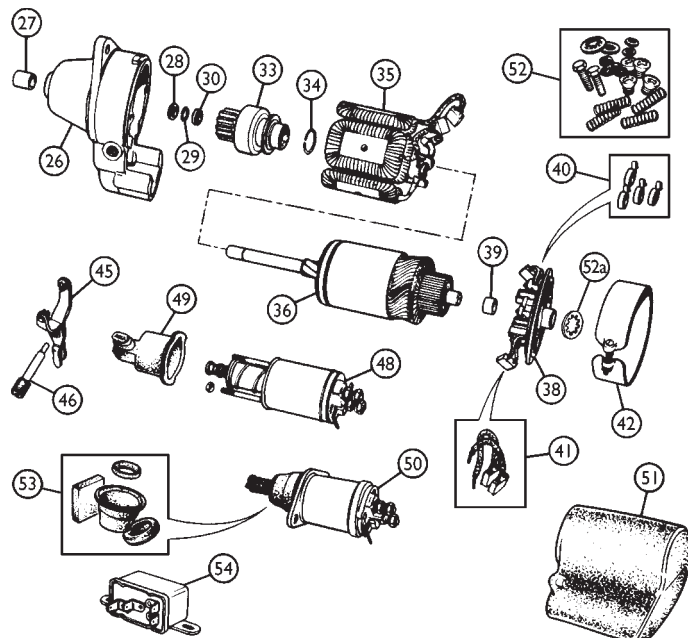
Solenoid clicks repeatedly - battery is discharged or terminals are dirty.

Solenoid clicks once - starter relay has lost power (usually a dirty fuse box), or the solenoid or starter is faulty.

Hi Torque Replacement Starters

Modern design and reliability make these rebuilt starters ideal for the "daily driver". High torque gear drive produces superior starting power for your engine. (Some minor re-wiring required on 1962-'67 cars.)

541-545	\$257.95	1962-'67 Starter
131-215	\$272.95	1968-'80 Starter



1968 - 1980

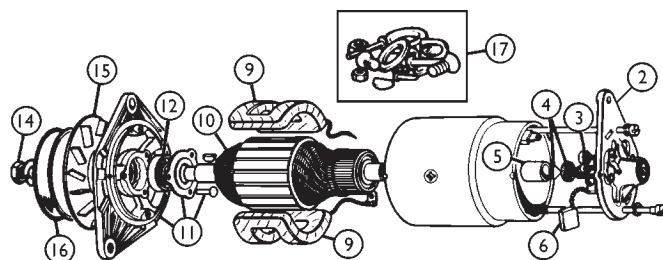
RD from (c)138401 on GT/ from (c)139472 on

131-210	\$149.95	STARTER, rebuilt, exchange	{ RD from (c)138401 on GT from (c)138472 on 1
	\$50.00	CORE CHARGE FOR 131-210 STARTER	
Note: This is a Lucas replacement for starters #25660 and #25654. #25660 was used from 1968 thru 1971; #25654 from 1972 thru 1980.			

26	131-230	NA	BRACKET, drive end	#25660	1
	131-240	NA	BRACKET, drive end	#25654	1
27	549-400	NA	BUSH		1
28	131-250	NA	THRUST WASHER		1
29	131-260	NA	RING, retaining		1
30	131-270	NA	THRUST COLLAR		1
33	131-280	NA	DRIVE ASSEMBLY	#25660	1
	131-290	\$55.95	DRIVE ASSEMBLY	#25654	1
34	131-285	NA	RING, retaining		1
35	131-300	\$78.95	FIELD COIL SET	#25660	1
	131-305	NA	FIELD COIL SET	#25654	1
36	131-310	\$139.95	ARMATURE	#25660	1
	131-315	NA	ARMATURE	#25654	1
38	131-330	NA	BRACKET KIT ASSEMBLY, commutator end	#25654	1
	131-320	NA	BRACKET, commutator end	} #25660	1
39	131-325	\$1.05	BUSH		1
40	150-200	\$9.15	SPRING SET		1
41	149-620	\$25.95	BRUSH SET, 4 pc.	#25660, rectangular brush	1
	549-420	\$14.95	BRUSH SET, 4 pc.	#25654, triangular brush	1
42	131-350	NA	BAND, cover		1
45	131-360	NA	LEVER, pinion engaging	} #25660	1
46	131-370	NA	BOLT, pivot		1
	131-380	NA	LEVER & BOLT KIT	} #25654	1
46	131-385	NA	BOLT, pivot		1
48	131-400	\$79.95	SOLENOID (Lucas)	} #25660	1
	131-402	NA	SOLENOID (aftermarket)		1
49	131-410	NA	BELLOWS		1
50	131-450	\$44.95	SOLENOID	} #25654	1
51	131-460*	\$30.95	COVER		RD/GT (c)284721 on 1
*Moulded vinyl starter covers were fitted to all later MGBs, but were generally discarded. Can be fitted to all 1968-'80 MGBs for maximum weather protection.					
52	131-395	NA	SUNDRY PARTS KIT	#25660	1
	131-390	NA	SUNDRY PARTS KIT	} #25654	1
52a	131-392	\$3.95	SPIRE NUT (armature end)		1
53	131-420	NA	SEALING KIT		1
54	131-510	\$74.95	RELAY, starter	{ RD from (c)187211 to 395331 GT from (c)187841 on	1
	131-520	\$22.95	RELAY, starter		RD from (c)395332 on 1

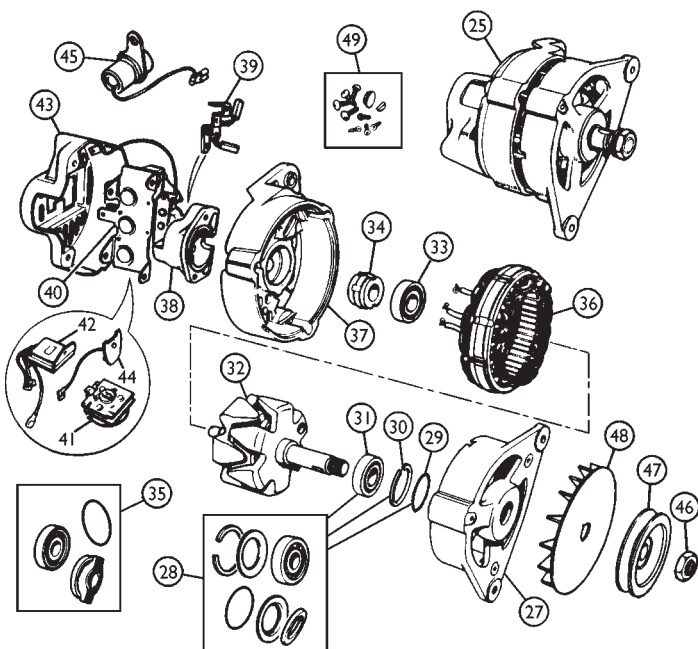
moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Generator 1962 - '67					
	140-200	\$89.95	GENERATOR, new, not Lucas	all (e)18G/GA/GB	1
2		NA	BRACKET ASSEMBLY, commutator end		1
3	549-030	NA	SPRING SET		1
4	539-190	\$1.70	OILER		1
5	147-600	NA	BUSH		1
6	147-250	\$3.40	BRUSH SET		1
9	560-070	NA	FIELD COIL SET		1
10	162-900	\$46.95	ARMATURE		1
11		NA	BRACKET ASSEMBLY, driving end		1
12	125-100	\$9.25	BEARING		1
14	310-310	\$1.35	NUT		1
15	433-670	\$7.65	FAN		1
16	433-720	\$51.95	PULLEY		1
17	162-950	NA	SUNDRIES KIT		1

When installing a new or rebuilt generator, always polarize it to suit your car before starting the engine. (Polarizing procedure is detailed in the "tech tip" which covers converting from positive to negative ground on page 85.)



Alternator 1968 - '80

Note: Numbers listed in application column are Lucas numbers found on the original alternators. Due to Lucas changes, alternators supplied may be numbered differently! Pulleys and fans are not included with alternators.

25	130-000	\$149.95	ALTERNATOR, new	{ 1968, #23548 1969 - '71, #23716	1 1
	130-000	\$149.95	ALTERNATOR, new	{ 1972- 74, 23716, L23804 alternative - #23748	1 1
	130-090	\$129.95	ALTERNATOR, rebuilt	{ 1974 1/2 - '78, #23756 end at (c)471000	1
		\$50.00	CORE CHARGE FOR 130-090		1
	161-525	\$2.60	CONNECTOR, 1/2" (required for this alternator)		1
	130-100	\$149.95	ALTERNATOR, new	{ late 1978 - '80, #23737 from (c)471001 on	1 1

NOTE: Some alternators may have 3 terminals to replace the original 5 terminals on most cars. Refer to the "Alternator Terminal Conversions" article on page 89.

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

Charging System

27	130-120	\$32.95	BRACKET ASSEMBLY, drive end	#23756, 23737	1
	011-265	\$12.95	BEARING, drive end	#23548	1
28	130-140	NA	BEARING KIT, drive end	#23716, L23804	1
	130-150	NA	BEARING KIT, drive end	#23756, 23737	1
29	130-450	NA	O-RING		1
30	130-455	NA	CIRCLIP		1
31	130-460	NA	BEARING, drive end	#23548 thru L23804	1
	130-465	\$12.95	BEARING, drive end	#23756, 23737	1
32	130-160	NA	ROTOR ASSEMBLY	#23548 thru L23804	1
	130-170	NA	ROTOR ASSEMBLY	#23756, 23737	1
33	130-150	NA	BEARING, slip ring end		1
34	130-215	NA	SLIP RING		1
35	130-180	NA	BEARING KIT, slip ring end	#23716 - on	1
36	130-190	NA	STATOR	#23548 thru L23804	1
	130-200	NA	STATOR	#23756, 23737	1
37	130-210	NA	BRACKET, slip ring end		1
38	130-220	NA	BRUSH HOUSING ASS'Y.	#23548	1
	130-230	NA	BRUSH HOUSING ASS'Y.	#23716 - on	1
39	130-225	\$3.95	BRUSH SET	#23548, 23756	1
	130-235	\$3.40	BRUSH SET	#23716 - on	1
40	130-240	NA	RECTIFIER	#23548	1
41	130-250	\$12.40	RECTIFIER	#23716, 23737	1
	130-260	NA	RECTIFIER	#L23804	1
	130-270	\$27.95	RECTIFIER	#23756	1
42	130-280	\$14.95	REGULATOR, 2-wire	#23716, 23737	1
	130-290	\$49.95	REGULATOR, 4-wire	#L23804, 23756	1
43	130-310	NA	COVER	#23548	1
	130-320	\$6.80	COVER	#23716, L23804, 23737	1
	130-330	\$3.95	COVER	#23756	1
44	130-345	NA	SURGE PROTECTOR	{ #23716 - on	1
45	130-350	NA	CAPACITOR		1
46	310-810	\$2.50	NUT		1
47	130-370	\$19.95	PULLEY, alternator	RD/GT to (c)410000	1
	130-380	\$17.95	PULLEY, alternator	RD from (c)410001 on	1
48	130-400	\$24.95	FAN, alternator		1
49	130-360	NA	SUNDRIES KIT		1
50	560-100	\$17.95	FUSE BOX, 2 fuse	{ RD to (c)187210 GT to (c)187840	1
	162-510	\$29.95	FUSE BOX, 4 fuse	{ RD from (c)187211 on GT from (c)187841 on	1
51	560-110	\$4.50	COVER, fuse box	use w/560-100	1
	560-115	\$10.50	COVER, fuse box	use w/162-510	1
52	146-700	\$0.65	FUSE, 35 amp		2/4
53	142-040	\$31.95	REGULATOR, Lucas	{ RD/GT to (c)138400	1
	142-045	\$23.95	REGULATOR, replacement		1
54	162-010	NA	COVER, regulator		1
55	130-440	\$119.95	CONTROL UNIT	{ RD/GT from (c)138401 to 158230	1

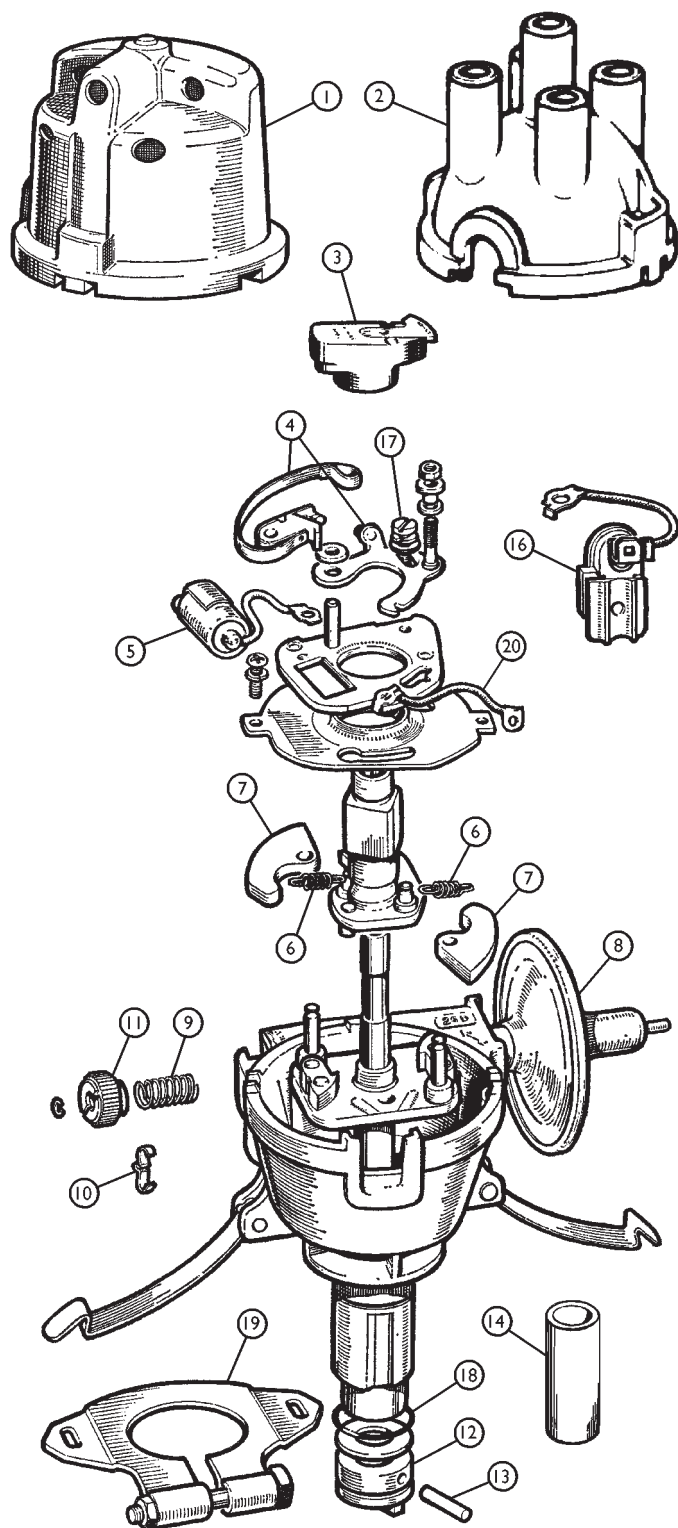
Classic Style 6-Volt Battery

Manufactured in England, these batteries incorporate hard rubber cases, tar-sealed tops, and are similar to early MGB Lucas batteries. These will provide years of dependable service. Shipped dry; battery electrolyte must be obtained from your local auto parts store.

459-385 \$114.95 Classic Style 6-Volt Battery



Distributor - 1962-'74



Distributor Applications 1962-'74

Model 25D4. This listing shows standard fitment for U.S.A. MGBs. Over the years, both Lucas and dealers supplied different distributors as replacements. The more common of these replacements are listed at the end of the table. (For practical purposes, distributors 40897, 41155, and 41339 may be safely interchanged, or later distributors used. For 1972 and later cars, the use of earlier distributors is not recommended.

Model Year	Lucas Part#	Other model 25D4 distributors which were used as replacements include:
1962-'67	40897	
1968-'70	41155	41156, 41210, 41220, 41264,
1971	41339	41287, 41288 & 41290.
1972	41370	
1973-'74	41491	

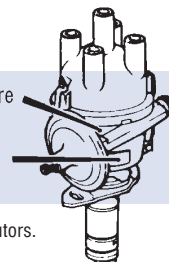
Some later replacement distributors (such as our 143-110) are model 45D4. Parts for these are found on the next page.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Distributor model 25D4					
	143-115	\$204.95	DISTRIBUTOR, new, replacement	1962 - 1971	1
Note: This replacement distributor is model 45D4, not 25D4. Parts for these are listed on the facing page. This is a new replacement for original distributors numbered 40897, 41155, 41156, 41220, 41288, 41290, 41264, and 41339.					
	143-130	NA	DISTRIBUTOR, new, replacement	} 1972 - 1974	1
	143-140	NA	DISTRIBUTOR, rebuilt, exchange		1
Note: This replacement is model 45D4; parts are listed on the facing page. This is Lucas distributor #41599, which replaces 41370 & 41491.					
1	163-805	\$29.95	CAP, distributor, Lucas	} distributors #40897, 41155, and 41156	1
	163-800	\$19.95	CAP, distributor, replacement		
2	163-815	\$15.95	CAP, distributor, Lucas	} #41220, 41288, 41290, 41264, 41339, 41370, 41491	1
	163-810	\$7.95	CAP, distributor, replacement		
Note: All of these caps may be interchanged if used with the appropriate wire set.					
3	151-710	\$3.55	ROTOR, Lucas		1
	151-800	\$2.85	ROTOR, replacement		1
	152-220	\$13.95	POINT & CONDENSER SET (Lucas)		1
4	151-720	\$5.45	POINT SET, Lucas		1
	153-900	\$3.95	POINT SET, replacement		1
5	151-730	\$4.85	CONDENSER, Lucas		1
	154-000	\$2.95	CONDENSER, replacement		1
6		NA	SPRING SET, auto advance		1
7		NA	WEIGHT, auto advance		2
8	163-665	NA	VACUUM UNIT, auto advance	#40897	1
	163-630	\$74.95	VACUUM UNIT, auto advance	#41155, 41220, 41288	1
	560-150	\$83.95	VACUUM UNIT, auto advance	#41156, 41290	1
	551-035	NA	VACUUM UNIT, auto advance	#41264	1
	163-660	\$77.95	VACUUM UNIT, auto advance	#41339	1
	560-530	\$79.95	VACUUM UNIT, auto advance	#41370	1
	163-670	\$94.95	VACUUM UNIT, auto advance	#41491	1
9	163-730	NA	SPRING, adjuster		1
10	163-740	NA	RATCHET, adjuster		1
11	163-735	NA	NUT, adjuster		1
12	153-300	\$18.95	DOG, drive		1
13	539-020	\$0.60	PIN		1
14	153-100	\$69.95	BUSHING		1
	163-760	\$59.95	SUNDRIES KIT (incl. items indented below plus misc screws & other minor parts)		1
16	153-640	\$8.75	TERMINAL & LEAD		1
17	323-245	\$0.95	SCREW, point retaining		1
18	163-750	\$0.75	O-RING	as fitted	1
19	153-400	\$26.95	CLAMP ASSEMBLY with bolt & nut		1
	153-401	\$24.95	CLAMP, without bolt & nut		1
20	153-645	\$1.95	WIRE, ground (replacement)		1

Lucas model number cast in body here

Lucas part number stamped here

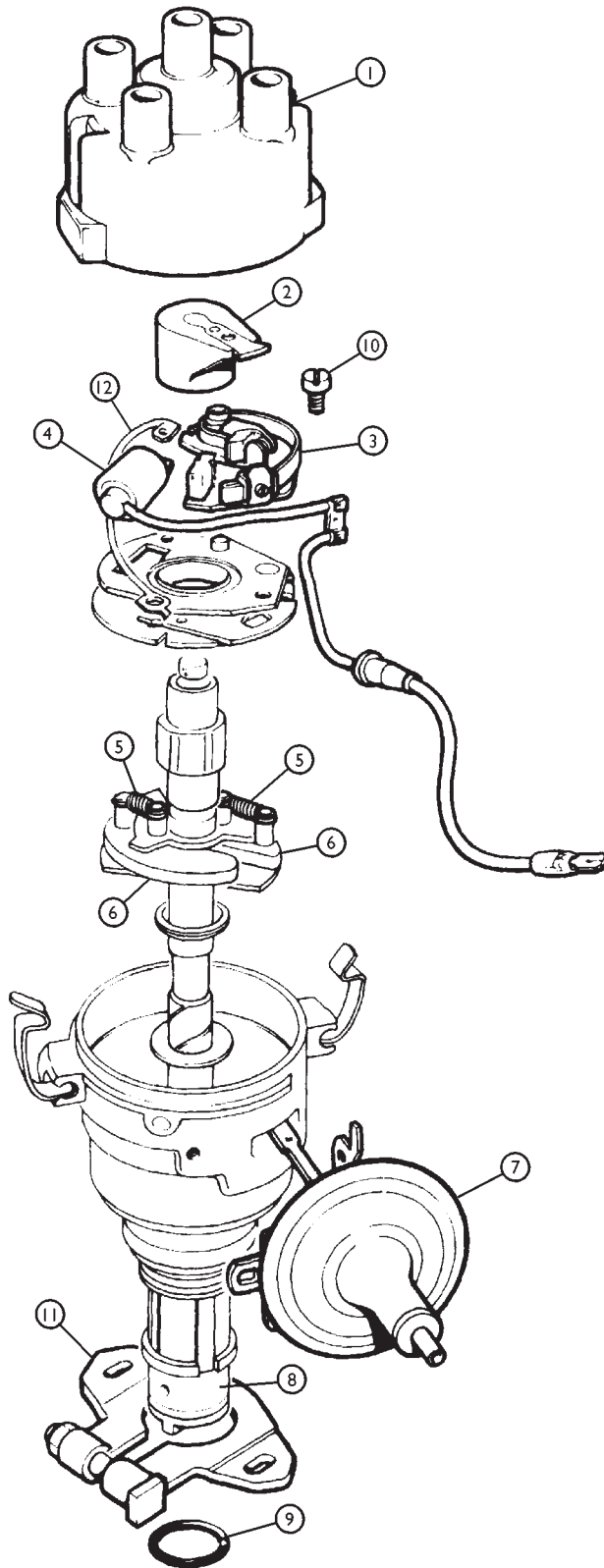
Note: This information does not apply to later model distributors.



moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

Distributor - Fed. 1975-'76



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Distributor models 45D4 and 43D4

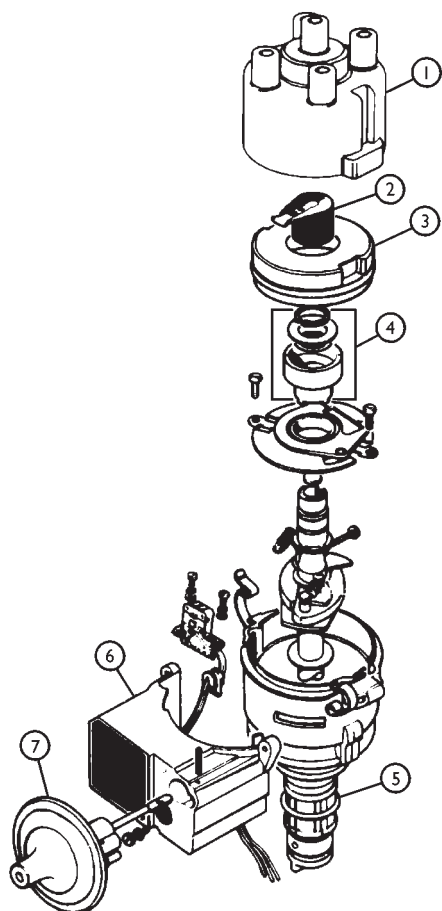
Distributors model 45D4 have been used by Lucas as replacements for the 1962-'74 model 25D4. Component parts are not interchangeable between the different models.

143-130	NA	DISTRIBUTOR, new	1975, except California distributor #41599	1
143-140	NA	DISTRIBUTOR, rebuilt, exchange		1
143-150	NA	DISTRIBUTOR, new	1976, except California distributor #41644	1
143-160	NA	DISTRIBUTOR, rebuilt, exchange		1
1	151-875	\$13.95	CAP, distributor, Lucas	1
	151-870	\$7.45	CAP, distributor, replacement	1
2	151-855	\$3.50	ROTOR, Lucas	1
	151-850	\$2.70	ROTOR, replacement	1
3	153-915	\$7.00	POINT SET, Lucas	1
	153-910	\$3.95	POINT SET, replacement	1
4	154-020	\$5.85	CONDENSER, TERMINAL & LEAD,	1
5	NA		SPRING SET, auto advance	1
6	NA		WEIGHT, auto advance	2
7	163-695	\$81.95	VACUUM UNIT, auto advance	#41427 (repl. distributor)
	163-680	\$69.95	VACUUM UNIT, auto advance	#41599
8	153-300	\$18.95	DOG, drive	1
	539-020	\$0.60	PIN for dog	1
	163-760	\$59.95	SUNDRIES KIT	1
9	163-750	\$0.75	O-RING	1
10	323-245	\$0.95	SCREW, point retaining	1
11	153-400	\$26.95	CLAMP ASSEMBLY with bolt & nut	1
	153-401	\$24.95	CLAMP, without bolt & nut	1
12	153-645	\$1.95	WIRE, ground (replacement)	1

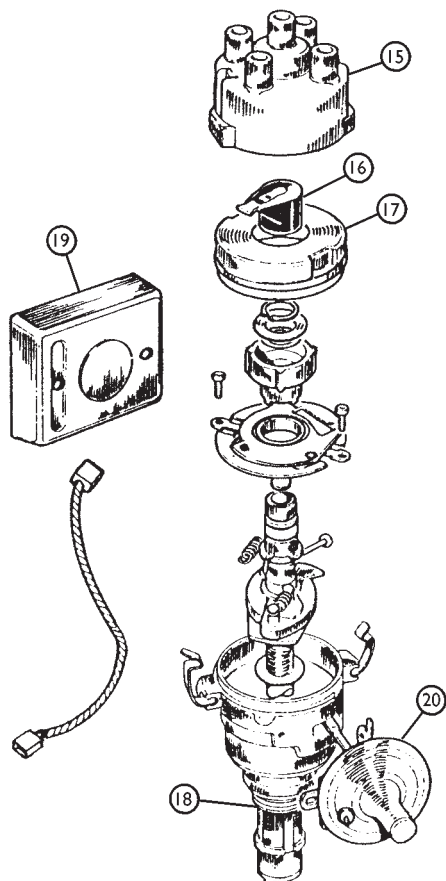
MGB

Distributors - Electronic Ignition

Opus



C.E.I.



Lucas Electronic Ignition

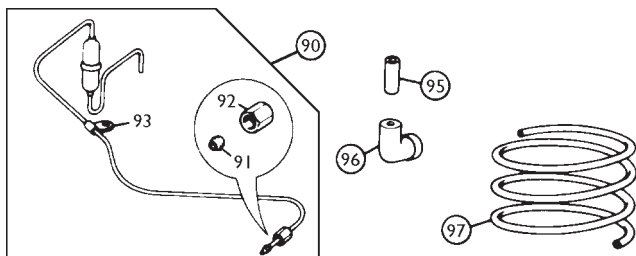
The original Lucas "Opus" electronic ignition used through 1979 featured the ignition amplifier mounted on the distributor body. As this system proved notoriously troublesome and unreliable, 1980 cars were produced with the "CEI" (Constant Energy Ignition) system, which had a remote amplifier, and was highly reliable. As of 1980, all replacements for the "Opus" system were of the CEI type. Needless to say, this has caused much confusion over the years when replacement components have been required. Order parts by your Lucas distributor number.

Model Year	Lucas pt.#	Lucas model/type	replaced by
1975-76 CA	41643	43DE4 (Opus)	41815 43DM4 (CEI)
1977-79 Fed.	41693	45DE4 (Opus)	41813 45DM4 (CEI)
1977-79 CA	41695	45DE4 (Opus)	41814 45DM4 (CEI)
1980 Fed.	41851	45DM4 (CEI)	-
1980 CA	41853	45DM4 (CEI)	-

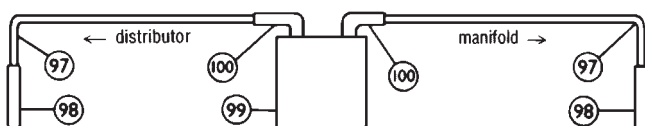
No.	Part No.	Price (each)	Description	Application	Qty. Req.
Opus					
1	151-875	\$13.95	CAP, distributor, Lucas	#41643, 41693, 41695	1
	151-870	\$7.45	CAP, distributor, replacement		1
2	151-850	NA	ROTOR ARM, Lucas	#4163, 41693, 41695	1
		\$2.70	ROTOR ARM, replacement		1
3	154-030	NA	COVER, anti-flash	#41643	1
	154-040	\$22.95	COVER, anti-flash	#41693, 41695	1
4	154-050	NA	TIMING ROTOR ASSEMBLY		1
5	163-750	\$0.75	O-RING		1
6		NA	AMPLIFIER ASSEMBLY		1
7	163-860	NA	VACUUM UNIT, auto advance	#41693	1
	163-880	NA	VACUUM UNIT, auto advance	#41695	1
C.E.I.					
15	151-875	\$13.95	CAP, distributor, Lucas	#41813, 41814, 41815	1
	151-870	\$7.45	CAP, distributor, replacement		1
	151-875	\$13.95	CAP, distributor, Lucas (black)	#41851, 41853	1
	151-880	\$11.95	CAP, distributor, replacement (blue)		1
16	151-850	NA	ROTOR ARM, Lucas	#41813, 41814, 41815	1
		\$2.70	ROTOR ARM, replacement		1
	151-860	NA	ROTOR ARM, Lucas	#41851, 41853	1
		NA	ROTOR ARM, replacement		1
17	154-040	\$22.95	COVER, anti-flash		1
18	163-750	\$0.75	O-RING		1
19	142-975	\$272.95	AMPLIFIER ASSEMBLY		1
20	163-960	\$69.95	VACUUM UNIT, auto advance	#41851, 41813	1
	163-970	NA	VACUUM UNIT, auto advance	#41853, 41814	1

moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872

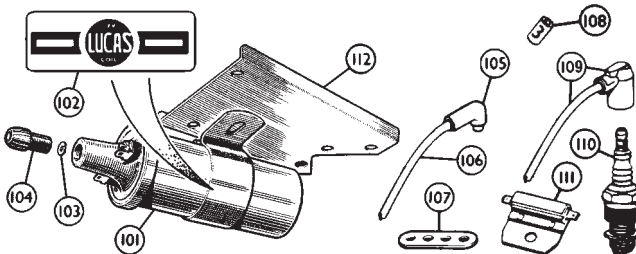


No.	Part No.	Price (each)	Description	Application	Qty. Req.
Vacuum Pipe					
90	163-640	\$38.95	VACUUM PIPE ASSEMBLY, steel	all (e)18G/GA/GB '62 - '67	1
91	163-635	\$0.75	COMPRESSION FITTING		1
92	153-810	\$3.75	NUT		1
93	153-820	\$1.00	CLIP		1
95	282-650	\$3.40	CONNECTOR, carburetor end	1968 on	1
96	153-840	\$2.35	CONNECTOR, distributor end		1
97	163-655	\$1.25	VACUUM LINE, plastic, sold by the foot	RD from (c)138401 on GT from (c)139472 on	A/R



Transmission-Controlled Spark Advance System

97	163-655	\$1.25	VACUUM LINE, plastic, sold by the foot	RD from (c) 415001 on	A/R
98	153-830	\$1.95	CONNECTOR, straight		2
99	145-740	NA	VALVE, solenoid		1
100	153-840	\$2.35	CONNECTOR, elbow		2



Coil & Ignition Wires

101	543-020	\$20.95	COIL, ignition, screw-in H.T. conn.	1962 - '67	1
	143-220	\$28.95	COIL, ignition, push-in H.T. conn.	1968 - '74	1
	143-230	\$33.95	COIL, ignition, ballasted system	1975 - '80	1
	143-200	\$46.95	LUCAS SPORTS COIL, heavy duty	1962-'74	1
102	215-630	\$2.95	LUCAS COIL DECAL		1
103	146-310	\$0.80	WASHER	early coils with screw-in connection	1
104	152-400	\$1.75	NUT, coil wire		1
	171-628	\$32.95	IGNITION WIRE SET, w/caps	side entry distributor cap all (e)18G/GA/GB	1
105	171-620	\$6.55	CAP, suppressor		4
106	171-627	\$6.95	WIRE, ignition, 5 1/4 ft.		1
107	171-550	\$2.25	SPACER, ignition wires		1
108	171-630	\$3.60	LABEL SET, ignition wires		1

To use modern high performance ignition wires with your early distributor, use top-entry cap 163-815 or 151-800, Magnecore wire set 143-565, and ignition coil 143-200 or 143-220.

109	171-658	\$14.95	IGNITION WIRE SET	top entry distr. cap	1
	143-565	\$49.95	IGNITION WIRE SET, "Magnecor"		1
110	152-130	\$2.30	SPARK PLUG, Champion N9Y		4
111	131-560	NA	DRIVE RESISTOR	electronic ignition '75-80	1
112	470-055	\$47.95	BRACKET, coil mounting	1962-'67	1

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

Ignition System

Positive to Negative Ground Conversion

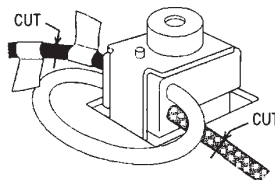
You can fit modern stereo systems, power antennae, CB radios, etc. to your pre-1968 MGB if you change from positive to negative ground. This is easily done! First you must change your battery cables or clamps so they will fit on the opposite terminals. Leaving them disconnected, now reverse the positions of the two wires connected to your ignition coil. Next, the generator must be re-polarised. Disconnect both generator leads. Take a piece of 14 gauge wire and attach it to the main "hot" terminal of your starter solenoid or to a "hot" terminal on your fuse block. Reconnect your batteries in the new configuration (with the negative post going to ground). Now take the loose end of your 14 gauge wire and flash it once or twice against the field (smaller) terminal of the generator, just enough so you can see a small spark. (Do not connect this wire to the generator, even for a few seconds.) Now remove the 14 gauge wire, and reconnect your generator leads. If your car has an ammeter or voltmeter, simply reverse their leads. Wiper and blower motors need no changes. Original pre-1968 S.U. fuel pumps are not polarity sensitive, but modern S.U. replacements are, and must be replaced with negative ground S.U. pumps. You are now finished, unless you have a 1965-67 car with an electric tachometer.

To convert the tachometer, John Twist offers the following advice:

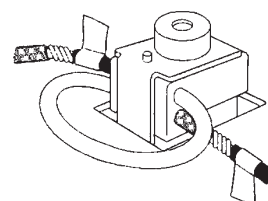
Two changes are necessary to completely convert your early positive ground electric tach: a.) The wires must be reversed at the "white wire loop" at the back of the unit, and b.) the power and earth connections must be reversed inside the case.

a.) The wire in the "white wire loop" comes from the key switch and travels to the hot side of the coil. Referring to the illustration below, select one of the wires and tag it with two pieces of tape for identification. Then, cut the wire between the pieces of tape, and cut the other wire to the same length. Reverse the connections (now there is one piece of tape on each wire) and solder them (remember, this is the power lead for the coil and is unfused). Tape up the connections carefully. When later replacing the plastic block on the back of the tach, ensure that the metal band around the block is carefully positioned. This is a necessary part of the electromagnetic pickup.

Before



After



b.) To reverse the power wire and earth wire inside the unit, it is necessary to remove the chrome ring, the glass face and the glare shroud. The chrome ring is usually removed with great difficulty by prying the tabs with a small screwdriver, then rotating until the tabs can fit through the slots in the case. Remove the two screws on the back of the unit that hold the internals to the case (not the two whose heads fit in holes in the case), and allow those internals to drop carefully into your hand. Don't bend the needle! The spade terminal is the power connection. Just next to this is the earth connection. A resistor is soldered to one of these connections, and a green wire to the other. Unsolder these ends of the green wire and the resistor from their current positions. Resolder the green wire to where the resistor was connected, and the resistor to where the green wire was connected. Reassemble the unit after cleaning the glass.

Mallory Dual Point Distributor

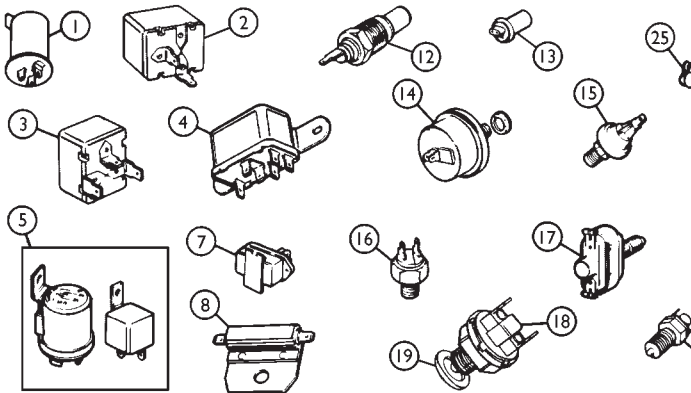
Mallory's dual point design provides a hotter spark than standard Lucas distributors. The mechanical advance-only design is fully adjustable to provide 16-28 degrees of total advance, making these performance units equally suited to stock or race prepared engines. Adjustment and installation is straightforward, but either your old original or a new distributor drive dog must be installed. (You must drill the shaft for the pin.) These quality units are an ideal trouble-free replacement for your ailing stock distributor. The optional Advance Curve Kit includes a large assortment of advance weight springs, a degree key tool and instructions, allowing you to set whatever advance curve you want!

Point gap - .022", dwell (individual) 32°, dwell (total) 39-43°

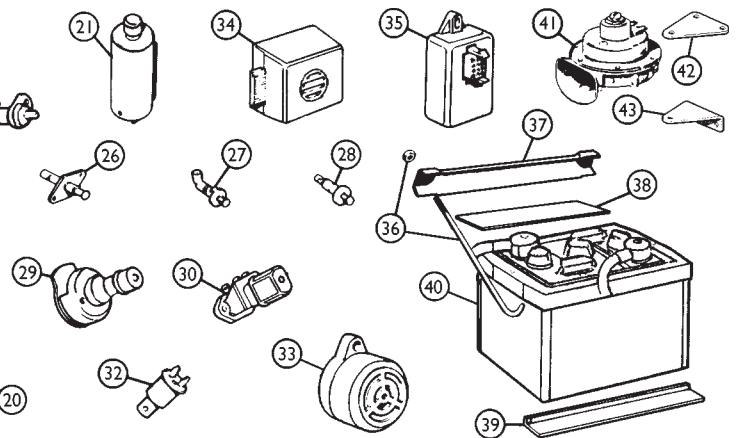
Dual Point Distributor	143-180	\$280.95
Cap	143-175	\$28.95
Points (2 req'd.)	143-185	\$18.95 ea.
Rotor	143-190	\$7.65
Condenser	143-195	\$7.60
Advance Curve Kit	143-236	\$40.95



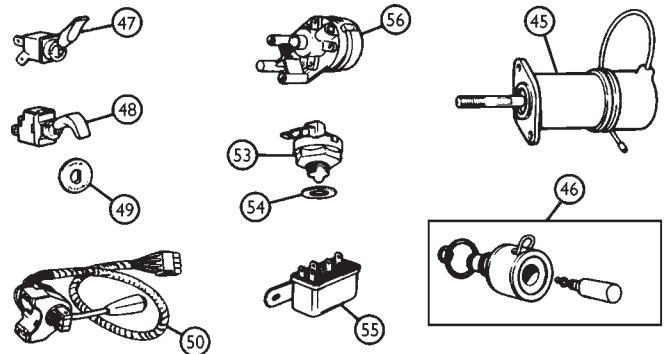
Minor Electrical



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	141-750	\$12.95	FLASHER UNIT, turn indicators	RD to (c)138400 GT to (c)139471	1
2	141-740	\$8.30	FLASHER UNIT, turn indicators	RD from (c)138401 on GT from (c)139472 on '68 on	1
3	141-655	\$7.95	FLASHER UNIT, hazard warning (replacement)	RD from (c)138401 to 238407 GT from (c)139472 to 239804	1
	141-650	\$6.95	FLASHER UNIT, hazard warning	RD from (c)238408 GT from (c)239805	1
4	542-235	\$12.95	RELAY, battery cut-off	RD from (c)386601 on, '76 on	1
5	131-520	\$22.95	RELAY, ignition switch, either one illustrated may be fitted	RD from (c)410001 on, '77 on	1
	131-520	\$22.95	RELAY, heated rear window	GT as fitted	1
7	131-540	\$17.95	VOLTAGE STABILIZER	RD & GT 1965-'67	1
	131-550	\$20.95	VOLTAGE STABILIZER 1968 on	RD from (c)138401 on GT from (c)139272 on	1
8	131-560	NA	DRIVE RESISTOR	electronic ignition	1
12	760-180	\$9.40	SENDING UNIT, temp. 1968 - '76	RD from (c)138401 to 367900 GT from (c)139472 on	1
	131-565	\$9.95	SENDING UNIT, temp.	RD from (c)410001 on	1
13	542-215	\$15.95	SWITCH, thermostatic fan	RD from (c)410001 to 511290	1
	542-213	\$46.95	SWITCH, thermostatic fan	RD from (c)511291 on	1
14	131-580	\$136.95	TRANSMITTER, oil press. 1968 - '72	RD from (c)138401 to 258000 GT from (c)139472 to 258000	1
15	141-715	\$79.95	SWITCH, oil pressure 1973 on	RD from (c)294251 on GT from (c)296001 on	1
16	542-110	\$9.95	SWITCH, brake light 1962 - '67	RD to (c)138400 GT to (c)139472	1
17	181-980	\$23.95	SWITCH, brake light 1968 on	RD from (c)138401 on GT from (c)139472 on	1
18	140-470	\$12.95	SWITCH, reverse light	RD/GT from mid 1967 on	1
19	324-145	\$0.55	WASHER, for switch		1
20	542-400	NA	INHIBITOR SWITCH, seat belt (replacement)	RD from (c)138401 to 410000 GT from (c)139472 on	1
21	145-750	NA	INERTIA SWITCH, fuel cut-off	RD from (c)360301 to 516373 GT from (c)361001 on	1
	145-755	\$91.95	INERTIA SWITCH, fuel cut-off	RD from (c)516374 on	1
25	131-600	NA	SWITCH, ignition key warning 1970 on	RD from (c)187211 on GT from (c)187841 on	1
26	131-611	\$5.95	SWITCH, courtesy light	RD/GT from (c)219001 on	2
27	131-620	\$13.95	SWITCH, trunk light	RD from (c)21900 on	1
28	131-630	\$17.95	SWITCH, tailgate light	GT only from (c)219001 on	1
29	542-120	\$43.95	SWITCH, headlamp dimmer	RD/GT to (c)90363	1
30	542-130	\$54.95	SWITCH, headlamp dimmer	RD/GT from (c)90364 on	1
32	142-110	NA	BUZZER, ignition, 1970 - '73 key warning	RD from (c)187211 to 328100 GT from (c)187841 to 328800	1
33	142-115	NA	BUZZER, ignition key warning	RD from (c)328101 to 372612 GT from (c)328801 on	1
34	142-125	NA	BUZZER, time delay	RD from (c)372613 on	1
35	145-760	NA	SEQUENTIAL SEAT BELT CONTROL	RD from (c)328101 to 372612 GT from (c)328801 on	1



36	473-188	\$8.40	BOLT & NUT SET, 4 bolts, 4 nuts	two 6-volt batteries	1
	473-238	\$4.90	BOLT & NUT SET, 2 bolts, 2 nuts	one 12-volt battery	1
37	473-180	\$2.95	CLAMP, battery	two 6-volt batteries	2
	473-185	\$6.85	CLAMP, battery	one 12-volt battery	1
38	473-110	\$0.50	PAD, battery clamp	two 6-volt batteries	2
	473-115	\$1.95	PAD, battery clamp	one 12-volt battery	1
39	473-190	\$4.95	PAD, battery	two 6-volt batteries use 4	4/2
40	459-385	\$114.95	BATTERY, 6-volt, classic style	1962-'67 alternatives	2
	459-415	NA	BATTERY, 6-volt, plastic case	1968-'74	2
41	545-030	\$28.95	HORN, high note	die-cast, 1962-approx. '75	1
	545-020	\$28.95	HORN, low note	2 terminals	1
	545-050	\$25.95	HORN, high note	plastic, approx. 1975-'80	
	545-060	\$25.95	HORN, low note	1 terminal	1
42	560-090	\$4.60	HORN BRACKET, straight	to (c)5812	2
43	164-940	NA	HORN BRACKET, angled	from (c)5813	2

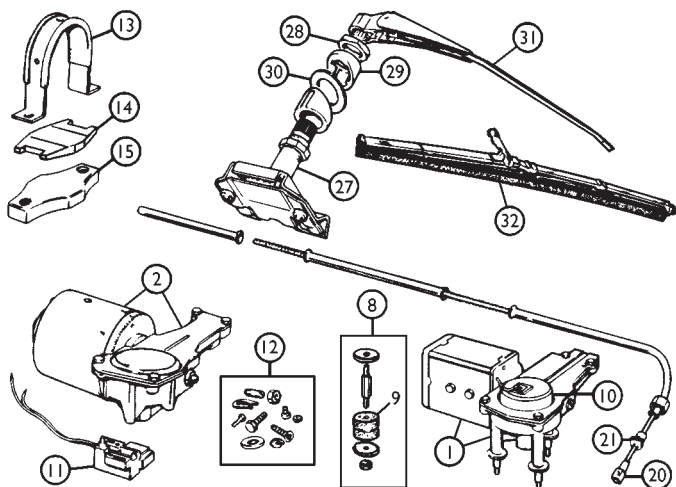


Overdrive Components

45	145-730	\$34.95	SOLENOID, overdrive	RD to (c)138400 GT to (c)139471 1962 - '67	1
46	466-375	\$165.95	SOLENOID VALVE ASS'Y., OD	RD from (c)138401 on '68 on GT from (c)139472 on	1
47	141-210	\$21.95	SWITCH, overdrive	RD to (c)61015	1
48	141-760	\$30.95	SWITCH, overdrive	RD from (c)61016 to 138400	1
49	233-850	\$4.90	ESCUTCHEON, o/d switch	GT from (c)61016 to 139471	1
50	141-825	\$98.95	SWITCH, wiper, washer & overdrive	RD from (c)267110 to 328100 GT from (c)267333 to 328800	1
	141-845	\$123.95	SWITCH, wiper, washer & overdrive	RD from (c)318101 to 410000 GT from (c)328801 on	1
	141-320	\$28.95	SWITCH, overdrive, on shifter	RD from (c)410001 on, '77 on	1
53	140-470	\$12.95	SWITCH, overdrive isolation		1
54	324-145	\$0.55	WASHER, for switch		2
55	542-170	\$46.95	RELAY, overdrive, thru 1967	RD to (c)138400 GT to (c)139471	1
56	141-520	NA	VACUUM SWITCH, overdrive thru 1967	RD to (c)138400 GT to 139471	1
	357-388	\$50.95	SUB-HARNESS, overdrive	thru 1967	1
	356-436	\$23.95	SUB-HARNESS, overdrive	1968-'76	1



MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	568-018 145-510	NA NA	MOTOR ASS'Y., w/gear MOTOR ASS'Y., w/o gear	RD to 138400, thru 1967	1
2	145-558 145-558 145-548 145-568 145-558 145-555 164-960 145-565 145-490	\$137.95 \$137.95 NA \$124.95 \$137.95 \$29.95 NA \$25.95 \$106.95	MOTOR ASS'Y., w/gear (repl.) MOTOR ASS'Y., w/gear MOTOR ASS'Y., w/gear MOTOR ASS'Y., w/gear MOTOR ASS'Y., w/gear GEAR & SHAFT GEAR & SHAFT GEAR & SHAFT MOTOR ASS'Y., w/o gear	RD from (c)138401 to 158370 RD from (c)158371, 1969 on GT to (c)138400, thru 1967 GT from (c)138401 to 158230 GT from (c)158231, 1969 on RD & GT from 1969 on GT to (c)138400, thru 1967 GT from (c)138401 to 158230 RD from (c)138401 on / all GT 1968 on	1 1 1 1 1 1 1 1 1
	554-040 145-570	NA NA	ARMATURE, thru 1967 ARMATURE, 1968 on	RD to (c)138400 RD from (c)138401 on/all GT	1 1
	554-030 554-035	NA \$19.95	BRUSH ASSEMBLY BRUSH PAIR (carbon blocks only)	RD to (c)138400, thru 1967	1 1
	145-590	\$24.45	BRUSH ASSEMBLY	RD from (c)138401 on all GT	1
8	145-640	\$9.55	MOUNTING KIT	RD to (c)138400, '62 - '67	1
9	280-755	\$2.75	GROMMET		3
10	145-610	NA	PARKING SWITCH		1
11	145-620	NA	PARKING SWITCH, units w/part number prefixed "A/B"	RD from (c)138401 on	1
	145-630	\$17.95	PARKING SWITCH, units w/part number prefixed "D"	all GT, 1968 on	1
12	145-650	NA	SUNDRIES KIT	RD to (c)138400, thru 1967	1
13	145-645	\$10.20	STRAP, mounting	RD from (c)138401 on/ all GT 1968 on	1
14	145-660	\$4.55	PAD		1
15	145-665	NA	PACKING		1
20	161-310	\$19.95	CABLE ASSEMBLY, crosshead & rack (must be cut to length)	RD to (c)138400	1
21	163-720	\$13.95	FERRULE, 1962 - '67	RD to (c)138400	1
	164-970	\$5.55	FERRULE, 1968 on	RD from (c)138401 on, all GT	1
27	145-170	NA	WHEELBOX ASSEMBLY, includes #28, 29, 30	RD to (c)6916	2
	145-180	\$43.95	WHEELBOX only	RD from (c)6917 to 138400	2
	145-270	\$49.95	WHEELBOX only, 1968 on	RD from (c)138401 on	3
	145-160	\$60.95	WHEELBOX only	all GT	2
28	311-065	\$2.85	NUT	RD to (c)6916	2
	145-205	\$2.80	NUT	all from (c)6917 on	2/3
29	145-260	\$5.95	FINISHER, bright chrome	RD	2/3
	164-920	\$5.75	FINISHER, bright chrome	GT	2
30	282-820	\$1.40	PAD, finisher	RD	2/3
	145-225	\$1.45	PAD, finisher	GT	2
31	164-950	\$14.95	WIPER ARM, thru 1968	RD to (c)158230	2
	164-630	\$25.95	WIPER ARM	RD from (c)158231 to 164063	3
	164-640	\$24.95	WIPER ARM	RD from (c)164064 to 294250	3
	164-650	\$23.95	WIPER ARM, 1973 on	RD from (c)294251 on	3
	560-380	\$14.95	WIPER ARM, thru 1968	GT to (c)158230	2

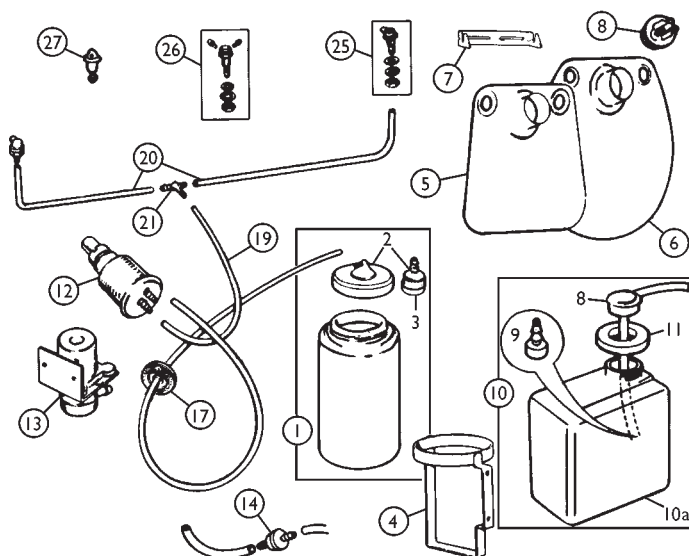
LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com



Wipers & Washers

	164-670	\$22.95	WIPER ARM, 1969 - '72	GT from (c)158231 to 296000	2
	164-680	\$23.95	WIPER ARM, 1973 on	GT from (c)296001 on	2
32	560-390	\$7.65	WIPER BLADE, thru mid '69	RD to (c)164063	2/3
	165-015	\$14.95	WIPER BLADE, mid '69-'72	RD from (c)164064 to 294250	3
	165-060	\$17.95	WIPER BLADE, 1973 on	RD from (c)29451 on	3
	165-020	\$14.95	WIPER BLADE, thru 1968	GT to (c)158230	2
	165-050	\$17.95	WIPER BLADE, 1969 - '72	GT from (c)158231 to 296000	2
	165-080	\$16.95	WIPER BLADE, 1973 on	GT from (c)296001 on	2

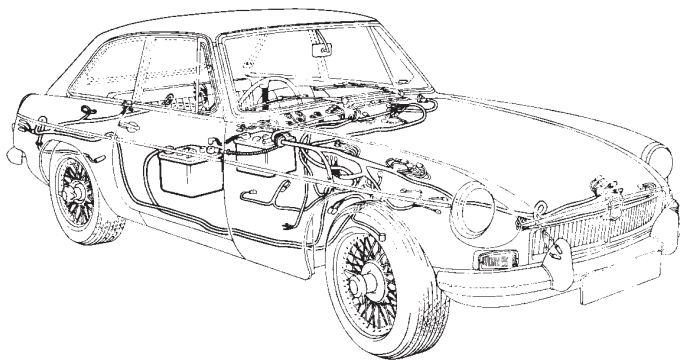
Wiper arms and blades changed a number of times during production and are sometimes, but not always, interchangeable. In addition, many MGBs have been fitted over the years with completely non-original arms and/or blades. Our listings represent original or exact reproductions of the originals. If our arms or blades do not fit your car correctly, chances are good that the mounting part is non-original and should also be replaced.



Washers

1	361-148	\$19.95	CONTAINER ASSEMBLY	RD/GT as fitted, to approx. 1972	1
2	361-140	\$13.95	CAP & FOOT VALVE		1
3	361-145	\$4.00	FOOT VALVE		1
4	361-245	\$13.95	BRACKET		1
5		NA	CONTAINER (Not available - use 361-120)	RD from 1972 to (c)307778 GT from 1972 to (c)307778	1
6	361-120	\$27.95	CONTAINER	RD from (c)307779 to 360300 GT from (c)307779 to 361000	1
7	361-270	\$6.15	BRACKET, container mounting	use with #5 & 6 above	1
8	361-190	\$2.80	FILLER PLUG	used w/part #361-110, 361-120 & 361-130	1
9	361-195	\$2.95	FILTER		1
10	361-138	\$24.95	CONTAINER ASS'Y.	RD from (c)360301 on GT from (c)361001 on	1
10a	361-130	\$34.95	CONTAINER		1
11	361-150	\$3.75	CAP		1
12	361-160	\$31.95	PUMP, 1962 - '67	RD to (c)138400 GT to (c)139471	1
13		NA	PUMP, 1968 - early '74 (Not available - use 361-180)	RD from (c)138401 to 329016 GT from (c)139472 to 329016	1
	361-180	\$24.95	PUMP, early 1974 on	RD/GT from (c)329017 on	1
14	361-200	\$3.25	LINE VALVE		1
17	282-640	\$1.95	GROMMET, washer tube		1
18	361-210	\$1.95	TUBING, container to pump, 3/16" ID	sold by the foot	A/R
19	361-210	\$1.95	TUBING, pump to connector, 3/16" ID		A/R
20	361-220	\$1.50	TUBING, connector to jets, 1/8" ID		A/R
21	565-040	\$2.95	CONNECTOR, 3-way	RD to (c)138400, thru 1967	1
	361-235	\$2.60	CONNECTOR, 3-way 1968 on	RD from (c)138401 on	1
25	361-240	\$4.75	JET ASSEMBLY	RD to (c)447035	2
26	361-250	\$4.60	JET ASSEMBLY	GT	1
27	361-260	\$4.80	JET ASSEMBLY	RD from (c)447036 on	2

Wiring Harnesses



Our Wiring Harnesses

Moss wiring harnesses are produced in England directly from factory original drawings. All wiring included as integral parts of original harnesses are included. In some cases, this excludes wiring such as that for dash lights, dimmer switches, etc. All harnesses are color-coded as original, and include all original type connectors and end fittings. Early harnesses are bound with woven fabric braiding, while later harnesses are either blue or black tape-bound as original. These harnesses are for LHD U.S.-spec MGBs only.

Roadster Harnesses

356-370	\$373.95	WIRING HARNESS, cloth	} RD to (c)48765
356-390	\$422.95	WIRING HARNESS, cloth	
357-288	\$432.95	WIRING HARNESS, vinyl	} RD from (c)138401 to 158209
356-520	\$334.95	MAIN HARNESS	
357-255	\$87.95	SUB-HARNESS, rear	
357-298	NA	WIRING HARNESS, vinyl	} RD from (c)158210 to 187210
356-540	\$334.95	MAIN HARNESS	
357-255	\$87.95	SUB-HARNESS, rear	
357-308	\$434.95	WIRING HARNESS, vinyl	} RD from (c)187211 to 219000
356-550	\$373.95	MAIN HARNESS	
357-265	\$87.95	SUB-HARNESS, rear	
357-318	\$434.95	WIRING HARNESS, vinyl	} RD from (c)219001 to 258000
356-560	\$373.95	MAIN HARNESS	
357-400	\$87.95	SUB-HARNESS, rear	
357-328	\$429.95	WIRING HARNESS, vinyl	} RD from (c)258001 to 267579
356-570	\$373.95	MAIN HARNESS	
357-400	\$87.95	SUB-HARNESS, rear	
357-338	\$456.95	WIRING HARNESS, vinyl	} RD from (c)267580 to 280480
356-580	\$398.95	MAIN HARNESS	
357-410	\$87.95	SUB-HARNESS, rear	
357-348	\$456.95	WIRING HARNESS, vinyl	} RD from (c)280481 to 294250
356-590	\$373.95	MAIN HARNESS	
357-410	\$87.95	SUB-HARNESS, rear	
357-358	\$444.95	WIRING HARNESS, vinyl	} RD from (c)294251 to 328100
356-600	\$380.95	MAIN HARNESS	
357-410	\$87.95	SUB-HARNESS, rear	
357-368	\$449.95	WIRING HARNESS, vinyl	} RD from (c)328101 to 360300
356-610	\$397.95	MAIN HARNESS	
357-420	\$87.95	SUB-HARNESS, rear	
357-378	\$491.95	WIRING HARNESS, vinyl	} RD from (c)360301 to 368081
356-620	\$423.95	MAIN HARNESS	
357-430	\$91.95	SUB-HARNESS, rear	
356-638	\$486.95	WIRING HARNESS, vinyl	} RD from (c)368082 to 372612
356-630	\$410.95	MAIN HARNESS	
357-430	\$91.95	SUB-HARNESS, rear	
356-648	\$725.95	WIRING HARNESS, vinyl	} RD from (c)372613 to 386600
356-640	\$423.95	MAIN HARNESS	
357-430	\$91.95	SUB-HARNESS, rear	
356-658	\$486.95	WIRING HARNESS, vinyl	} RD from (c)372613 to 386600
356-650	\$410.95	MAIN HARNESS	
357-430	\$91.95	SUB-HARNESS, rear	
356-668	\$649.95	WIRING HARNESS, vinyl	} RD from (c)386601 to 410000
356-660	\$435.95	MAIN HARNESS	
357-430	\$91.95	SUB-HARNESS, rear	
356-665	\$191.95	SUB-HARNESS, dash	

356-678*	\$659.95	WIRING HARNESS, vinyl	} RD from (c)410001 to 471000
356-670	\$435.95	MAIN HARNESS	
357-430	\$91.95	SUB-HARNESS, rear	
356-688*	\$659.95	WIRING HARNESS, vinyl	} RD from (c)471001 to 501003
356-680	\$435.95	MAIN HARNESS	
357-430	\$91.95	SUB-HARNESS, rear	
356-698*	\$651.95	WIRING HARNESS, vinyl	} RD from (c)501004 to 511290
356-680	\$435.95	MAIN HARNESS	
356-695	\$87.95	SUB-HARNESS, rear	
356-708*	\$651.95	WIRING HARNESS, vinyl	} RD from (c)511291 to 516373
356-700	\$423.95	MAIN HARNESS	
356-695	\$87.95	SUB-HARNESS, rear	
356-718*	\$651.95	WIRING HARNESS, vinyl	} RD from (c)516374-on
356-710	\$423.95	MAIN HARNESS	
356-695	\$87.95	SUB-HARNESS, rear	

* These include dash sub-harness 356-365.

GT Harnesses

356-390	\$422.95	WIRING HARNESS, cloth	GT to 139470
356-528	\$400.95	WIRING HARNESS, vinyl	} GT from 139471 to 158209
356-520	\$334.95	MAIN HARNESS	
356-535	\$91.95	SUB-HARNESS, rear	
356-548	\$394.95	WIRING HARNESS, vinyl	} GT from (c)158210 to 187840
356-540	\$334.95	MAIN HARNESS	
356-535	\$91.95	SUB-HARNESS, rear	
356-558	\$456.95	WIRING HARNESS, vinyl	} GT from (c)187841 to 219000
356-550	\$373.95	MAIN HARNESS	
356-555	\$91.95	SUB-HARNESS, rear	
356-568	\$456.95	WIRING HARNESS, vinyl	} GT from (c)219001 to 258000
356-560	\$373.95	MAIN HARNESS	
356-565	\$87.95	SUB-HARNESS, rear	
356-578	NA	WIRING HARNESS, vinyl	} GT from (c)268001 to 268280
356-570	\$373.95	MAIN HARNESS	
356-565	\$87.95	SUB-HARNESS, rear	
356-588	NA	WIRING HARNESS, vinyl	} GT from (c)268281 to 280480
356-580	\$398.95	MAIN HARNESS	
357-440	\$91.95	SUB-HARNESS, rear	
356-598	\$456.95	WIRING HARNESS, vinyl	} GT from (c)280481 to 296000
356-590	\$373.95	MAIN HARNESS	
357-440	\$91.95	SUB-HARNESS, rear	
356-608	\$696.95	WIRING HARNESS, vinyl	} GT from (c)296001 to 328800
356-600	\$380.95	MAIN HARNESS	
357-440	\$91.95	SUB-HARNESS, rear	
356-618	\$468.95	WIRING HARNESS, vinyl	} GT from (c)328801 to 361000
356-610	\$397.95	MAIN HARNESS	
357-450	\$91.95	SUB-HARNESS, rear	
356-628	\$486.95	WIRING HARNESS, vinyl	} GT from (c)361001-on
356-620	\$423.95	MAIN HARNESS	
357-460	\$80.95	SUB-HARNESS, rear	

Sub-Harnesses

357-425	\$198.95	DASH SUB-HARNESS (not incl. in harness ass'y.)	1973-'75
356-665	\$191.95	DASH SUB-HARNESS (incl. in rdstr. harness ass'y.)	1976
356-365	\$196.95	DASH SUB-HARNESS (incl. in rdstr. harness ass'y.)	1977-'80
356-845	\$21.95	DIP SWITCH SUB-HARNESS	
357-445	\$30.95	TAILGATE HARNESS (not incl. in harness ass'y.)	GT only

NOTE: Overdrive sub-harness is listed on page 86.

Blue Wire Harness Tape

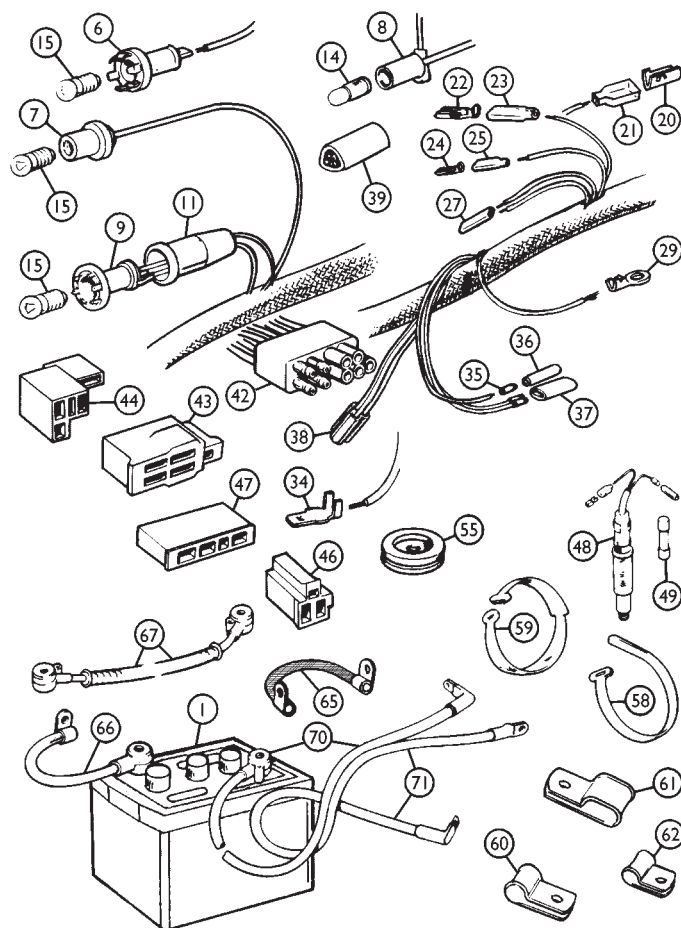
We have imported this English "just like original" blue wiring harness tape so you can restore the look of your serviceable but slightly ratty looking wiring. This tape, as original, is not self-adhesive. Examine your wiring harness carefully, and you will see how this tape is used. For most MGBs from approximately 1969 and many other British cars with blue vinyl taped harnesses. **162-030 \$5.55**



MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

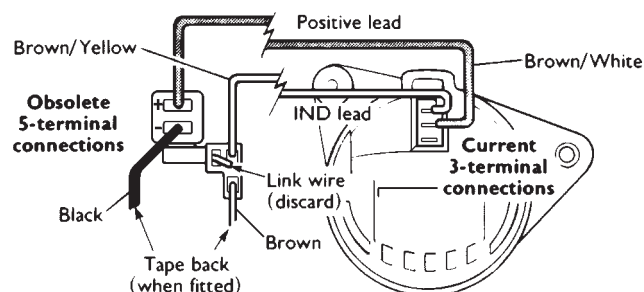
Wiring Sundries

When fitting new grommets for wiring, spray them with a silicone spray or Armorrall®. This not only preserves them and makes them look better, but also eases installation.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	459-385	\$114.95	BATTERY, 6-volt, classic style	1962-'67	2
	459-415	NA	BATTERY, 6-volt plastic case	1968-'74	2
6	161-915	\$6.35	BULB HOLDER		A/R
7	158-330	NA	BULB HOLDER		A/R
8	158-340	\$7.95	BULB HOLDER		A/R
9	158-320	\$6.50	BULB HOLDER		A/R
11	158-360	NA	SLEEVE, bulb holder		A/R
14	170-110	\$0.95	BULB, "eared" base		A/R
15	171-000	\$1.20	BULB, screw base		A/R
20	161-510	\$0.55	SOCKET, Lucar, 6 amp. (3/16")		A/R
21	161-515	\$0.15	SLEEVE, Lucar		A/R
22	161-580	\$1.10	SOCKET, 35 amp. (3/8")		A/R
23	161-540	\$0.55	INSULATOR		A/R
24	161-520	\$0.65	SOCKET, 17.5 amp. (1/4")		A/R
25	161-550	\$0.45	INSULATOR, single wire		A/R
27	161-570	\$0.45	INSULATOR, double wire		A/R
29	161-740	\$0.55	EYELET, 3/16"		A/R
	161-750	NA	EYELET, 1/4"		A/R
	161-760	\$0.70	EYELET, 5/16"		A/R
34	162-205	\$0.35	BLADE		A/R
35	162-200	\$0.35	WIRE NIPPLE		A/R
36	162-000	\$0.75	CONNECTOR, single		A/R
37	161-600	\$0.95	CONNECTOR, double		A/R
38	161-720	NA	CONNECTOR, triple, 3 separate sleeves (suggest 3 x #36)		A/R
39	161-730	\$3.95	CONNECTOR, 6-way, 3 common sleeves		A/R
42	161-770	NA	CONNECTOR		A/R
43	161-780	\$4.70	CONNECTOR		A/R
44	161-790	NA	CONNECTOR		A/R
46	161-820	NA	CONNECTOR		A/R
47	161-830	NA	CONNECTOR		A/R
48	146-750	\$3.10	FUSE HOLDER, in-line		A/R
49	146-730	\$0.95	FUSE, 10 amp.		A/R
	146-720	\$0.95	FUSE, 15 amp.		A/R
	146-710	\$0.95	FUSE, 25 amp.		A/R
	146-700	\$0.65	FUSE, 35 amp.		A/R
55	682-205	\$3.60	GROMMET, main harness/firewall		1
	282-640	\$1.95	GROMMET, fuel sending unit leads		1
	282-640	\$1.95	GROMMET, trunk floor & license light leads		3

58	161-800	\$2.75	CLIP		A/R
59	161-850	\$1.95	STRAP, rubber		A/R
60	161-860	NA	CLIP, main harness to fire wall		A/R
61	161-870	\$2.40	CLIP, starter & battery cables		1
62	470-830	\$0.85	CLIP, 1/4" cable diameter, 7/32" hole		A/R
	162-210	\$0.65	CLIP, 1/4" cable diameter, 9/32" hole		A/R
	162-220	\$0.65	CLIP, 1/4" cable diameter, 11/32" hole		A/R
	181-550	\$0.75	CLIP, 5/16" cable diameter, 7/32" hole		A/R
	162-230	\$0.95	CLIP, 5/16" cable diameter, 9/32" hole		A/R
	162-240	\$0.65	CLIP, 5/16" cable diameter, 11/32" hole		A/R
	162-250	\$0.65	CLIP, 3/8" cable diameter, 7/32" hole		A/R
	162-270	\$1.30	CLIP, 7/16" cable diameter, 9/32" hole		A/R
	162-280	\$0.80	CLIP, 1/2" cable diameter, 7/32" hole		A/R
	162-290	\$0.95	CLIP, 1/2" cable diameter, 9/16" hole		A/R
	162-310	\$0.65	CLIP, 5/8" cable diameter, 9/32" hole		A/R
	162-320	NA	CLIP, 3/4" cable diameter, 7/32" hole		A/R
	162-330	\$2.05	CLIP, 3/4" cable diameter, 9/32" hole		A/R
	162-350	\$1.70	CLIP, 7/8" cable diameter, 9/32" hole		A/R
65	332-070	\$10.15	CABLE, engine to ground		1
66	736-080	NA	CABLE, positive to ground ("helmet head")	} 1962 - '67	1
	736-085	\$24.95	CABLE, positive to ground replacement clamp type		1
	332-125	\$13.95	CABLE, negative to ground	1968 on	1
67	332-130	NA	CABLE, battery to battery	1962-'74	1
70	332-025	\$26.95	CABLE, negative to solenoid ("helmet head")	} 1962 - '67	1
	332-075	NA	CABLE, pos. to starter ("helmet head")		1
	332-085	\$32.95	CABLE, pos. to starter (clamp type)	} 1975-'80	1
71	332-140	\$34.95	CABLE, solenoid to starter		1962-'67



Alternator Terminal Conversion

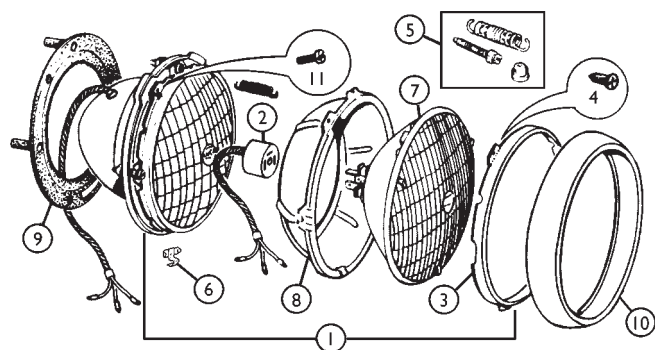
Most MGBs are wired for 5 alternator terminals. As the 5-terminal alternators are obsolete, 3-terminal alternators may be supplied. These wiring instructions provided by Lucas outline the conversion procedure. To wire a 3-terminal Lucas alternator in place of the now obsolete 5-terminal alternator, use plug kit #540-280 and proceed as follows:

- Disconnect battery.
- Cut off wiring terminal plugs from alternator wiring.
- Remove and discard link wire (see illus. above).
- Remove wiring harness tape, approximately 1 inch.
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal.
- Separately tape them back onto harness; the brown and black wires are not used, as they are no longer required.
- Connect the small brown/yellow IND wire to the small terminal on the alternator.
- Connect the large brown/white positive lead to either of the two large terminals on the alternator.
- Reconnect the battery.

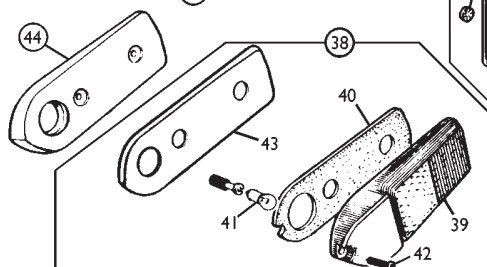
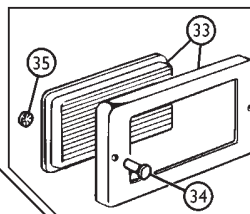
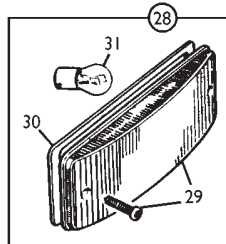
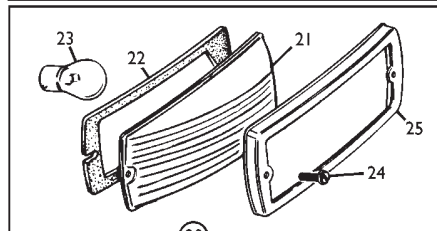
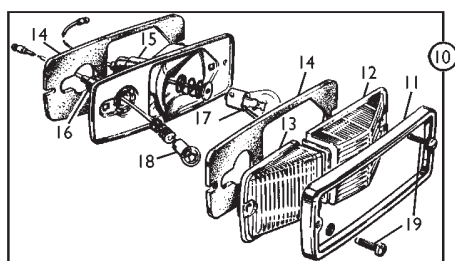
540-280 \$6.85 PLUG KIT, terminal conversion



Lamps



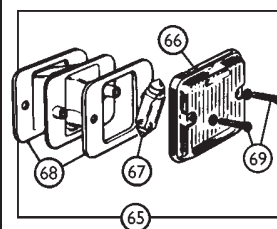
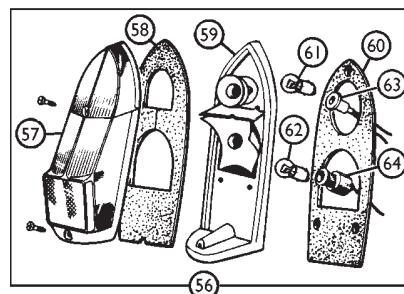
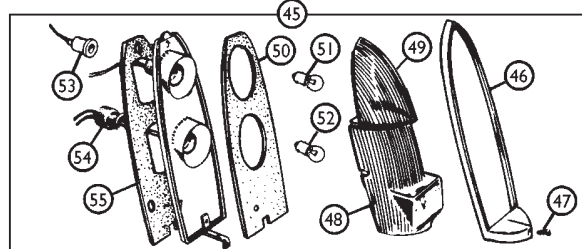
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	144-810	\$89.95	HEADLAMP ASSEMBLY		2
	169-130	NA	BUCKET ASS'Y., w/#2, 3, 4, & 9 (see illus.)		2
	144-807	\$23.95	BUCKET, bare		2
2	171-400	\$9.45	PLUG, w/grommet, pigtail		2
3	156-700	\$10.95	RIM, inner		2
4	158-045	\$0.40	SCREW		6
5	552-115	\$6.95	ADJUSTER SET		2
6	560-325	\$2.55	CLIP, rim securing		2
7	171-100	\$4.10	LIGHT UNIT, sealed beam		2
	171-105	\$10.95	LIGHT UNIT, sealed beam, halogen (not in ass'y.)		2
8	560-215	\$16.95	INNER RIM		2
9	164-060	\$6.95	SEAL, lamp seating		2
10	164-010	\$23.95	RIM, outer (1963-'79)	to (c)505065	2
	164-015	\$42.95	RIM, outer, with notch (1980)	from (c)505066	2
11	373-960	\$0.55	SCREW, to body		8



Side/Flasher Lamps

10	143-955	\$45.95	SIDE/FLASHER LAMP, w/base, clear/clear (replacement - new holes must be drilled for mounting studs)	1962-'67	2
	143-960	\$71.95	SIDE/FLASHER LAMP, w/base, clear/amber	1968 - '69	2
11	164-780	\$14.95	RIM		2
12	164-770	\$8.75	LENS, flasher, amber, alternative to 164-775	1962 - '69	2
	164-775	\$10.95	LENS, flasher, clear, alternative to 164-770		2
13	164-810	\$7.65	LENS, side lamp, clear, alternative to 164-795	RD to (c)187213 GT to (c)187841 1962-'69	2
	164-795	\$8.90	LENS, side lamp, amber alternative to 164-810		2

14	164-750	\$1.95	SEAL, lamp & lens seating		4
15	158-160	\$0.95	GROMMET, flasher lamp cable	RD to (c)187213	2
16	158-600	\$1.40	GROMMET, side lamp cable	GT to (c)187841	2
17	170-800	\$0.95	BULB, flasher	1962-'69	2
18	170-100	\$0.90	BULB, side lamp		2
19	158-210	\$1.00	SCREW, lamp to body		4
20	143-970	\$71.95	SIDE/FLASHER LAMP, w/base (Lucas 2-bulb replacement, same wiring)		2
21	164-805*	\$16.95	LENS, side/flasher lamp	RD, (c)187214 to 360300	2
22	164-110	\$2.60	SEAL, lamp & lens seating	GT, (c)187842 to 361000	2
23	170-700	\$0.95	BULB, side/flasher lamp (for original 1-bulb lamps)	1970 - '74 1/2	2
24	158-210	\$1.00	SCREW, lamp to body		4
25	164-780	\$14.95	RIM		2
*One-piece lens not available. 2-piece assembly (#12 & 13) supplied in amber.					
28	143-980	\$80.95	SIDE/FLASHER LAMP, w/base		2
29	164-815	\$14.95	LENS with screws & seal	RD from (c)360301 on	2
	323-035	\$0.45	SCREW, lens to base	GT from (c)361001 on	2
30	164-120	\$1.95	SEAL, lamp & lens seating	1974 1/2 on	2
31	170-700	\$0.95	BULB, side/flasher lamp		2
33	570-180	\$29.95	SIDE REFLECTOR, front	RD from (c)158231 to 187210	2
	144-720	\$19.95	SIDE REFLECTOR, rear	GT from (c)158231 to 187840	2
34	158-230	NA	RIVET, reflector to body	1969	8
35	158-235	NA	PUSH-ON FIX, rivet		8
38	164-845	\$84.95	SIDE LAMP, L/H front		1
39	164-885	\$18.95	LENS ASS'Y., L/H		1
	164-855	\$84.95	SIDE LAMP, R/H, front		1
	164-890	\$18.95	LENS ASS'Y., R/H, front		1
	164-865	\$91.95	SIDE LAMP, L/H, rear		1
	164-895	\$25.95	LENS ASS'Y., L/H, rear		1
	164-875	\$91.95	SIDE LAMP, R/H, rear		1
	164-905	\$25.95	LENS ASS'Y., R/H, rear	RD from (c)187211 on	1
40	164-910	\$1.95	GASKET, lens seating	GT from (c)187841 on	4
41	170-250	\$0.95	BULB	1970 on	4
42	NA		SCREW, lens to base		4
43	164-825	NA	LAMP BASE, chrome		4
44	164-925	\$8.40	PLINTH, side lamp, L/F, black		1
	164-935	\$8.40	PLINTH, side lamp, R/F, black		1
	164-945	\$9.55	PLINTH, side lamp, L/R, black		1
	164-955	\$9.55	PLINTH, side lamp, R/R, black		1



Tail/Back-up Lamps

45	144-390	\$89.95	TAIL LAMP ASSEMBLY, w/base		2
46	164-790	\$21.95	RIM		2
47	323-090	\$0.90	SCREW	RD to (c)187210	2
48	164-820	\$19.95	LENS, stop/tail, orig. Lucas, red, bot.	GT to (c)187840	2
	164-720	\$7.95	LENS, stop/tail, quality repro., red		2
49	164-830	\$18.95	LENS, flasher, original Lucas, red, top		2
	164-730	\$7.95	LENS, flasher, good quality repro., red		2
	164-725	\$14.95	LENS, flasher, amber, Euro-spec		2
50	164-840	\$2.95	PAD, lens seating		2
51	170-800	\$0.95	BULB, flasher	RD to (c)187210	2
52	170-700	\$0.95	BULB, stop/tail	GT to (c)187840	2
53	158-150	NA	GROMMET, flasher cable	1962 - '69	2
54	158-160	\$0.95	GROMMET, stop/tail cable		2
55	164-870	\$1.90	PAD, lamp seating		2



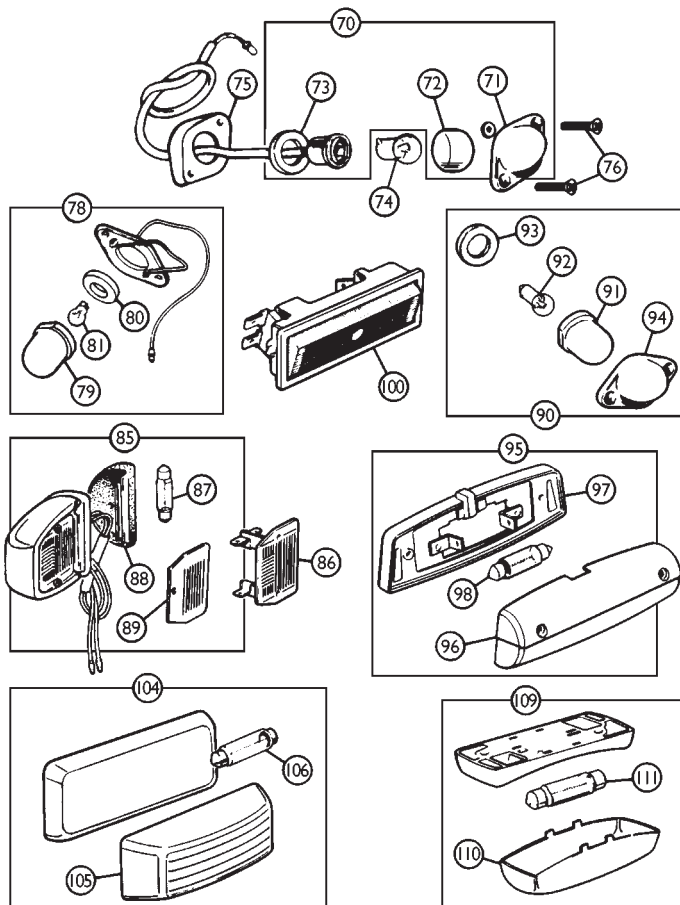
MOSS MOTORS, LTD.
TOLL-FREE ORDERS 1-800-667-7872

56	144-395	\$126.95	TAIL LAMP ASSEMBLY, w/base	2
57	164-835	\$33.95	LENS, Lucas	2
	164-735	\$19.95	LENS, replacement	2
58	164-883	\$2.95	GASKET, lens to base	2
59	164-785	NA	LAMP BASE, chrome	2
60	164-880	\$2.95	GASKET, lamp seating	2
61	170-700	\$0.95	BULB, stop/tail	2
62	170-800	\$0.95	BULB, flasher	2
63	158-160	\$0.95	GROMMET, stop/tail cable	2
64	158-150	NA	GROMMET, flasher cable	2

RD from (c)187411 on
GT from (c)187841 on
1970 on

65	144-590	\$29.95	BACK UP LAMP	2
66	164-860	\$11.95	LENS	2
67	170-140	\$0.95	BULB	2
68	159-110	\$1.95	PAD, lamp & lens seating	4
69	314-255	\$0.40	MACHINE SCREW	4
	314-115	\$0.75	SELF-TAPPING SCREW	4

RD from (b)100016 on
GT from (b)16928 on
mid 1967 on
'67-approx. '72
approx. '73-'80



License/Interior Lamps

70	144-210	\$53.95	LICENSE LAMP ASSEMBLY	2
71	158-510	\$13.95	COVER	2
72	158-500	\$15.95	LENS	2
73	158-520	\$1.75	SEAL, lens seating	2
74	170-300	\$0.95	BULB	2
75	159-310	\$11.95	BASE, R/H	1
	159-320	\$11.95	BASE, L/H	1
76	159-330	\$1.05	SCREW	4
	159-340	\$0.55	NUT, lamp securing	4

RD/GT to 187210, 1962 - '69
RD/GT from (c)219001
to 339470, 1971 - '74

78	144-215	\$48.95	LICENSE LAMP ASSEMBLY	2
79	158-515	\$14.95	COVER, glass	2
80	158-525	NA	SEAL, cover seating	2
81	170-030	\$0.95	BULB	2

RD/GT from (c)187211
to 219000, split bumper

85	144-220	\$29.95	LICENSE LAMP ASS'Y., chrome	2
86	158-915	\$7.65	LENS	2
87	170-010	\$1.05	BULB	2
88	144-225	\$5.45	GROMMET, base	2

RD/GT from (c)339095
to 409140
alternative to 144-230

	144-230	\$17.95	LICENSE LAMP ASSEMBLY, black	2
89	158-910	\$4.60	LENS	2
	170-010	\$1.05	BULB	2

RD/GT from (c)409140 on
alternative to 144-220

Lamps

90	144-100	\$30.95	MAP LIGHT	1
91	158-500	\$15.95	GLASS, map light	1
92	170-100	\$0.90	BULB - not incl. in assembly	1
93	158-520	\$1.75	SEAL, lens seating	1
94	158-510	\$13.95	CHROME COVER	1

RD/GT to (c)258000
1962 - '71

95	158-920	\$25.95	COURTESY LAMP	1
96	158-925	\$12.95	LENS, & BEZEL	1
97	158-930	NA	PLATE & SWITCH	1
98	170-010	\$1.05	BULB	1

RD/GT from (c)258001
to 410000, 1972 - '76

100	164-965	\$34.95	COURTESY LAMP, rocking	1
	170-025	\$1.85	BULB	1

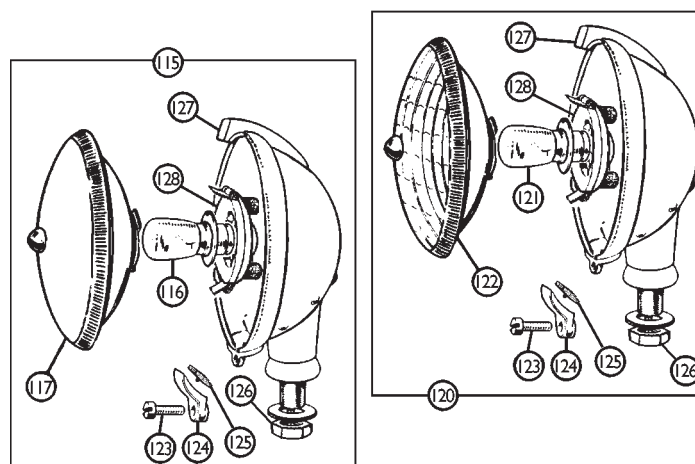
RD/GT from (c)410001 on
1977 on

104	164-975	\$16.95	DOVE LIGHT ASSEMBLY	1
105	164-985	\$3.35	LENS	1
106	170-010	\$1.05	BULB	1

GT from (c)139472 on
1968 on

109	158-940	\$10.95	TRUNK LAMP, interior	1
110	158-945	\$6.85	LENS	1
111	170-010	\$1.05	BULB	1

RD from (c)219000 on
1971 on



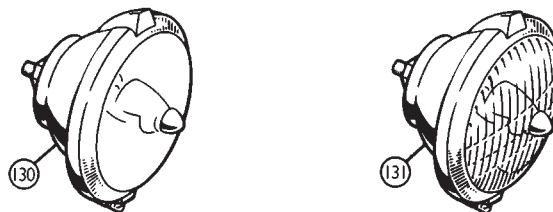
Stem-Mount Fog/Driving Lamps

115	162-700	\$139.95	DRIVING LAMP ASSEMBLY, clear lens, accessory	1
116	170-500	\$2.95	BULB	1
117	157-200	\$40.95	LENS ASSEMBLY, clear, non-fluted, driving	1
120	162-800	\$139.95	FOG LAMP ASSEMBLY, clear, fluted lens, accessory	1
121	170-510	\$4.15	BULB	1
122	157-100	\$40.95	LENS ASSEMBLY, clear fluted, fog	1

123	158-000	\$1.90	SCREW	1
124	157-137	\$2.15	RETAINER	1
125	157-127	\$1.95	PAD, rubber	1
126	146-300	\$3.05	NUT, lamp mounting	1
127	157-117	\$5.45	CREST, "Lucas"	1
128	157-087	\$5.45	CONTACT PLATE	1

Fog & Driving Lamps

Our reproduction fog and spot lamps are equal in quality and detail to the Lucas originals which have not been produced in many years. The backmount style was most often used on MGB works, race and rally cars, but both types of mount have been popular since the early 1950s.



Backmount Fog/Driving Lamps

130	162-760	\$139.95	DRIVING LAMP ASSEMBLY	1
	170-500	\$2.95	BULB	1
	157-200	\$40.95	LENS ASSEMBLY, clear, non-fluted, driving	1
131	162-770	\$139.95	FOG LAMP ASSEMBLY	1
	170-510	\$4.15	BULB	1
	157-100	\$40.95	LENS ASSEMBLY, clear fluted, fog	1

LOCAL & OVERSEAS: 805-681-3400

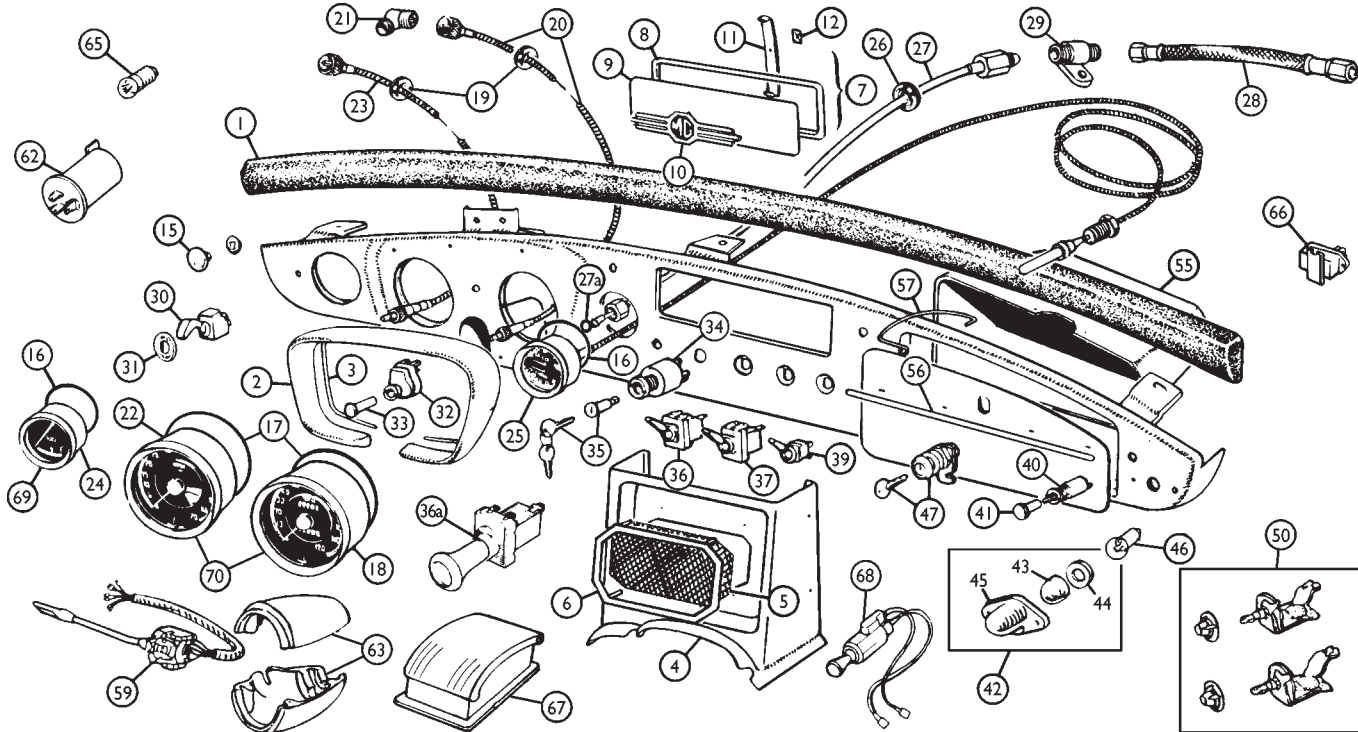
FAX: 805-692-2525

www.mossmotors.com

MOSS

Dashboard 1962-'67

RD to (c) 138400/GT to (c) 139470



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-570	\$97.95	DASH ROLL, black		1
Dash roll pads are fully finished and ready to install. John Thornley said customers could have these in any color they wanted...so long as it was black. We are pleased to offer the same color selection.					
2	233-790	\$29.95	COWL, instrument		1
3	233-800	NA	FINISHER, cover	very early cars, as fitted	1
4	233-810	\$138.95	CONSOLE, speaker		1
Our 1963-'67 speaker console is an excellent quality, fully injection-moulded plastic reproduction. The price on this partially reflects some very expensive tooling costs. It should not be confused with lesser quality fiberglass replicas.					
5	233-820	\$22.95	SCREEN, speaker		1
6	233-830	\$69.95	BEZEL, speaker screen		1
7	472-078	\$27.95	RADIO BLANKING PLATE SET		1
8	472-040	\$8.95	BEZEL, blanking plate		1
9	472-030	\$8.55	PLATE, blanking		1
10	472-050	\$10.65	BADGE, on plate		1
11	472-060	\$1.45	CLIP, plate retaining		2
12	326-520	\$0.20	SPEED NUT		2
15	233-840	NA	PLUG, blanking		1
16	280-870	\$1.95	MOUNTING RING, small gauges		2
17	280-890	\$2.95	MOUNTING RING, tach. & speedo		2
18	360-570	NA	SPEEDOMETER, non-overdrive		1
	360-580	NA	SPEEDOMETER, overdrive		1
19	281-900	\$1.95	GROMMET, speedometer & mech. tach. cable		2
20	331-300	\$18.95	CABLE, speedometer, non-overdrive		1
	331-190	\$17.95	CABLE, speedometer, overdrive		1
21	021-511	\$54.95	ANGLE DRIVE, speedo. cable, mounts on transmission		1
22	360-590	NA	TACHOMETER, mechanical		1
	360-600	NA	TACHOMETER, electronic, pos. ground		1
	361-340	NA	TACHOMETER, electronic, neg. ground, to fit this dash		1
23	331-200	\$28.95	CABLE, mechanical tachometer drive		1
24	360-610	NA	GAUGE, fuel	{ gauges marked FG2530-63 RD to (c)48765	1
	360-620	NA	GAUGE, fuel	{ gauges marked BF2300-02 RD from (c)48766, all GT	1
25	361-761	\$152.95	GAUGE, oil pressure & water temp. (replacement)		1
26	282-997	\$1.30	GROMMET, oil gauge pipe		1
27	435-475	\$17.85	OIL PIPE, gauge to flex line		1
27a	435-515	\$0.45	LEATHER WASHER, gauge to pipe		1
28	376-180	\$17.95	OIL FLEX LINE		1
29	435-530	\$14.95	CONNECTOR		1
30	141-210	\$21.95	SWITCH, overdrive	RD to (c)61015	1
	141-760	\$30.95	SWITCH, overdrive	RD/GT from (c)61016	1
31	233-850	\$4.90	ESCUTCHEON, overdrive switch		1
32	146-000	\$76.95	SWITCH, panel light		1
33	150-820	\$4.45	KNOB, panel light switch		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
34	141-220	\$16.95	SWITCH, ignition		1
35	163-500	\$13.95	BARREL, w/two keys		1
36	141-230	\$46.95	SWITCH, lighting toggle type	RD/GT to (c)90001	1
36a	542-050	NA	SWITCH, lighting pull type	RD/GT from (c)90002	1
	560-010	\$4.70	KNOB, pull type light switch		1
37	141-530	\$29.95	SWITCH, wiper	roadster	1
	141-610	\$46.95	SWITCH, wiper	GT	1
39	141-210	\$21.95	SWITCH, heater fan		1
40	162-100	\$24.95	SWITCH, map light, with plain knob		1
41	150-800	\$4.45	KNOB, map light switch		1
42	144-100	\$30.95	MAP LIGHT		1
43	158-500	\$15.95	GLASS, map light		1
44	158-520	\$1.75	GASKET		1
45	158-510	\$13.95	COVER		1
46	170-100	\$0.90	BULB, map light		1
47	163-520	\$11.95	LOCK & KEY, glove box		1
50			CONTROLS, heater & defroster, see page 97.		1
55	233-900	\$27.95	GLOVE BOX		1
	323-430	\$0.40	SCREW for glove box		6
56	233-910	NA	FINISHER STRIP, glove box lid		1
57	233-907	\$4.95	RESTRAINT, glove box lid		1
59	141-770	\$88.95	SWITCH ASSEMBLY, turn signal		1
62	141-750	\$12.95	FLASHER UNIT		1
63	233-205	\$28.95	COWL, steering column	LHD	1
65	171-000	\$1.20	BULB, screw base		A/R
66	131-540	\$17.95	VOLTAGE STABILIZER		1
67	241-000	\$31.95	ASHTRAY	optional	1
68	142-270	\$36.95	LIGHTER	optional	1
69	360-075	\$27.95	BEZEL, chrome	2" gauges	2
70	360-085	\$20.95	BEZEL, chrome	speedo & tach	2

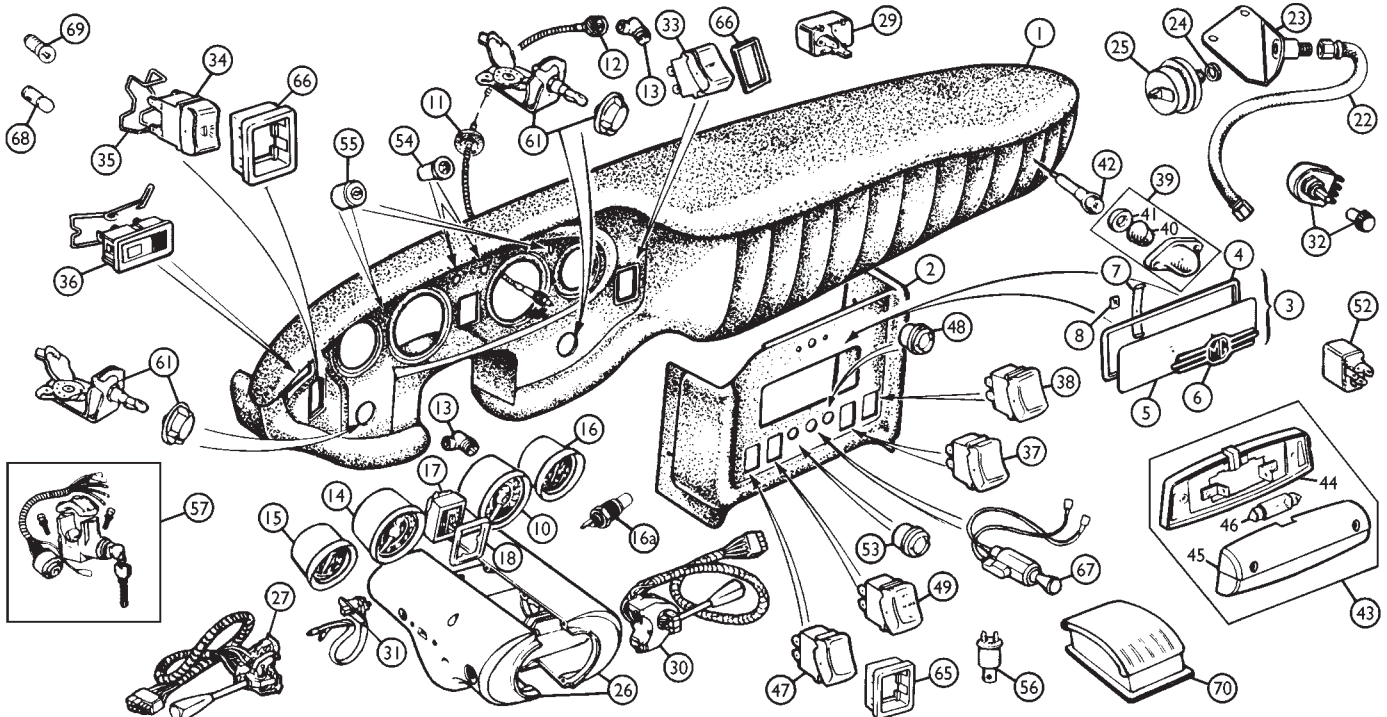
1963-'67 dashboards were always painted in wrinkle finish black. We offer premium quality wrinkle finish paint in convenient-to-use ozone-friendly aerosol cans.#220-570. The dash should be completely removed, which is actually fairly easy, since all switches can be dropped out the back and wiring doesn't have to be disconnected. Original paint should be completely stripped, and new paint should be applied in full sunlight on a warm day for best "wrinkle" effect.



MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

1968-'71 Dashboard

RD from (c) 138401 to 258000/GT from (c) 139471 to 258000



MGB

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-720	\$209.95	DASH PANEL COVER		1
At last you can replace the cracked and peeling dash pad on your 1968 - '71 MGB with this beautiful and accurate reproduction cover which installs over the original steel backing. Detailed authentically (even the pebble-grain is exact!) with moulded foam backing for exact fit and smooth installation.					
	453-890	\$49.95	DASH TOP REPAIR PANEL		1
2	453-706†	\$145.95	CONSOLE ASS'Y with metal bracket & cover†	} 1968 - '71	1
	453-705††	\$72.95	COVER, radio console††		1
† Console assembly has rectangular cut-out for 1971 courtesy lamp #43. To use this ass'y on 1968-'70 cars use this lamp or make a bracket to mount original map light #39.					
†† Our radio console covers are vacuum-formed and foam-filled to ensure easy installation over an original stripped sheet metal base. Since all openings are easily cut with a razor blade after installation, a custom fit can be achieved for non-original radios.					
3	472-078	\$27.95	RADIO BLANKING PLATE SET		1
4	472-040	\$8.95	BEZEL, blanking plate		1
5	472-030	\$8.55	PLATE, blanking		1
6	472-050	\$10.65	BADGE, on plate		1
7	472-060	\$1.45	CLIP, plate retaining		1
8	326-520	\$0.20	SPEED NUT		2
10	360-830*	\$332.95	SPEEDOMETER, non-overdrive		1
	360-835*	NA	SPEEDOMETER, overdrive		1
11	281-900	\$1.95	GROMMET, speedometer cable		1
12	021-381	\$16.95	CABLE, speedometer, non-overdrive		1
	331-430	\$15.95	CABLE, speedometer, overdrive		1
13	433-745	\$45.95	ANGLE DRIVE, speedo. cable, mounts on speedometer		1
	021-511	\$54.95	ANGLE DRIVE, speedo. cable, on transmission		1
14	360-870*	NA	TACHOMETER		1
15	360-825*	NA	GAUGE, fuel		1
16	360-840*	NA	GAUGE, temperature		1
16a	760-180	\$9.40	SENDING UNIT, temperature gauge		1
17	360-845*	\$194.95	GAUGE, oil pressure		1
* Note: Gauges supplied will be either new, or rebuilt with a new gauge warranty.					
18	360-945	NA	BEZEL, oil pressure gauge		1
22	376-180	\$17.95	OIL FLEX LINE		1
23	376-185	NA	BRACKET/CONNECTOR ASSEMBLY		1
24	324-626	\$0.40	WASHER		1
25	131-580	\$136.95	TRANSMITTER, oil pressure		1
26	233-210	NA	COWL, steering column		1
27	141-810	\$88.95	SWITCH, turn signal, horn, dimmer	RD/GT to (c)219000	1
	141-820	\$114.95	SWITCH, turn signal, dimmer	RD/GT from (c)219001	1
29	141-740	\$8.30	FLASHER UNIT, turn signals		1
30	141-825	\$98.95	SWITCH, wiper, washer, overdrive		1
31	140-520	\$49.95	SWITCH, panel light	RD/GT to (c)219000	1

32	146-030	\$139.95	RHEOSTAT, panel light	} RD/GT from (c)219001	1
	146-025	\$3.95	KNOB, panel light		1
33	141-270 •	\$23.95	SWITCH, heater fan, replacement w/ chrome bezel		1
34	141-260 •	\$27.95	SWITCH, lighting		1
35	141-440	\$2.45	SECURING CLIP, switch (later plastic replacement)		A/R
36	141-620†	NA	SWITCH, brake check	1968	1
	141-280†	\$27.95	SWITCH, brake check	1969 - '71	1
37	162-150 •	\$32.95	SWITCH, heated rear window	GT to (c)187840	1
	141-290 •	\$27.95	SWITCH, heated rear window	GT from (c)187841 to 258000	1
38	162-160 •	\$20.95	SWITCH, map light		1
39	144-100	\$30.95	MAP LIGHT	} RD/GT to (c)219000	1
40	158-500	\$15.95	GLASS, map light		1
41	158-520	\$1.75	GASKET		1
42	170-100	\$0.90	BULB, map light	1962 - '70 approx.	1
43	158-920	\$25.95	COURTESY LAMP ASS'Y.	} RD/GT from (c)219001	1
44	158-930	NA	BASE		1
45	158-925	\$12.95	LENS & BEZEL ASS'Y.		1
46	170-010	\$1.05	BULB	approx. 1971 on	1
47	162-170 •	\$18.95	SWITCH, fog/spotlight	(replacement)	1
48	142-220†	NA	WARNING LIGHT, heated rear window	GT	1
49	140-540 •	\$32.95	SWITCH, hazard warning	(replacement)	1
52	141-655	\$7.95	FLASHER UNIT, hazard warning	(replacement)	1
53	142-230†	NA	WARNING LIGHT, hazard warning		1
54	141-247	\$9.95	WARNING LIGHT, high beam, blue	(replacement)	1
	142-252	\$5.35	WARNING LIGHT, ignition, red	(replacement)	1
55	142-260†	\$49.95	LENS UNIT, turn signals		2
56	142-110	NA	BUZZER, warning	} RD from (c)187211	1
			1970 on		1
57			STEERING LOCK & SWITCHES, see page 42.		1
61			CONTROLS, heater & defroster, see page 97.		1
65	142-120	\$6.55	BEZEL, switches, black		4
66	141-265	\$6.25	BEZEL, headlight/heater switch, chromed		2
67	142-270	\$36.95	LIGHTER, w/repl. type knob		1
68	170-110	\$0.95	BULB, "eared" base	A/R	
69	171-000	\$1.20	BULB, screw base, gauge illumination	A/R	
	170-160	\$1.50	BULB, illuminated switches	A/R	
70	241-000	\$31.95	ASHTRAY		1

† Use bulb 170-160 (included).

‡ Illuminated by bulb 170-110 (not included).

• Replacement switch with chrome bezel

LOCAL & OVERSEAS: 805-681-3400

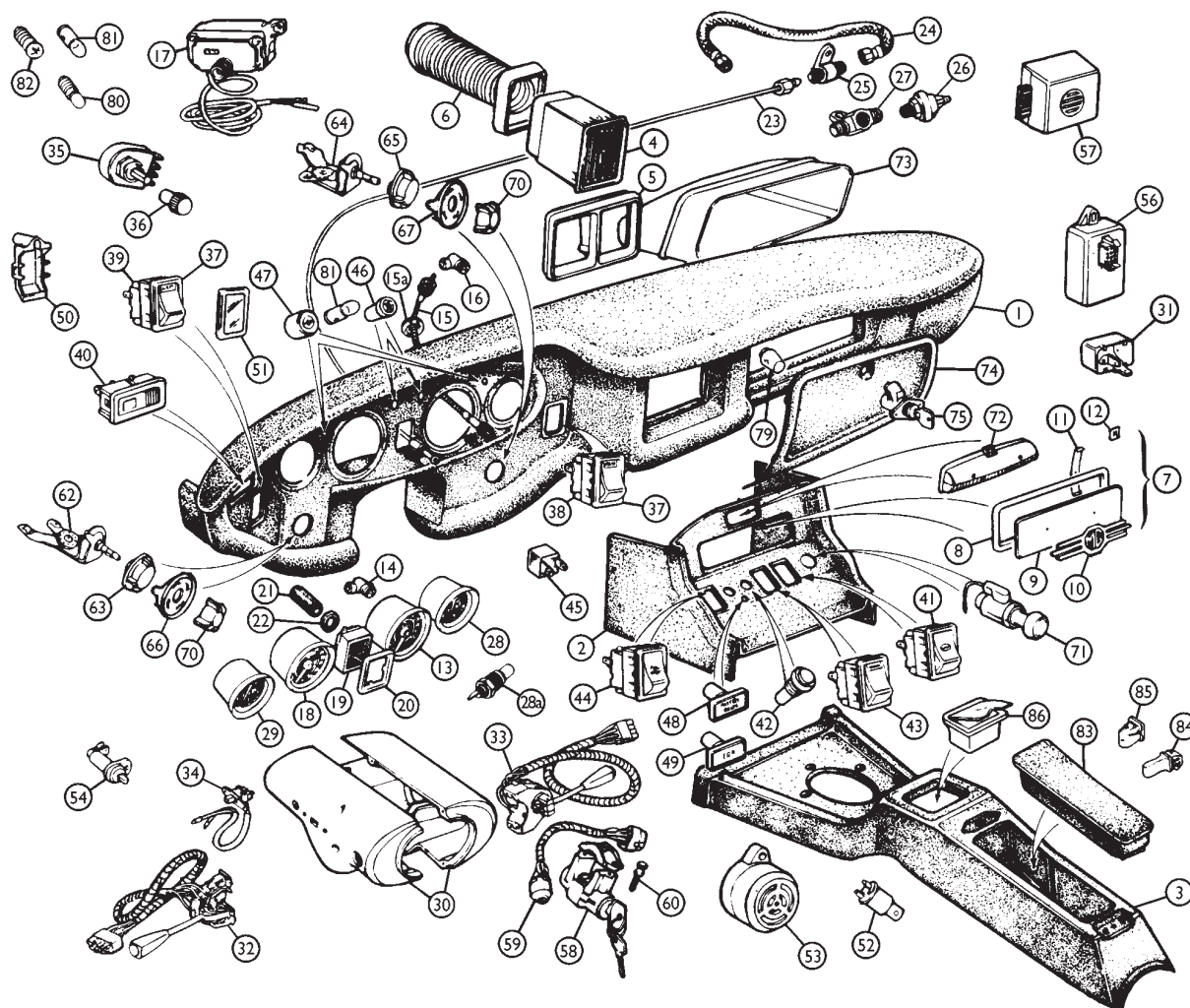
FAX: 805-692-2525

www.mossmotors.com

MOSS

Dashboard 1972-'76

RD from (c)258001 to 410000/GT from (c)258001 to 367803



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-740	\$209.95	DASH PANELCOVER		1
At last you can replace the cracked and peeling dash pad on your 1972 - '76 MGB with this beautiful and accurate reproduction cover which installs over the original steel backing. Detailed authentically (even the pebble-grain is exact!) with moulded foam backing for exact fit and smooth installation.					
	453-895	\$49.95	DASH TOP REPAIR PANEL		1
2	453-745	\$49.95	CONSOLE, radio		1
3	453-750	\$99.95	CONSOLE, tunnel, reproduction		1
	453-753	NA	CONSOLE, tunnel, fiberglass replacement		1
4	473-300	NA	VENT, R/H, face level		1
	473-310	NA	VENT, L/H, face level		1
5	473-320	NA	ESCUTCHEON, vents		1
6	456-115	NA	TUBE, vent		2
7	472-078	\$27.95	RADIO BLANKING PLATE SET		1
8	472-040	\$8.95	BEZEL, blanking plate		1
9	472-030	\$8.55	PLATE, blanking		1
10	472-050	\$10.65	BADGE, on plate		1
11	472-060	\$1.45	CLIP, plate retaining		2
12	326-520	\$0.20	SPEED NUT		2
13	360-850*	NA	SPEEDOMETER, non-overdrive	} RD/GT to (c)282419	1
	360-855*	NA	SPEEDOMETER, overdrive		1
	360-860*	NA	SPEEDOMETER, non-overdrive	} RD/GT from (c)282420 to (c)386600	1
	360-865*	NA	SPEEDOMETER, overdrive		1
	361-670*	NA	SPEEDOMETER	RD from (c)386601 on	1
14	433-745	\$45.95	ANGLE DRIVE, on speedometer	RD/GT to (c)282419	1
15	021-381	\$16.95	CABLE, speedometer, non-overdrive w/o service indicator		1
	331-430	\$15.95	CABLE, speedometer, overdrive		1
	331-440	\$17.95	CABLE, gearbox to indicator, non-O/D		1
	331-445	\$16.95	CABLE, gearbox to indicator, O/D w/service indicator		1
	732-000	\$21.95	CABLE, indicator to speedometer		1

15a	281-900	\$1.95	GROMMET, speedometer cable		1
16	021-511	\$54.95	ANGLE DRIVE, on transmission		1
17	142-060	NA	INDICATOR, service interval		1
18	360-880	NA	TACHOMETER	{ RD to (c)294250 GT to (c)296000	1
	360-885	NA	TACHOMETER		1
19	360-875	NA	GAUGE, oil pressure		1
20	360-945	NA	BEZEL, oil gauge		1
21	435-505	NA	TUBE, distance		1
22	435-515	\$0.45	WASHER, leather		1
23	435-475	\$17.85	PIPE ASSEMBLY, gauge to flex line		1
24	376-180	\$17.95	OIL FLEX LINE		1
25	435-530	\$14.95	CONNECTOR, pipe to flex line	{ RD to (c)294250 GT to (c)296000	1
26	141-715	\$79.95	SWITCH, oil pressure (anti run-on)		1
27	180-245	\$19.95	CONNECTOR, pipe & switch	} RD from (c)294251 GT from (c)296001	1
28	360-890	NA	GAUGE, temperature		1
28a	760-180	\$9.40	SENDING UNIT, temperature gauge		1

Since new gauges are unavailable, we suggest that you consider having your original gauge rebuilt by one of the following companies:

MO-MA, 1321 2nd St. NW, Albuquerque, NM 87102 (505) 766-6661, or
West Valley Instruments, 19314 Van Owen, Reseda, CA 91335 (818)758-9500.

moos

MOSS MOTORS, LTD.
TOLL-FREE ORDERS **1-800-667-7872**

Gauges

The electrically-operated gauges on MGBs are known to fail on occasion. Here is how you can pinpoint the cause and maybe fix the problem:

a. All electrical gauges, turn signals, and brake lights quit. Probable cause is failure or poor contact of the "green/white" fuse. Locate the fuse block, check the fuse which joins a green wire and a white wire. Clean the clips with fine emery cloth, replace the fuse. If the fuse was "blown", there is probably a fault in one of the circuits it protects; try and narrow the field by trying the horns, turn signals, etc., until you find what blows the fuse.

b. Fuel gauge doesn't work. Probable cause is a faulty voltage stabilizer (see page 86, #7 for listings). Stabilizer output should be 10 volts average. Since the stabilizer operates by making and breaking the circuit, the actual output fluctuates, making it difficult to measure with ordinary equipment. If there is no output, or the output is steady at battery voltage, the stabilizer is bad and must be replaced.

c. Fuel gauge doesn't work. Probable cause is a faulty tank sending unit; check as follows: Remove the green/black wire from the sending unit in the fuel tank. Connect one end of a test light to the terminal on this wire, the other end to ground. Switch on the ignition. Fuel gauge should begin a slow climb to full and the test light should glow. If the gauge does register, the sending unit must be bad; if the gauge still does not work it is either disconnected (check continuity of its wiring) or defective.

29	360-895	\$79.95	GAUGE, fuel, rebuilt, exchange	1
		\$35.00	CORE CHARGE FOR 360-895	
30	233-220	NA	COWL, steering column	1
31	141-740	\$8.30	FLASHER UNIT, turn signal	1
32	141-820	\$114.95	SWITCH, turn signal, headlight dimmer	1
			RD to (c)267109 GT to (c)267332	
	141-830	\$65.95	SWITCH, turn signal, headlight dimmer	1
			RD from (c)267110 to 328100 GT from (c)267333 to 328800	
	141-840	\$63.95	SWITCH, turn signal, headlight dimmer	1
			RD from (c)328101 GT from (c)328801	
33	141-825	\$98.95	SWITCH, wiper, washer, OD	1
			RD to (c)328100 GT to (c)328800	
	141-845	\$123.95	SWITCH, wiper, washer, OD	1
			RD from (c)328101 GT from (c)328801	
34	140-520	\$49.95	SWITCH, panel light	1
35	146-000	\$76.95	RHEOSTAT, panel light	1
			RD to (c)294250 GT to (c)296000	
	146-030	\$139.95	RHEOSTAT, panel light	1
			RD from (c)294251 GT from 296001	
36	146-025	\$3.95	KNOB, rheostat	1
37	141-265	\$6.25	BEZEL, heater, lighting, hazard, map light, & heated back light switches	A/R
38	141-250	NA	SWITCH, heater fan (use later switch 141-270)	1
			RD to (c)267109 GT to (c)267332	
	141-270	\$23.95	SWITCH, heater fan, illum.	1
			RD from (c)267110 GT from (c)267333	
39	141-260	\$27.95	SWITCH, lighting (replacement w/chrome bezel)	1
			RD to (c)294250 GT to (c)296000	
	141-275	\$23.95	SWITCH, lighting, illum.	1
			RD from (c)294251 GT from (c)296001	
40	141-280	\$27.95	SWITCH, brake light check	1
	170-160	\$1.50	BULB, brake check light	1
	142-295	\$78.95	WARNING LIGHT, brake	1
			RD/GT from (c)386601	
41	141-290	\$27.95	SWITCH, heated rear window	1
			GT from (c)258001 to 267332	
	141-290	\$27.95	SWITCH, heated rear window	1
			GT from (c)267333	
42	142-220†	NA	WARNING LIGHT, heated rear window	1
			GT to (c)267332	
43	140-540	\$32.95	SWITCH, hazard warning	1
			1972	
44	141-635	\$38.95	SWITCH, hazard warning	1
			1973-'76	
44	162-170	\$18.95	SWITCH, fog & spotlight	1
			optional	
45	141-650	\$6.95	FLASHER UNIT, hazard warning	1
46	141-247	\$9.95	WARNING LIGHT, high beam, blue	1
			(replacement)	
46	142-252	\$5.35	WARNING LIGHT, ignition, red	1
			(replacement)	
47	142-265†	\$5.95	LENS UNIT, turn signals	2
48	142-285†	NA	WARNING LIGHT, seat belt	1
49	142-275†	NA	WARNING LIGHT, catalyst/EGR	1

† Note: Illuminated by bulb 170-110 (illus. #81).

LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com

MOSS

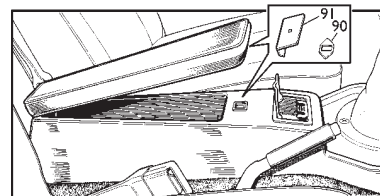
Dashboard

No.	Part No.	Price (each)	Description	Application	Qty. Req.
50	141-440	\$2.45	CLIP, illuminated switches		6
51	141-445	\$3.55	BLANK PLUG, rocker switch	fits in bezel #141-265	A/R
52	142-110	NA	BUZZER, ignition warning	RD to (c)328100 GT to (c)328800	1
53	142-115	NA	BUZZER, ignition warning	RD from (c)328101 GT from (c)328801	1
54	131-600	NA	SWITCH, ignition warning		1
56	145-760	NA	SEQ. SEAT BELT CONTROL	RD from (c)328101 to 372612 GT from (c)328801 to 367803	1
57	142-125	NA	BUZZER, time delay	RD from (c)372613	1
58	263-610†	\$139.95	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
59	263-670•	NA	IGNITION SWITCH	1970 - '72	1
	263-640†§	\$167.95	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)294251 to 328100 GT from (c)296001 to 328800	1
	263-680	NA	IGN. SWITCH (orig. ass'y.)	1973	1
	263-640†	\$167.95	STEERING LOCK & SWITCH ASSEMBLY	RD from (c)328101, 1974 on	1
	263-690§	\$76.95	IGNITION SWITCH	GT from (c)328801	1
60	263-700	\$2.95	SHEAR BOLT		2
† Note: Locks are supplied with two keys. • This switch fits only its respective replacement assembly. § Wiring on switch has a moulded plug which must be removed and replaced with bullet connectors, part #162-200 (6 required).					
62	233-970	NA	CONTROL MECHANISM, heater		1
63	233-975	\$17.95	KNOB, heat control	RD to (c)294250	1
64	233-980	NA	CONTROL MECHAN., defroster	GT to (c)296000	1
65	233-990	\$18.95	KNOB, defroster control		1
62	233-960	NA	CONTROL MECHANISM, heater		1
66	233-962	NA	DIAL, heater control		1
64	233-963	NA	CONTROL MECHANISM, defroster	RD from (c)294251	1
67	233-964	NA	DIAL, defroster control	GT from (c)296001	1
70	233-967	\$17.95	KNOB, heater & defroster control		1
71	142-270	\$36.95	LIGHTER ASSEMBLY, w/repl. type knob		1
72	158-920	\$25.95	COURTESY LIGHT		1
	158-930	NA	BASE		1
	158-925	\$12.95	LENS		1
	170-010	\$1.05	BULB		1
73	233-905	NA	GLOVE BOX		1
74	233-955	NA	LID, glove box		1
75	163-560	\$27.95	LOCK, glove box w/key		1
	163-565	\$8.80	BEZEL, lock		1
79	280-095	\$2.50	BUFFER, glove box lid		2
80	170-160	\$1.50	BULB, brake check		1
81	170-110	\$0.95	BULB, "eared" base		A/R
82	171-000	\$1.20	BULB, screw base		A/R
83	453-755	\$46.95	CONSOLE LID		1
	453-875	\$10.50	HINGE, console lid		1
84	453-767	\$1.75	STRIKER, console lid		1
85	453-765	\$1.95	CATCH, console lid		1
86	453-760	\$22.95	ASHTRAY		1

'72-'80 Center Console Lid Repair Plate and Centering Guide

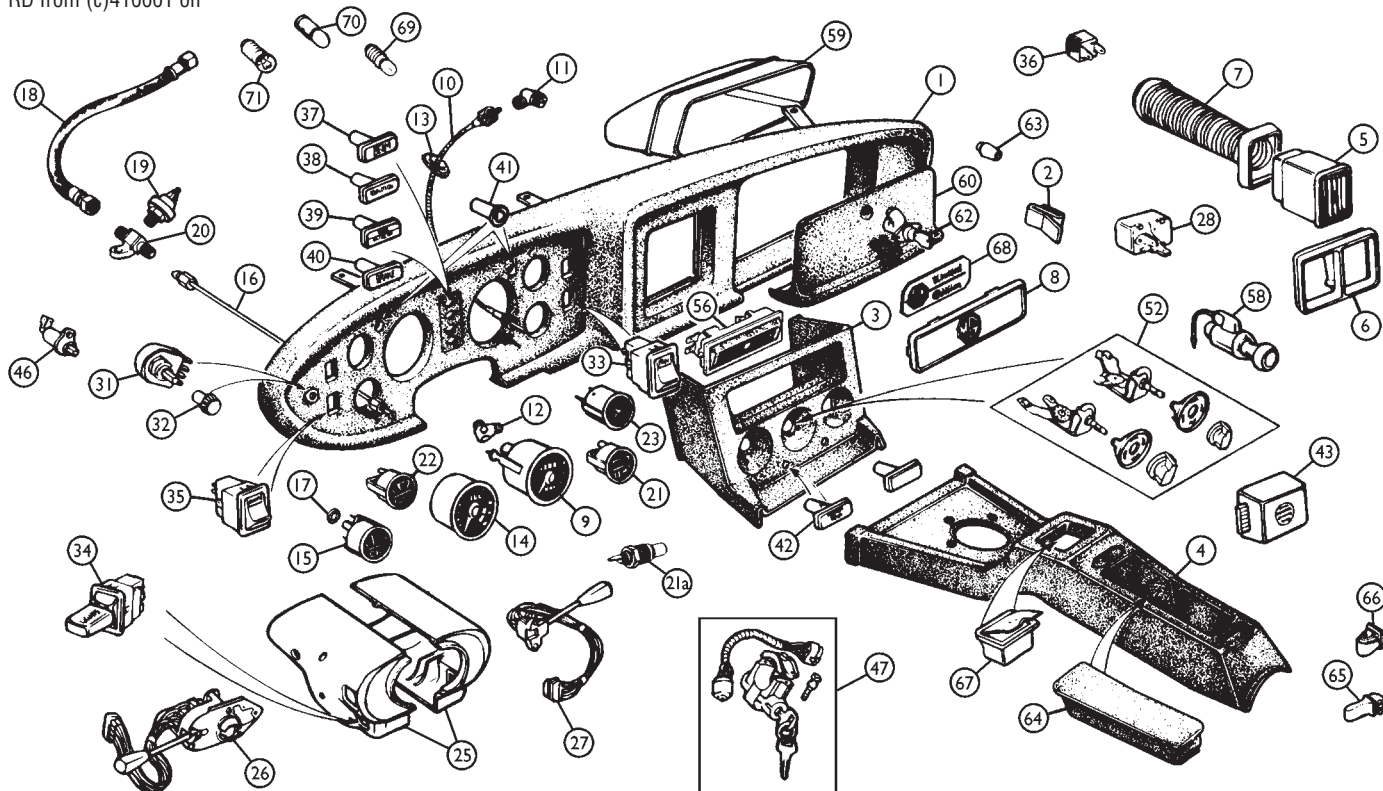
These custom console accessories will really come in handy for late MGB owners! Use the plate to repair broken and cracked latch areas, and the guide to keep further damage from taking place. Plate is made of high impact black plastic to match your original console perfectly; either glue it in place or use screws to fasten it. The latch guide will stop the console lid from crashing down and cracking both the lid and the latch; you'll never notice it once installed! Re-use your old striker, or install a new one.

90	Plate	221-670	\$5.20
91	Guide	221-660	\$7.30
	Striker	453-765	\$1.95



Dashboard 1977-'80

RD from (c)410001 on

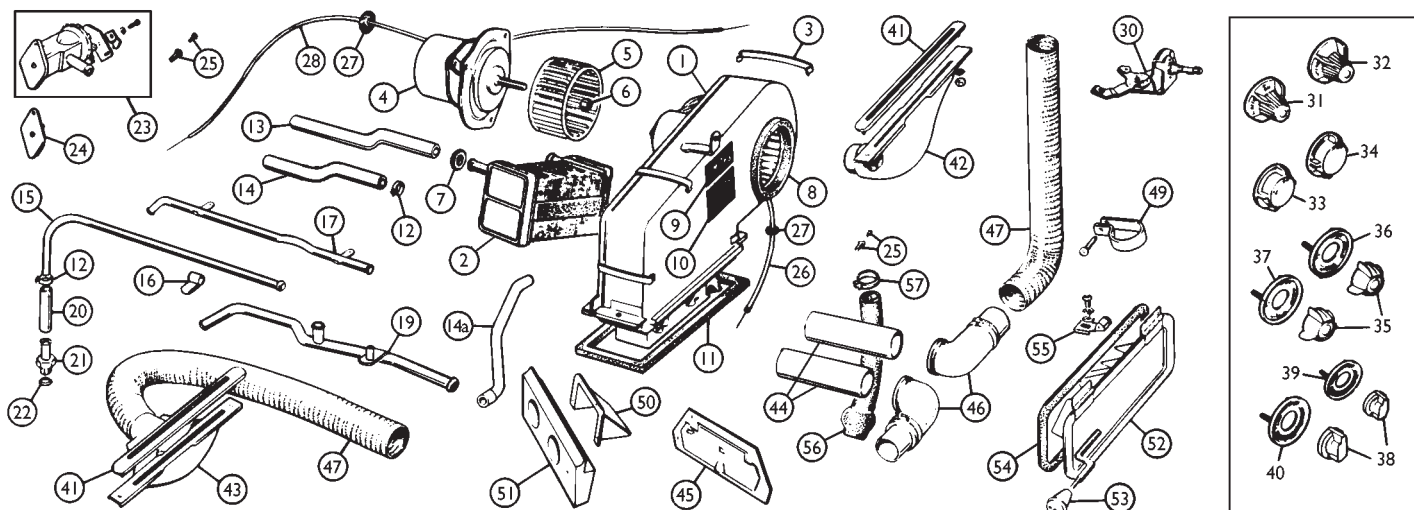


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-795	\$209.95	DASH PANEL COVER		1
At last you can replace the cracked and peeling dash pad on your 1977 - '80 MGB with this beautiful and accurate reproduction cover which installs over the original steel backing. Detailed authentically (even the pebble-grain is exact!) with moulded foam backing for exact fit and smooth installation.					
	453-905	\$49.95	DASH TOP REPAIR PANEL		1
2	326-540	NA	CLIP, dash panel		A/R
3	453-780	\$49.95	CONSOLE, radio		1
4	453-753	NA	CONSOLE, tunnel, fiberglass replacement		1
5	473-330	NA	VENT, R/H, face level		1
	473-340	NA	VENT, L/H, face level		1
6	473-350	NA	ESCUTCHEON, vents		1
7	456-115	NA	TUBE, vents		2
8	472-035	\$10.95	BLANKING PLATE, radio		1
9	360-925*	\$251.95	SPEEDOMETER	RD to (c)501000	1
	360-905*	NA	SPEEDOMETER	RD from (c)501001 on	1
10	331-560	\$16.95	CABLE, speedometer, overdrive		1
	331-565	\$16.95	CABLE, speedometer, non-overdrive		1
11	021-511	\$54.95	ANGLE DRIVE, on transmission		1
12	433-745	\$45.95	ANGLE DRIVE, speedometer		1
13	281-900	\$1.95	GROMMET, speedometer cable		1
14	360-910*	NA	TACHOMETER	RD to (c)501000	1
	360-915*	NA	TACHOMETER	RD from (c)501001 on	1
15	360-920*	\$119.95	GAUGE, oil pressure		1
16	435-435	NA	PIPE ASSEMBLY, gauge to flex pipe		1
17	435-515	\$0.45	WASHER, leather		1
18	376-180	\$17.95	OIL FLEX LINE		1
19	141-715	\$79.95	SWITCH, oil pressure, for anti run-on valve		1
20	180-245	\$19.95	CONNECTOR, pipe & switch		1
21	360-930*	NA	GAUGE, temperature		1
21a	131-565	\$9.95	TRANSMITTER, temperature gauge		1
22	360-940*	NA	GAUGE, fuel		1
* Note: Gauges supplied will be either new or rebuilt with a new gauge warranty.					
23	360-960	\$119.95	CLOCK		1
25	233-225	NA	COWL, steering column		1
26	141-850	\$94.95	SWITCH, turn signal, horn, headlight dimmer		1
27	141-855	\$89.95	SWITCH, wiper, washer		1
	141-320	\$28.95	SWITCH, overdrive, on shift knob		1
	141-315	\$14.95	COVER, overdrive switch		1
28	141-740	\$8.30	FLASHER UNIT, turn signal		1
31	146-030	\$139.95	RHEOSTAT, panel light, less knob		1
32	146-025	\$3.95	KNOB, rheostat		1
33	141-410	\$41.95	SWITCH, heater fan		1
34	141-420	\$24.95	SWITCH, lighting		1
35	141-430	\$42.95	SWITCH, hazard warning		1
	170-160	\$1.50	BULB, illuminated switches #33 & 35		3

No.	Part No.	Price (each)	Description	Application	Qty. Req.
36	141-650	\$6.95	FLASHER UNIT, hazard warning		1
37	142-310†	NA	WARNING LIGHT, high beam		1
38	142-320†	\$14.95	WARNING LIGHT, ignition		1
39	142-275†	NA	WARNING LIGHT, catalyst/EGR		1
40	142-330†	NA	WARNING LIGHT, brake		1
41	142-265†	\$5.95	LIGHT UNIT, turn signal		2
42	142-285†	NA	WARNING LIGHT, seat belt		1
† Note: These use bulb 170-110 (illus. #70).					
43	142-125	NA	BUZZER, time delay		1
46	131-600	NA	SWITCH, ignition buzzer		1
47			STEERING LOCK & SWITCH, see page 42.		
52			CONTROLS, heater & defroster, see page 97.		
56	164-965	\$34.95	COURTESY LAMP, rocking		1
	170-025	\$1.85	BULB, courtesy lamp		1
58	142-270	\$36.95	LIGHTER ASSEMBLY, with repl. type knob		1
59	233-905	NA	GLOVE BOX		1
60	233-845	NA	LID, glove box, plastic cover only		1
62	163-570	\$27.95	LOCK, glove box, w/keys		1
	163-565	\$8.80	BEZEL, glove box lock		1
63	280-095	\$2.50	BUFFER, glove box lid		2
64	453-755	\$46.95	CONSOLE LID		1
	453-875	\$10.50	HINGE, console lid		1
65	453-767	\$1.75	STRIKER, console lid		1
66	453-765	\$1.95	CATCH, console lid		1
67	453-760	\$22.95	ASHTRAY		1
68	453-775	\$9.30	DASH PLAQUE, Limited Edition		1
69	170-160	\$1.50	BULB, illuminated switches		A/R
70	170-110	\$0.95	BULB, "eared" base		A/R
71	171-000	\$1.20	BULB, screw base		A/R

moSS

MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS



MGB

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	454-440	\$424.95	HEATER ASSEMBLY	RD/GT from (c)101 to 303703	1
	363-005	\$399.95	HEATER ASSEMBLY	RD/GT from (c)303704 to 410000	1
	363-015	\$558.95	HEATER ASSEMBLY	RD/GT from (c)410001 on	1

If your heater doesn't seem to put out as much heat as it should, try back-flushing it. Disconnect the two hoses and use a garden hose to run water under pressure through the heater core so that it comes out of the hose that connects to the heater control valve.

2	360-675	\$76.95	RADIATOR		1
3	363-025	\$1.95	CLIP		5
4	360-680	\$136.95	MOTOR ASSEMBLY	RD/GT from (c)101 to 138400	1
	363-040	\$83.95	MOTOR ASSEMBLY	RD/GT from (c)138401 on	1
5	360-690	NA	FAN, metal, thru 1967	RD/GT from (c)101 to 138400	1
	360-695	\$15.95	FAN, plastic, 1968 on	RD/GT from (c)138401 on	1
6	363-230	NA	NUT, thru 1967	RD/GT from (c)101 to 138400	1
	363-235	NA	CLIP, 1968 on	RD/GT from (c)138401 on	1
7	363-220	NA	GROMMET, radiator pipe	1962 - approx. '75	2
8	363-215	\$2.95	SEAL, intake		1
9	408-355	\$2.95	LABEL, "Smiths"	} See page 75 for details.	1
10	408-365	\$2.95	LABEL, "Caution"		1
11	363-210	\$2.25	GASKET, heater unit		1
12	326-250	\$0.75	HOSE CLAMP		4
13	363-270	\$6.95	HOSE, heater to valve		1
14	363-275	\$7.35	HOSE, heater to pipe	RD/GT to (c)368081	1
14a	363-280	\$17.95	HOSE, heater to pipe	RD/GT from (c)368082	1
15	473-040	\$16.95	PIPE, heater to pump	} RD/GT to (c)138400, thru '67	1
16	363-205	\$1.00	CLIP, pipe to manifold		1
17	363-070	\$18.95	PIPE, heater to pump	{ RD/GT from (c)138401 to 367900 (1968 thru '74)	1
19	363-200	\$21.95	PIPE, heater to radiator hose	RD from (c)367901 on	A/R
20	454-370	\$1.95	HEATER HOSE, 1/2"	sold per foot	1
21	473-080	\$10.40	UNION		1
22	324-660	\$1.15	WASHER		1
23	360-410	\$30.95	HEATER VALVE		1
24	697-360	\$1.20	GASKET		1
25	473-070	\$1.95	CABLE STOP		5
26	331-220	\$4.80	CABLE, air control		1
27	282-640	\$1.95	GROMMET, air/heater control cable		2
28	331-235	\$5.65	CABLE, heat control	1963 - '67 (metal casing)	1
	331-760	\$7.95	CABLE, heat control	1968 - '80 (plastic casing)	1
30	233-880	NA	CONTROL, heater, '62-'67	RD/GT from (c)101 to 138400	1
	233-960	NA	CONTROL, heater, '68-'70	RD/GT from (c)138401 to 219000	1
	233-970	NA	CONTROL, heater 1971 - '72	{ RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
	233-960	NA	CONTROL, heater 1973 - '76	{ RD from (c)294251 to 410000 GT from (c)296001 to 410000	1
	233-310	NA	CONTROL, heater, 1977 on	RD/GT from (c)410001 on	1
	233-860	NA	CONTROL, defroster	RD/GT from (c)101 to 138400	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.	
	233-980	NA	CONTROL, defroster 1968 - '72	} RD from (c)138401 to 296000 GT from (c)138401 to 296000	1	
	233-963	NA	CONTROL, defroster 1973 - '76		} RD from (c)294251 to 410000 GT from (c)296001 to 410000	1
	233-320	NA	CONTROL, defroster	RD/GT from (c)410001		1
31	233-870	\$12.95	KNOB, defroster control	} RD from (c)101 to 138400 GT from (c)71933 to 139471	1	
32	233-890	\$14.95	KNOB, heater control			1
33	233-985	\$13.95	KNOB, defroster control 1968-'70	} RD/GT from (c)138401 to 219000	1	
	233-990	\$18.95	KNOB, defroster control 1971 - '72		} RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
34	233-965	\$13.95	KNOB, heater control 1968-'70	} RD/GT from (c)138401 to 219000		1
	233-975	\$17.95	KNOB, heater control 1971 - '72		} RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
35	233-967	\$17.95	KNOB, heater/defrost control	} RD from (c)294251 to 410000 GT from (c)296001 to 410000		2
36	233-962	NA	DIAL, heater control			1
37	233-964	NA	DIAL, defroster control			1
38	233-330	\$11.95	KNOB, heater/defrost control	} RD from (c)410001 on	2	
39	233-315	NA	DIAL, heater control			1
40	233-325	NA	DIAL, defroster control			1
41	363-080	\$14.95	DEFROSTER VENT	RD/GT thru 1967	2	
	363-085	\$14.95	DEFROSTER VENT	RD/GT from 1968	2	
42	363-090	NA	DEFROSTER NOZZLE, L/H	} RD to (c)360300 GT to (c)361000	1	
	363-095	NA	DEFROSTER NOZZLE, R/H			1
43	363-100	\$24.95	DEFROSTER NOZZLE, L/H	} RD from (c)360301 on GT from (c)361001 on	1	
	363-105	\$24.95	DEFROSTER NOZZLE, R/H			1
44	363-110	\$7.70	CONNECTOR TUBE		2	
45	363-120	NA	DOOR, heater outlet		2	

If you keep breaking fingernails on your footwell warm air vents, and oiling the hinges doesn't help, try drilling a small hole and installing a small, self-tapping drawer knob to provide a better grip.

46	635-520	\$9.55	ELBOW, defroster		2
47	456-170	\$6.95	HOSE, heater/defroster, paper & foil	early cars	2
	363-180	\$6.95	HOSE, heater/defroster, plastic	later cars	2
49		NA	CLIP, defroster hose		2
50	363-130	\$7.60	HEATER OUTLET, 1968 on	RD/GT from (c)138401 on	1
51	363-135	\$19.95	SEAL, heater outlet		1
52	363-140	NA	DOOR, fresh air vent		1
53	363-150	NA	KNOB		1
54	363-145	\$2.95	SEAL, door		1
55	363-160	NA	SPRING		1
56	363-170	NA	TUBE, drain/dust valve		1
57	326-430	\$1.30	CLAMP		1

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

Hardware

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"
---------	--------	--------

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

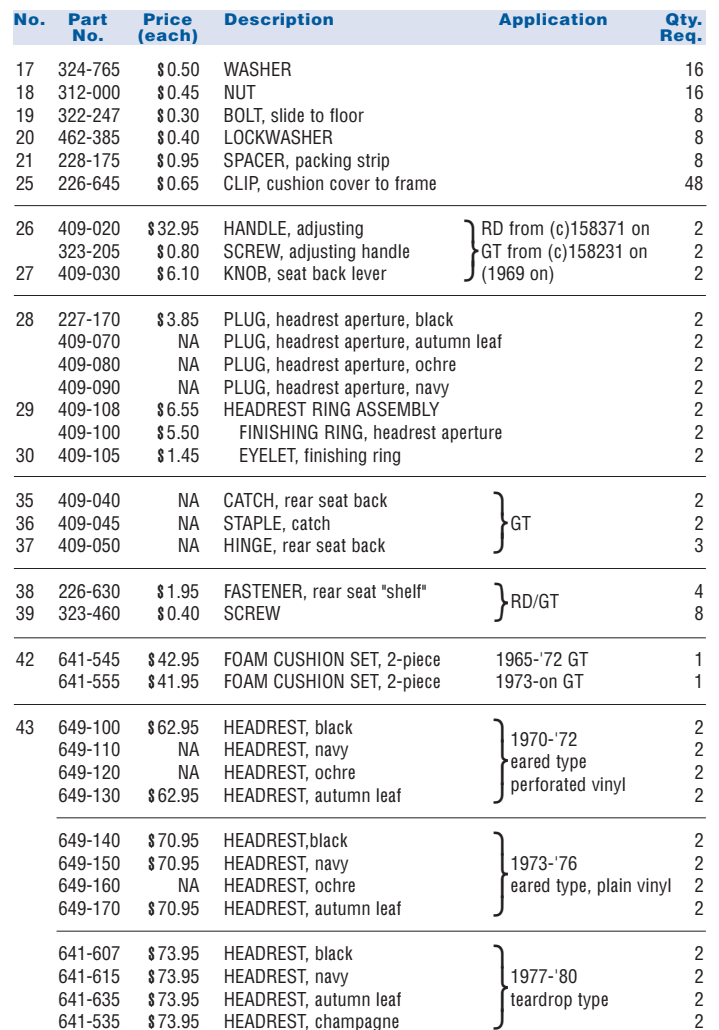
standard

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"

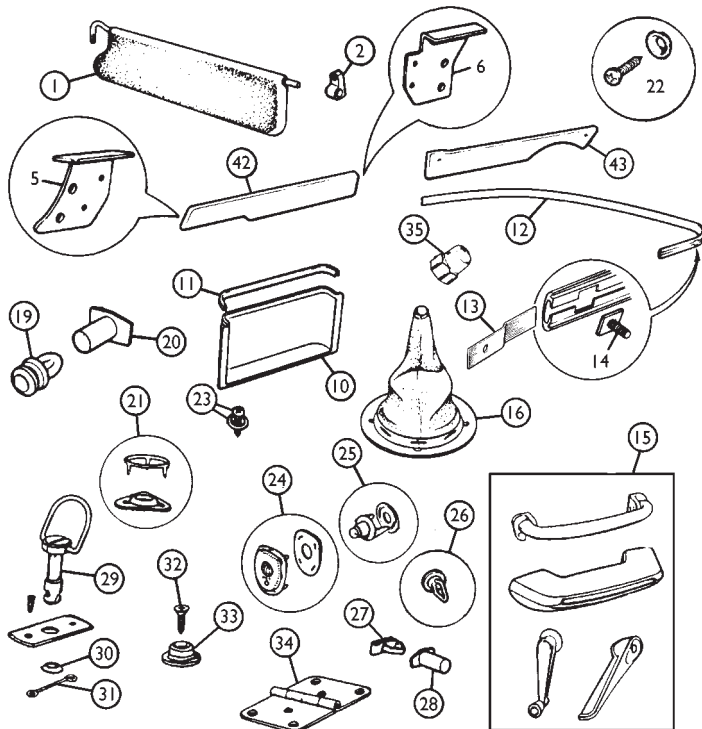
Fiber Washers

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"

MGB



Cockpit Trim & Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

Cockpit Fittings

	224-108	\$95.95	SUN VISOR KIT	option for 1962-'68	1
	(This kit contains two sun visors, brackets and hardware for early cars not originally fitted with sun visors.)				
1	233-110*	\$24.95	SUN VISOR, R/H & L/H, black 1962 - '76	} RD from (c)138401 to (c)410000	2
	233-115*	\$28.95	SUN VISOR, L/H, black		} RD from (c)410001
	233-120*	\$32.95	SUN VISOR, R/H, black, no mirror	1	
	233-942*	\$30.95	SUN VISOR, R/H, black, with mirror	1	
	* Note: Mounting hardware for roadster sun visors is listed on page 67.				
2	233-917	\$53.95	SUN VISOR, grey	GT	2
	233-995	NA	BRACKET, sun visor anchor	GT to (c)158230	2
	233-997	\$10.10	BRACKET, sun visor anchor	GT from (c)158231	2
	408-958	\$19.95	FINISHER SET (incl. items marked †)	RD	1
5	408-950†	\$8.95	FINISHER, door waist rail, front R/H	} RD	1
	408-960†	\$8.95	FINISHER, door waist rail, front, L/H		1
	408-955	\$7.35	FINISHER, door waist rail, front, R/H	} GT	1
	408-965	NA	FINISHER, door waist rail, front, L/H		1
6	408-970†	\$8.95	FINISHER, door waist rail, rear, R/H	} RD	1
	408-980†	\$8.95	FINISHER, door waist rail, rear, L/H		1
	408-975	\$8.95	FINISHER, door waist rail, rear, R/H	} GT	1
	408-985	\$8.95	FINISHER, door waist rail, rear, L/H		1
	323-598	\$2.35	SCREW SET, for 1 door capping & finishers		2
10	453-790	\$36.95	MAP POCKET, black		1
11	408-990	NA	FINISHER, map pocket		1
12	408-995	\$68.95	MOULDING, rear cockpit	} RD	1
13	226-685	\$4.95	END PLATE, moulding		2
14	226-660	\$1.85	STUD PLATE, cockpit moulding		9
	310-040	\$0.15	NUT, for stud plate		9
15	DOOR PULLS, ARM RESTS, WINDOW WINDERS, & DOOR HANDLES, see pages 64-65.				
	SHIFT BOOTS, see pages 36-39.				
16	226-670	\$0.55	CLIP, door panel		26
20	226-675	\$1.00	CUP, door panel clip		26
21	226-338	\$1.55	FASTENER, carpet	as fitted	A/R
22	323-578	\$11.95	INTERIOR SCREW SET, chrome	RD to (c)5634	1
	323-988	\$9.75	INTERIOR SCREW SET, black	RD from (c)5635	1
	323-608	\$10.05	INTERIOR SCREW SET, black	GT	1
23	323-970	\$0.50	SCREW w/cup washer, chrome	RD to (c)5634	60
	323-980	\$0.20	SCREW w/ cup washer , black	RD from (c)5635	60
	323-465	NA	SCREW, map pocket		2
	323-480	\$0.50	SCREW, front trim pads	} GT	A/R
	323-475	NA	SCREW, rear quarter waist cover		A/R

24	226-308	\$1.25	FASTENER, "Lift the Dot"	RD	A/R
25	226-328	\$1.20	STUD ASSEMBLY, gearbox carpet	as fitted	1
26	226-680	\$1.95	BUTTON, GT rear fender pocket carpet		2
27	803-420	\$0.65	CLIP, upper rear quarter liner	GT	A/R
28	226-695	\$1.65	SOCKET, for clip		A/R
29	226-700	\$5.95	FASTENER, rear trunk floor		2
30	226-705	\$1.15	GROMMET, for fastener		2
31	226-710	\$2.10	SPRING, for fastener		2
32	323-635	\$0.35	SCREW, snap fastener, trunk floor		A/R
33	226-720	\$0.55	FASTENER, snap, trunk floor		A/R
34	409-050	NA	HINGE, trunk floor		3
35	402-550	\$2.95	DOVE NUT, chrome	as fitted	4

Door Seal



Velour type originally fitted from approximately 1963 - '72.

	Black	Red	
RD, per yd. (4 yd. req.)	249-607	NA	\$16.95
GT, per yd. (7 yd. req.)	249-607	NA	\$16.95

Plastic type originally fitted from approximately 1973 - '80.

	Black	Autumn Leaf	Ochre	
RD, 2 doors	259-908	NA	259-928	\$50.95
GT, 2 doors	259-938*	NA*	NA*	\$71.95

* Complete preformed seals with mitered corners. Note: These two types of door seals are fully interchangeable. Both consist of a rubber seal bonded to the trim piece, which has enclosed spring clips to clamp firmly to the door aperture flange of your car.

40	472-290	\$ 7.45	FINISHER, door seal, rear R/H (illus.)			1
	472-300	\$ 7.45	FINISHER, door seal, rear L/H			1
41	472-295	\$9.60	FINISHER, door seal, front, R/H (illus.)	}	1963 - '67 RD	1
	472-305	\$9.60	FINISHER, door seal, front, L/H			1
	472-275	\$8.75	FINISHER, door seal, front, R/H	}	1968 on RD	1
	472-285	\$8.75	FINISHER, door seal, front, L/H			1
	323-635	\$0.35	SCREW, door seal finishers			6

Door Capping Sets (fully upholstered top rail pairs without finishers)

	323-598	\$2.35	SCREW SET, for 1 door capping & finishers		2
42	639-508	\$353.95	BLACK WITH WHITE PIPING	}roadster 1962 - '65	1
	639-528	\$353.95	BLACK WITH RED PIPING		1
	639-548	\$353.95	BLACK WITH BLUE PIPING		1
	639-568	NA	RED WITH RED PIPING		1
	639-608	\$126.95	BLACK	}roadster 1966 - '69	1
	639-628	\$126.95	RED		1
	639-668	\$126.95	BLACK	}roadster 1970 - '76	1
	639-688	\$126.95	NAVY		1
	639-708	\$126.95	OCHRE		1
	639-728	\$126.95	AUTUMN LEAF		1
	639-608	\$126.95	BLACK	}roadster, 1977 - '80	1
	639-728	\$126.95	AUTUMN LEAF		1
	639-738	\$126.95	CHAMPAGNE		1
	639-908	\$126.95	BLACK	}GT, 1966 - '69	1
	639-918	\$126.95	RED		1
	639-928	\$126.95	BLACK	}GT, 1970 on	1
	639-938	\$126.95	NAVY		1
	639-948	\$126.95	OCHRE		1
	639-958	\$126.95	AUTUMN LEAF		1

GT Quarter Rail Sets

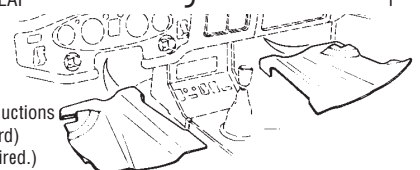
(upholstered rails fit under rear side windows)

43	639-768	\$169.95	BLACK	GT 1966 - '69	1
	639-788	\$169.95	RED		1
	639-828	\$169.95	BLACK	GT 1970 on	1
	639-848	\$169.95	NAVY		1
	639-868	NA	OCHRE		1
	639-888	NA	AUTUMN LEAF		1

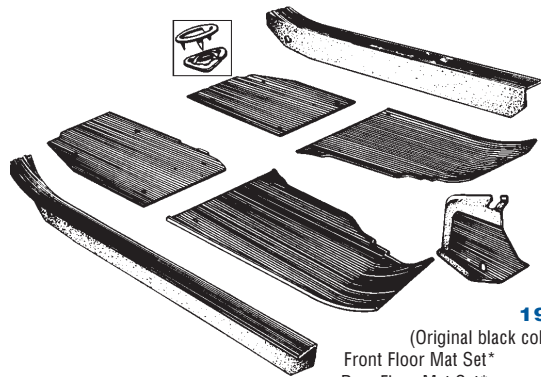
1968 - '80 Under-Dash Liners

These vacuum formed ABS vinyl reproductions will far outlast the pressboard (cardboard) originals. (Some trimming may be required.)

453-863	\$83.95	DASH LINER PAIR	RD from (c)138401	1
			GT from (c)139472 on	1



MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**



Rubber Mats

Sill cover mats, 1968-'76 floor mats and starter covers are still being produced on original tooling. Early floor mats are not available.

1962-'67 Floor Mats

(Original black color only.)

Front Floor Mat Set*	283-008	NA
Rear Floor Mat Set*	283-048	NA
Sill Cover Set	282-738	\$74.95
Floor Mat Fastener	226-338	\$1.55
Starter Cover	283-080	\$58.95

*1962-'67 floor mat sets are not available.

1968-'76 Rubber Floor Mat Sets

	Black	Brown	Ochre	
Front Floor Mat Set	283-018	NA	283-188	\$99.95
Rear Floor Mat Set	283-058	NA	NA	NA
Sill Cover Set	282-738	NA	283-208	\$74.95
Starter Cover	283-090	NA	NA	\$48.95



Trunk Carpet Kits

Unless you seek 100-point originality, your MGB roadster should have this beautifully fitted carpet set in the trunk! Available in black, red or brown nylon cut pile (matching our interior carpet kits), the trunk set includes a tailored spare tire cover.

Black	242-850	\$126.95
Red	242-855	\$126.95
Brown	242-875	\$126.95
Ochre	244-885	NA

Spare Tire Cover

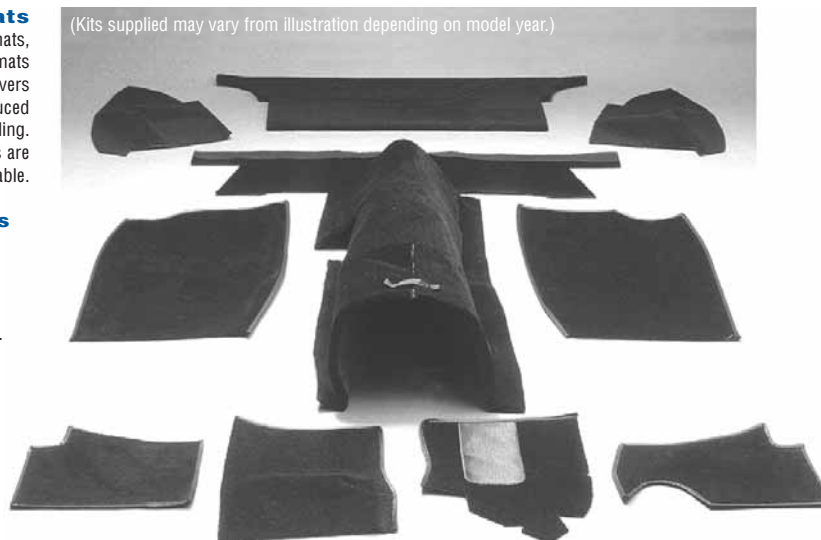
Included with the trunk carpet set above, this cut pile spare tire cover is also available separately.

Black	242-860	\$55.95
Red	242-865	\$55.95



Carpets & Floor Mats

(Kits supplied may vary from illustration depending on model year.)



Carpet Sets

Manufactured for easy installation, all our MGB carpeting is supplied of fine quality cut-pile automotive carpet, similar to the factory original. All carpet sections are finished exactly as original, incorporating heavy padding and hardboard panel backing where originally fitted. Moss Motors carpet sets are carefully patterned and tailored, offering an outstanding value. We encourage you to carefully compare both quality and value to any other carpet sets on the market. **Free carpet sample cards may be ordered under part #878-320.**

Original Style Carpet Sets

Replacement carpeting for the original factory carpeted areas only. For 1962 - '76 cars, this includes carpeting for the front kick panels, molded transmission tunnel, rear shelf, and rear wheel well pieces. The sills and floor panels were covered by rubber mats, listed separately at left. 1977 - '80 cars were originally fully carpeted. Our MGB GT Rear Carpet Set includes carpeting for the back of the rear seat, wheel well covers, luggage compartment floor and rear body quarters. **GTs require both the "Roadster & GT" and "GT Rear" sets.**

	Black	Red	Brown	
1962-'67 Roadster & GT	244-300	244-310	-	\$409.95
1968-'76 Roadster & GT	244-350	244-360	244-370	\$416.95
1977-'80 Roadster	244-320	244-330	244-340	\$536.95
GT Rear Set	242-750	242-760	244-380	\$294.95

Deluxe Carpet Sets

These sets completely carpet your 1962 - '76 MGB roadster, or the passenger compartment of your MGB GT. These carpet sets include everything contained in the original style carpet, plus carpeting replacements for the rubber floor mats, side sill covers and transmission tunnel side piece that was originally fitted through 1976. Our MGB GT Rear Compartment Carpet Set along with our Deluxe Carpet Set, will completely carpet your MGB GT.

	Black	Red	Brown	
1962-'67 Roadster & GT	242-770	242-780	244-385	\$499.95
1968-'76 Roadster & GT	244-320	244-330	244-340	\$536.95
GT Rear Set	242-750	242-760	244-380	\$294.95

Undercarpet Insulation Kit

Deadened drivetrain and road noise, and insulate yourself from engine and exhaust heat. Dense felt pads have self-adhesive back. 242-005 **\$141.95**

Quality-Budget Carpet Sets

After looking at countless varieties of economical MGB carpets, we have chosen this quality carpet of synthetic cut pile fiber, fully bound and including heavy felt pads, snaps and sewn-in heel pad. The major differences between our OE style carpet set and this budget set is the transmission tunnel piece, which is moulded to fit the tunnel in the OE kit and supplied flat in the budget set.

Free sample card is available under part #878-325.

	Black	Autumn Leaf	
1962-'67 Roadster & GT Budget Carpet Set	242-765	-	\$189.95
1968-'80 Roadster & GT Budget Carpet Set	244-315	244-375	\$199.95
1967-'75 GT Supplement Carpet Set	242-735	244-405	\$142.95

MGB Vinyl Spare Tire Cover

Vinyl spare tire covers are particularly appropriate and attractive for trunks which are not carpeted.

242-965 \$68.95



LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

102

1970-'80 Seat & Panel Kits

Original Style Upholstery

Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams. Where appropriate, the "chrome" mylar accent strips are used on the door panels, and we supply the correct fabric inserts in the late GT seat kits.

If you wish to re-do your interior to your individual taste, the three different styles of panels kits are completely interchangeable.

Seat kits interchangeability is more complicated. The basic seat frame was unchanged from 1970-'80, but cushion and headrest design changed. 1970-'72 seats can be fitted with the later foam seat cushions, then covered with the 1973-'76 covering kits. MGB-GT seats from 1973 on had nylon fabric inserts. The fabric seat kits will fit 1973-'76 roadsters or 1970-'72 roadsters equipped with the later-style seat cushions.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, door window brush seals, and sufficient vinyl to cover the roadster cockpit and door top rails.

Material samples may be had by ordering our free sample card #878-120.

All front seat kits include covers for both front seats, including headrest covers.

Note: Champagne (beige) replaced Autumn Leaf from '78 on.

***NOTE: Items with an asterisk are special order, and require pre-payment. Special order items are NOT returnable.**

MGB

Complete Interior Packages

Refurbish your entire interior and save at the same time with one of our complete interior packages! While the panels and seat kits are of the 1973-'76 pattern, they fit and look great on all 1970-'80 MGBs.

These kits include: panel kit, seat kit, carpet kit, door top cap set, center console lid, door panel clip set, armrests, gearshift boot, seat back and cushion foams, seat back panel boards, headrests, & seat webbing kits. Black and Autumn Leaf packages also include black door seal sets.

Black Interior Package (vinyl)	111-608	\$1,442.95
Autumn Leaf Interior Package (vinyl)	111-708	\$1,442.95
Light Tan Interior Package (vinyl)	111-808	\$1,496.95
Light Tan Interior Package (leather seats)	111-809	\$2,039.95

Custom Deluxe Upholstery

As many owners of 1970-'80 MGBs want to improve the appearance of the original vinyl interiors, we offer our Custom Deluxe Interior Kits, which emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded leather seat covers are carefully stitched for exact fit and plush contour, giving your seats a feel of true luxury. Door panels are stitched rather than heat-welded to complement the the seats.

Panel kits include new front kick panels, rear quarter panels, rear bulkhead panels for roadsters, rear deck insert panels for GTs, new door window brush seals, and leather to cover roadster door top rails. We recommend using the early style fur-fabric/rubber door seal to match the appearance of the rest of your interior. (See page 100 for door seals.) We guarantee 100% satisfaction or we will be happy to refund your money upon receipt of the uninstalled kit.

Material samples may be had by ordering free sample card #878-110.

Black with Black Piping	Black with Red Piping	Black with White Piping	Red with Red Piping	Tan with Tan Piping
-------------------------	-----------------------	-------------------------	---------------------	---------------------

1970-'80 Leather Custom Deluxe Front Seat Kits

1970-'72 (Fits Roadster (c)187211 to 294250 and GT (c)187841 to 296000.)	641-700	641-705	641-710*	641-715	641-720*	\$749.95
1973-'76 (Fits Roadster (c)294251 to 410000 and GT (c)296001 on.)	641-725	641-730	641-735	641-740	641-745	\$759.95
1977-'80 (Fits Roadster from (c)410001 on.)	641-750	641-755	641-760	641-765	641-770	\$769.95

1970-'76 Leather Custom Deluxe Rear Seat Kits

1970-'76 (Fits GT from (c)187841 on.)	641-850*	641-855	641-860*	641-865*	641-870*	\$419.95
---------------------------------------	----------	---------	----------	----------	----------	----------

1970-'80 Vinyl Custom Deluxe Panel Kits

1970-'80 (Fits Roadster from (c)187211 on.)	643-750	643-760	643-770	643-780	643-790	\$384.95
1970-'76 (Fits GT from (c)187841 on.)	643-800*	643-810*	643-820	643-830	643-840	\$384.95

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525 www.mossmotors.com

MOSS

1971 - '80 Original Style Door Panel Pairs

643-631	\$121.95	DOOR PANEL PAIR, black	1971-'76	1
643-671	\$112.95	DOOR PANEL PAIR, black	1977-'80	1

Black	Navy	Ochre	Autumn Leaf	Champagne
-------	------	-------	-------------	-----------

1970 - '80 Original Style Front Seat Kits

1970 - '72 Vinyl (Roadsters from (c)187211 to 294250 & GT from (c)187841 to 296000.)	641-520	641-530	641-540	641-550	-	\$353.95
1973 - '76 Vinyl (Fits Roadsters from (c)297251)	641-560	641-570	641-580	641-590	-	\$388.95
1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)	641-600	641-610	641-620	641-630	641-525	\$384.95
1973 - '76 Fabric (Fits GTs from (c)296001 on.)	641-680	-	641-625	641-685	-	\$360.95

1970 - '76 Original Style GT Rear Seat Kits

1970 - '76 Vinyl (Fits GTs from (c)187841 on.)	641-640	641-650	641-660	641-670	-	\$276.95
1973 - '76 Fabric (Fits GTs from (c)296001 on.)	641-690	-	641-665	641-695	-	\$240.95

1970 - '80 Original Style Panel Kits

1970 Vinyl (Fits Roadsters from (c)187211 to 219020.)	643-635	-	-	-	-	\$263.95
1970 Vinyl (Fits GTs from (c)187841 to 219354.)	643-645	-	-	-	-	\$263.95
1971 - '76 Vinyl (Fits Roadsters from (c)219021 to 410000.)	643-630	643-640	643-650	643-660	-	\$268.95
1971 - '76 Vinyl (Fits GTs from (c)219355 on.)	643-710	643-720	643-730	643-740	-	\$264.95
1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)	643-670	-	-	643-700	643-705	\$263.95

1970 - '80 Original Style Headrests

1970 - '72 Vinyl (Eared type with perforated vinyl.)	649-100	649-110	-	649-120	649-130	\$62.95
1973 - '76 Vinyl (Eared type with plain vinyl.)	649-140	649-150	-	649-170	-	\$70.95
1977 - '80 Vinyl (Teardrop type.)	641-607	641-615	-	641-635	641-535	\$73.95

Tonneau Covers



Robbins Tonneau Covers

Our tonneau covers are tailored for left-hand drive cars only. Supplied complete with all necessary snaps.

Vinyl

	Black	White	
1962 to '67 Tonneau without headrest pockets	241-440	241-450	\$272.95
1968 to '70 Tonneau without headrest pockets	241-443	241-453	\$272.95
1971 to '80 Tonneau without headrest pockets	241-445	241-455	\$269.95
1969 Tonneau with headrest pockets	241-460	241-470	\$280.95
1970 to '80 Tonneau with headrest pockets	241-465	241-475	\$280.95

Sun-Fast Canvas

	Black	Tan	
1962 to '67 Tonneau without headrest pockets	241-441	241-451	\$560.95
1968 to '70 Tonneau without headrest pockets	241-444	241-454	\$560.95
1971 to '80 Tonneau without headrest pockets	241-446	241-456	\$546.95
1970 to '80 Tonneau with headrest pockets	241-466	241-476	\$577.95

Note for tonneaus without headrest pockets: The 1962 - '67 tonneau fits up to (c)138400. The 1968 through '70 tonneau fits from (c)138401 to (c)219020. 1971 to '80 tonneaus fit from (c)219021 on.

Note for tonneaus with headrest pockets: The 1969 tonneau fits from (c)158371 to (c)187210. 1970 to '80 tonneaus fit from (c)187211 on.



Top Covers

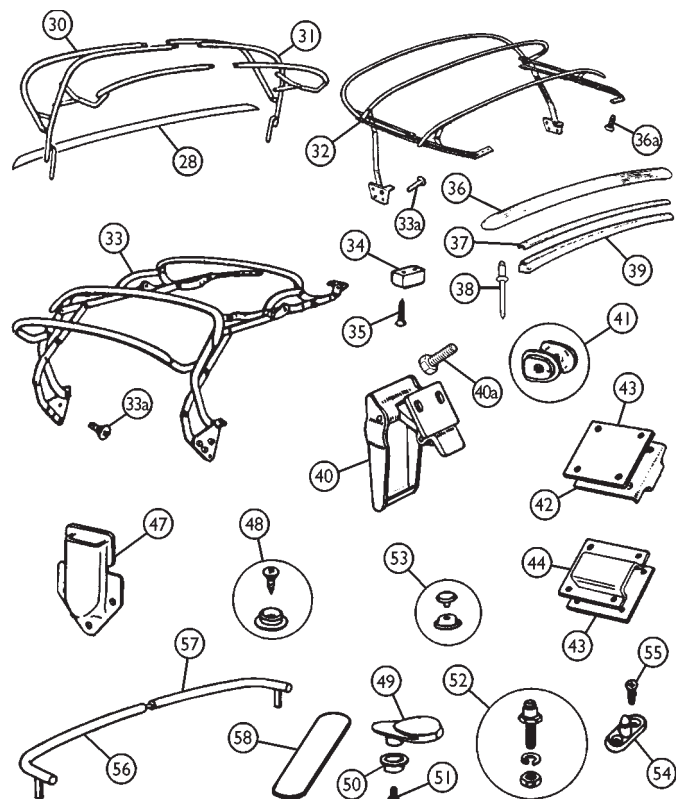
Our top covers come with all necessary snaps.

	Black	
1962 to '70 Top Cover (for folding top frame only)	241-480	NA
1971 to '80 Top Cover	241-485	\$234.95

Top, Tonneau & Jack Stowage Bags

Keep your various stow-away components safely and attractively tucked away when they're not in use. Our stowage bags are made to factory specifications, from the original black vinyl-coated jute material.

Tonneau Bow Stowage Bag	242-625	\$28.95
Tonneau Cover Stowage Bag	242-605	\$34.95
Stow-away Top Bag	242-600	\$52.95
Stow-away Top Frame Bag	242-615	\$79.95
Jack & Tool Stowage Bag	386-930	\$26.95
Strap, trunk floor	385-955	\$9.70



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Top Frames and Hardware					
28	244-210	\$22.95	ANCHOR BAR, rear of top		1
30	454-490	\$239.95	TOP FRAME, R/H, stow-away	} RD to (c)219000, thru '70	1
31	454-500	\$239.95	TOP FRAME, L/H, stow-away		1
32	406-270	NA	TOP FRAME, folding, optional	RD to (b)19484, approx.	1
	406-280	\$359.95	TOP FRAME, folding, optional	{ RD from (b)19485 to (c)219000	1
33	406-290	\$239.95	TOP FRAME, folding, standard		1
33a	314-000	\$0.60	SCREW, top frame to body	} all RD with folding frame	6
34	406-260	\$1.95	PAD, header rail	} RD	2
35	323-635	\$0.35	SCREW		4
36	406-250	\$219.95	HEADER RAIL		1
36a	323-250	\$0.40	SCREW, header rail to frame		6
37	453-600	\$10.95	RETAINER, header rail seal		1
38	325-288	\$3.70	RIVET SET, 15 pc., retainer to rail		1
39	453-610	\$18.95	SEAL, header rail		1
40	*	NA	CLAMP, header rail	RD to (c)38387	1
	*	NA	CLAMP, header rail	RD from (c)38388 to 138400	2
*Not available - use 406-230 as replacement					
	406-230	\$32.95	CLAMP, header rail	RD from (c)138401 to 219000	2
	406-240	\$29.95	CLAMP, header rail	RD from (c)219001 on	2
40a	466-385	\$0.95	BOLT, header rail clamps	} RD	4
41	226-308	\$1.25	FASTENER, "Lift the Dot"		A/R
42	472-325	\$1.95	TONGUE, top, tonneau & top boot		2
43	472-320	\$1.95	BACKPLATE, tongue & socket		4
44	472-310	\$2.85	SOCKET		2
47	472-330	\$16.95	SOCKET, top frame & tonneau bow		2
48	226-800	\$0.55	SNAP STUD, w/screw		A/R
49	470-747	\$4.95	RETAINER, top rear		2
50	470-757	\$1.95	WASHER, cup		2
51	323-455	\$0.55	SCREW		2
52	226-708	\$1.20	STUD, w/nut		A/R
53	227-108	\$0.75	SNAP, female		A/R
54	226-630	\$1.95	STUD, fastener		A/R
55	323-460	\$0.40	SCREW, stud to rear heelboard		A/R
	323-470	\$0.35	SCREW, stud to dash top		A/R
56	453-630	\$32.75	TONNEAU BOW, R/H		1
57	453-640	\$32.75	TONNEAU BOW, L/H		1
58	472-335	\$1.95	BAR, tonneau retaining		2

moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS 1-800-667-7872



Original Manufacturer Vinyl Tops

These are genuine English factory style double-coated vinyl tops, complete with header rail, seal, retainer, and all snaps pre-installed which makes installation a breeze! Although not identical to the factory material, the differences are minor and virtually undetectable. This is as close as you can get to original!

	Black	
1962 to early '63 TOP, folding frame (option)	NA	
1962 to '70 TOP stow-away frame	250-040	\$629.95
Late 1963 to '70 TOP folding frame	250-000	\$629.95
1971 to '76 TOP with fixed rear window	250-080	\$629.95
1977 to '80 TOP with zip-out rear window	250-130	\$629.95

Robbins Vinyl Tops

These high quality replacement tops are equal to the original tops in all respects! Tops are supplied with all snaps and fasteners, but do not include the header rail or rear anchor bar, #244-210.

	Black	Tan	White	
1962-early '63 TOP, folding top frame (option)	242-630	NA	NA	\$299.95
1962-'70 TOP, stow-away top frame	242-650	242-280	242-680	\$299.95
Late 1963-'70 TOP, stow-away, zip-out window	242-665	NA	NA	\$390.95
Late 1963-'70 TOP, folding top frame	242-640	NA	242-670	\$299.95
1971 - '76 TOP, fixed rear window	242-645	NA	242-690	\$299.95
1977 - '80 TOP, zip-out rear window	242-655	242-295	242-695	\$311.95

Note: The 1962 & early '63 tops were fitted up to (b)19484. The late 1963 through '70 tops were fitted from (b)19485 to (c)219000. 1971 to '76 fixed rear window tops were fitted from (c)219001 through (c)410000. Tops from 1977 on have a zip-out rear window and are interchangeable with tops from 1971 through 1976, which have fixed rear windows.



English Dull-Coat Vinyl Tops

We have inspected and installed a number of the so-called "budget" tops on the market and feel this quality British-made one is the best of the bunch. Features include a zip-out rear window and fully installed snaps. The rugged British dull-coat vinyl is significantly heavier than other budget tops and all seams are stitched and welded for maximum strength. All at a very attractive price! Black only.

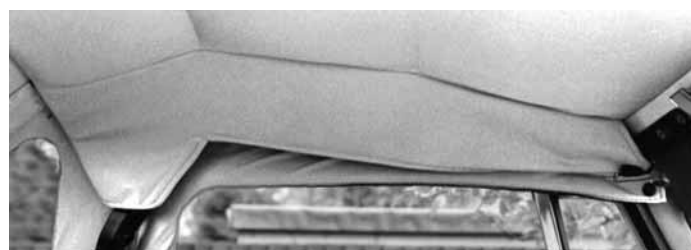
1971 to '80 Top with zip-out rear window	242-685	\$359.95
--	---------	----------



Deluxe Sun-Fast Canvas Tops

In the tradition of the finest European sports cars, we are proud to offer these premium quality Robbins acrylic canvas convertible tops. The unique solution-dyed material is extremely fade-resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing or shrinking. Engineered for the easiest possible installation, these tops incorporate zip out rear windows. Material samples are available free upon request. These do not include the header rail.

1963-'70 stow-away Black Canvas Top	242-990	\$709.95
1963-'70 stow-away Tan Canvas Top	242-995	\$709.95
1971-'80 Black Canvas Top	242-740	\$625.95
1971-80 Tan Canvas Top	242-745	\$625.95



'71-'80 Cabriolet Tops

Deluxe UK produced "cabriolet" tops borrow from the German style of padded tops with a full headliner. The thick insulation provides effective noise reduction while the light colored headliner covers the top frame and brightens your interior. The cabriolet top has been carefully engineered to fold as easily as your original top, and it incorporates a zip out rear window for added flexibility. Available in premium quality British dull coat vinyl, or extremely durable Stayfast solution dyed acrylic fabric. Headliners are an attractive light tan color. Installation instructions are included.

Black Stayfast Acrylic Top	242-795	\$1,091.95
Black Vinyl Top	242-775	\$807.95
Brown Stayfast Acrylic Top	242-785	\$1,091.95

LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

MGC Engine / Cooling

No.	Part No.	Price (each)	Description	Application	Qty. Req.
EXTERNAL ENGINE					
220-550	\$14.95	ENGINE PAINT, correct light green	A/R		
328-235	\$1.00	CORE PLUG, cupped 1 5/8"	1		
328-265	\$0.75	CORE PLUG, cupped 1 5/16"	4		
780-940	\$12.95	STUD, cylinder head, long	7		
	NA	STUD, cylinder head, medium	2		
780-950	\$9.75	STUD, cylinder head, short	5		
310-940	\$1.95	NUT, cylinder head	14		
780-632	\$1.75	WASHER, cylinder head stud	14		
535-111	\$5.65	OIL SEAL, crank, front	1		
120-820	\$8.35	OIL SEAL, crank, rear	1		
328-460	\$10.95	PLUG, oil drain	1		
376-180	\$17.95	OIL FLEX LINE, block to sender	1		
780-091	\$26.95	ENGINE MOUNT, front	2		
780-800	\$10.95	MOUNT, transmission	2		
GASKETS					
780-160	\$101.95	GASKET SET, head	1		
780-623	\$10.30	GASKET, manifold	1		
780-419	\$9.95	GASKET, valve cover	1		
780-323	\$80.95	GASKET, head	1		
780-238	\$55.40	GASKET SET, lower	1		
296-374	\$5.00	GASKET, front side cover	1		
296-375	\$2.95	GASKET, side cover	2		
780-530	\$4.50	GASKET, timing cover	1		
780-525	\$11.95	GASKET, oil pan	1		
434-261	\$0.95	GASKET, water pump	1		
INTERNAL ENGINE					
535-111	\$5.65	OIL SEAL, crank, front	1		
780-530	\$4.50	GASKET, timing cover	1		
780-535	\$41.95	NUT, crank pulley	1		
837-090	\$3.80	LOCKTAB	1		
780-540	\$74.95	CRANKSHAFT GEAR	1		
031-207	\$1.65	PACKING WASHER	A/R		
327-160	\$2.05	KEY	2		
011-139	\$32.95	TENSIONER ASSEMBLY	1		
	NA	DAMPER, chain	1		
832-000	\$9.95	TIMING CHAIN	1		
780-542	\$102.95	CAMSHAFT GEAR	1		
310-950	\$6.90	NUT, camshaft gear	1		
031-211	\$3.15	LOCKWASHER, camshaft gear	1		
780-009	\$148.95	CAM BEARING SET	1		
330-420	\$5.95	SPIGOT BUSH, manual	1		
330-421	\$5.65	SPIGOT BUSH, automatic	1		
780-010	\$152.95	MAIN BEARING SET, std.	1		
780-011	\$152.95	MAIN BEARING SET, .010	1		
780-012	\$152.95	MAIN BEARING SET, .020	1		
780-013	\$152.95	MAIN BEARING SET, .030	1		
780-014	\$152.95	MAIN BEARING SET, .040	1		
555-130	\$12.95	THRUSTWASHER SET, std.	1		
828-020	\$18.45	THRUSTWASHER SET, .005	1		
828-022	\$16.95	THRUSTWASHER SET, .010	1		
190-055	\$54.95	RING GEAR	1		
460-715	\$1.95	WASHER, lock	1		
325-045	\$3.50	DOWEL, small	1		
021-296	\$385.95	PISTON SET, std.	1		
021-300	\$385.95	PISTON SET, .020	1		
021-298	\$385.95	PISTON SET, .030	1		
021-297	\$385.95	PISTON SET, .040	1		
021-299	\$385.95	PISTON SET, .060	1		
567-180	\$76.45	PISTON RING SET, std. (4 ring)	1		
021-321	NA	PISTON RING SET, .020 (4 ring)	1		
021-322	\$76.45	PISTON RING SET, .030 (4 ring)	1		
021-323	NA	PISTON RING SET, .040 (4 ring)	1		
021-324	NA	PISTON RING SET, .060 (4 ring)	1		
326-000	\$0.75	CIRCLIP	12		
829-010	\$5.40	BUSH, connecting rod	6		
780-930	\$17.95	BOLT, connecting rod	2		

No.	Part No.	Price (each)	Description	Application	Qty. Req.
021-638	\$2.75	NUT, connecting rod			12
780-015	\$113.95	ROD BEARING SET, std.			1
780-016	\$113.95	ROD BEARING SET, .010			1
780-017	\$113.95	ROD BEARING SET, .020			1
780-018	\$113.95	ROD BEARING SET, .030			1
780-019	\$113.95	ROD BEARING SET, .040			1
780-510	\$339.95	ROTOR KIT, oil pump			1
780-515	\$113.95	OIL PRESSURE RELIEF VALVE			1

CYLINDER HEAD

328-265	\$0.75	CORE PLUG	1
	NA	CORE PLUG	4
780-419	\$9.95	GASKET, valve cover	1
780-323	\$80.95	GASKET, head	1
780-126	\$6.90	CAP, water filler	1
	NA	GASKET, filler neck	1
292-100	\$0.75	GASKET, water elbow	1
780-932	\$1.75	STUD, water elbow	2
071-226	\$5.70	THERMOSTAT, 180	1
071-232	\$9.95	THERMOSTAT, 165	1
071-230	\$8.30	THERMOSTAT, 190	1
760-180	\$9.40	TEMPERATURE SENDER	1
475-130	\$2.45	STUD, manifold	15
310-985	\$1.50	NUT, manifold	15
324-655	\$0.45	WASHER, manifold	5
460-125	\$9.95	CAP, oil filler, non-vented	1
780-500	\$17.95	VALVE, intake	6
780-505	\$17.95	VALVE, exhaust	6
423-250	\$2.95	GUIDE, valve	12
021-029	\$35.95	SPRING SET, valve	1
460-195	\$6.80	CUP, valve spring	12
460-215	\$3.15	VALVE COTTER	24
780-545	\$49.95	ROCKER SHAFT	1
780-550	\$4.95	BUSHING, rocker arm	12
780-555	\$7.95	TAPPET	12

OIL SYSTEM

780-560	\$3.95	GASKET, oil filter housing	1
950-080	\$11.70	FILTER, "Crosland brand"	1
950-580	\$6.15	FILTER, various manufacturers	1
435-347	\$0.95	SEAL, cannister to head	1
324-800	\$0.65	WASHER, adapter	2
780-565	\$33.95	OIL HOSE, inner, long	1
282-975	\$1.95	GROMMET, inner hose	1
780-570	\$33.95	OIL HOSE, outer, short	1
235-988	\$3.95	STRAP ASSEMBLY, hose	1
235-925	\$114.95	OIL RADIATOR, 13 row	1
131-580	\$136.95	OIL PRESSURE SENDING UNIT	1

COOLING

434-260	\$147.95	WATERPUMP, new	1
434-261	\$0.95	GASKET, water pump	1
780-359	\$12.95	HOSE, top	1
780-360	\$15.95	HOSE, lower	1
780-361	\$7.55	HOSE, by-pass	1
780-264	\$13.95	FAN BELT	1
	NA	AIR PUMP BELT	1
780-126	\$6.90	CAP, filler	1
459-695	\$5.70	CAP, expansion tank	1
760-180	\$9.40	SENDING UNIT, temp. gauge	1
780-404	\$28.95	SEAL, radiator shroud to hood	1
780-410	\$43.95	HEATER VALVE, early	1
780-411	\$43.95	HEATER VALVE, late	1



MOSS MOTORS, LTD. 1-800-667-7872
TOLL-FREE ORDERS

MGC Carbs / Exhaust / Clutch / Brakes

No.	Part No.	Price (each)	Description	Application	Qty. Req.
CARBURATION					
780-020	\$18.95		ACCELERATOR CABLE		1
780-754	\$16.95		CHOKE CABLE		1
950-320	\$10.25		AIR CLEANER ELEMENT, Crosland		2
950-820	\$7.30		AIR CLEANER ELEMENT, aftermarket		2
780-175	\$15.95		BOLT, air filter		2
	NA		CARBURETOR PAIR, new	1968 AUD287 HS6	1
	NA		CARBURETOR PAIR, new	1969 AUD 342 HS6	1
374-276	\$21.95		JET NEEDLE, standard (KM)	1968 AUD287	2
374-396	\$18.95		JET NEEDLE, standard (BAD)	1969 AUD 342	2
021-081	\$4.75		SPRING, piston, yellow		2
378-300	\$15.95		CAP & DAMPER		2
780-430	\$36.95		JET, front carburetor		1
780-440	\$36.95		JET, rear carburetor		1
371-060	\$13.30		NEEDLE & SEAT		2
378-470	\$14.35		FLOAT, replacement		2
372-520	\$16.95		THROTTLE SHAFT, standard		2
372-530	\$16.95		THROTTLE SHAFT, oversize		2
378-220	\$16.40		THROTTLE DISC		2
698-098	\$4.60		CARBURETOR GASKET KIT		2
780-548	\$199.95		MASTER REBUILD KIT, for 2 carburetors		1
780-070	\$2.95		SPRING, throttle & choke return		3
780-001	\$116.95		FUEL PIPE KIT		1

EXHAUST

328-990	\$1.55		STUD, manifold		6
310-260	\$0.55		NUT, brass		6
470-230	\$5.15		SEALING RING, pipe to manifold		2
780-029	\$216.95		HEAD PIPE, Stainless		1
780-030	\$370.95		REAR PIPE & MUFFLER ASS'Y., stainless		1
780-028	NA		FITTING KIT, front pipe		1
444-080	\$1.95		MOUNTING, rubber		2
444-090	\$1.95		WASHER, head insulating		2
470-138	\$14.95		HANGER KIT, center mount		1
412-080	\$8.95		MOUNT, hanger		1
470-130	\$2.85		BUSH, hanger		2
470-140	\$2.80		HOUSING, hanger		1
321-678	\$0.75		BOLT SET, hanger		1
780-031	\$24.95		FITTING KIT, rear mount		1
444-050	\$5.95		BRACKET, rear mount		1
444-070	\$7.50		BRACKET, hanger		1
444-170	\$2.95		CLAMP, rear		2
444-080	\$1.95		MOUNTING, rubber		2
444-090	\$1.95		WASHER, head insulating		2
780-025*	\$839.95		HEADER, 2-piece, 6 into 1 (requires "Y" piece)		1
Note: modification may be required to fit US spec. intake manifold.					
780-026*	\$162.95		"Y" PIECE, header to single pipe		1
780-035*	\$464.95		PERFORMANCE EXHAUST, stainless		1
Single system with rear mounted muffler, requires "Y" piece					

*These items will require some modification to fit. Professional installation recommended.

CLUTCH

780-808	\$269.95		CLUTCH KIT, Borg & Beck		1
021-139	\$138.95		PRESSURE PLATE, new		1
780-805	\$89.35		CLUTCH DISC, new		1
501-020	\$28.95		RELEASE BEARING		1
190-570	\$2.65		RETAINER, release bearing		2
330-200	\$2.40		BUSH, withdrawal lever		1
190-550	\$8.85		BOLT, withdrawal lever		1
780-720	\$84.95		SLAVE CYLINDER		1
780-721	\$13.95		REPAIR KIT, slave cylinder		1
190-935	\$10.95		PUSHROD		1
	NA		CLEVIS PIN		1
780-719	\$28.50		CLUTCH HOSE		1
310-070	\$0.45		NUT, slave hose to pipe		1
324-045	\$0.25		LOCKWASHER		1
324-730	\$0.40		WASHER, hose to slave		1
780-695	NA		CLUTCH MASTER CYLINDER		1
596-210	\$4.70		CAP, filler, metal		1
180-990	\$10.95		REPAIR KIT, master cylinder		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
BRAKES					
780-725	NA		MASTER CYLINDER, remote reservoir		1
780-735	NA		MASTER CYLINDER, integral reservoir		1
780-730	\$99.95		KIT, BRAKE MASTER CYL		1
	NA		SERVO ASSY. screw type		2
021-164	\$96.95		REPAIR KIT, servo		2
	NA		SERVO ASSY. crimp type		2
780-205	\$329.95		REPAIR KIT, servo		2
981-173	\$665.95		SERVO ASSY. Lockheed replacement		2
021-173	\$65.95		REPAIR KIT, Lockheed servo		2
780-122	\$10.60		SEAL, pedal box cover		1
780-383	\$10.30		SEAL, pedal box		1
780-268	\$8.00		SEAL, servo bracket		2

FRONT BRAKES

583-001	\$28.95		REPAIR KIT, caliper (for 2 calipers)		1
582-000	\$19.95		PISTON, CALIPER		4
583-820	\$1.60		O RING, caliper half		2
582-050	\$2.95		BLEEDER SCREW		2
031-300	\$0.75		CAP, bleeder screw		2
582-155	\$1.75		LOCKTAB, caliper		2
780-376	\$5.20		BOLT, caliper mounting		4
585-600	\$96.95		BRAKE PAD SET, "Hawk"	} see color section at the front of this catalog for details.	1
585-525	\$32.95		BRAKE PAD SET, semi-metallic		1
585-520	\$22.95		BRAKE PAD SET, stock type		1
583-808	\$19.95		PAD FITTING KIT		1
582-035	\$0.85		CLIP, pad pin		4
021-171	\$48.95		BRAKE ROTOR		2
586-620	\$180.95		BRAKE ROTOR, slotted & drilled		2
021-162	\$23.95		HOSE		2
324-045	\$0.25		LOCKWASHER		2
310-070	\$0.45		NUT		2

REAR BRAKES

780-635	\$29.95		REAR WHEEL CYLINDER		2
780-636	\$25.95		REPAIR KIT		2
180-100	\$3.60		BLEED SCREW		2
031-300	\$0.75		CAP, bleed screw		2
583-200	\$1.95		PLATE, retaining cylinder		2
583-190	\$1.80		PLATE, spring retainer		2
780-760	\$8.95		DUST COVER		2
780-741	\$31.95		BRAKE SHOE SET, axle set		1
780-820	\$8.65		SPRING, shoe return, cyl. end		2
780-830	\$6.90		SPRING, shoe return, abutment end		2
780-890	\$1.95		WASHER, shoe hold down		4
780-840	\$2.25		PIN, shoe hold down		4
780-842	NA		SPRING, shoe hold down		4
780-862	\$148.95		BRAKE DRUM		2
323-255	\$0.75		SCREW, drum to hub		4
328-390	\$0.55		PLUG		2
584-045	\$24.95		HOSE, flexible		1
584-046	\$16.95		HOSE, flexible, aftermarket		1
324-045	\$0.25		LOCKWASHER		1
310-070	\$0.45		NUT		1
324-730	\$0.40		WASHER, copper		1
780-998	\$154.95		BRAKE PIPE SET	USA	1

HANDBRAKE

780-179	\$25.95		HANDBRAKE CABLE, wire wheel		1
331-555	\$32.95		HANDBRAKE CABLE, disc wheel		1

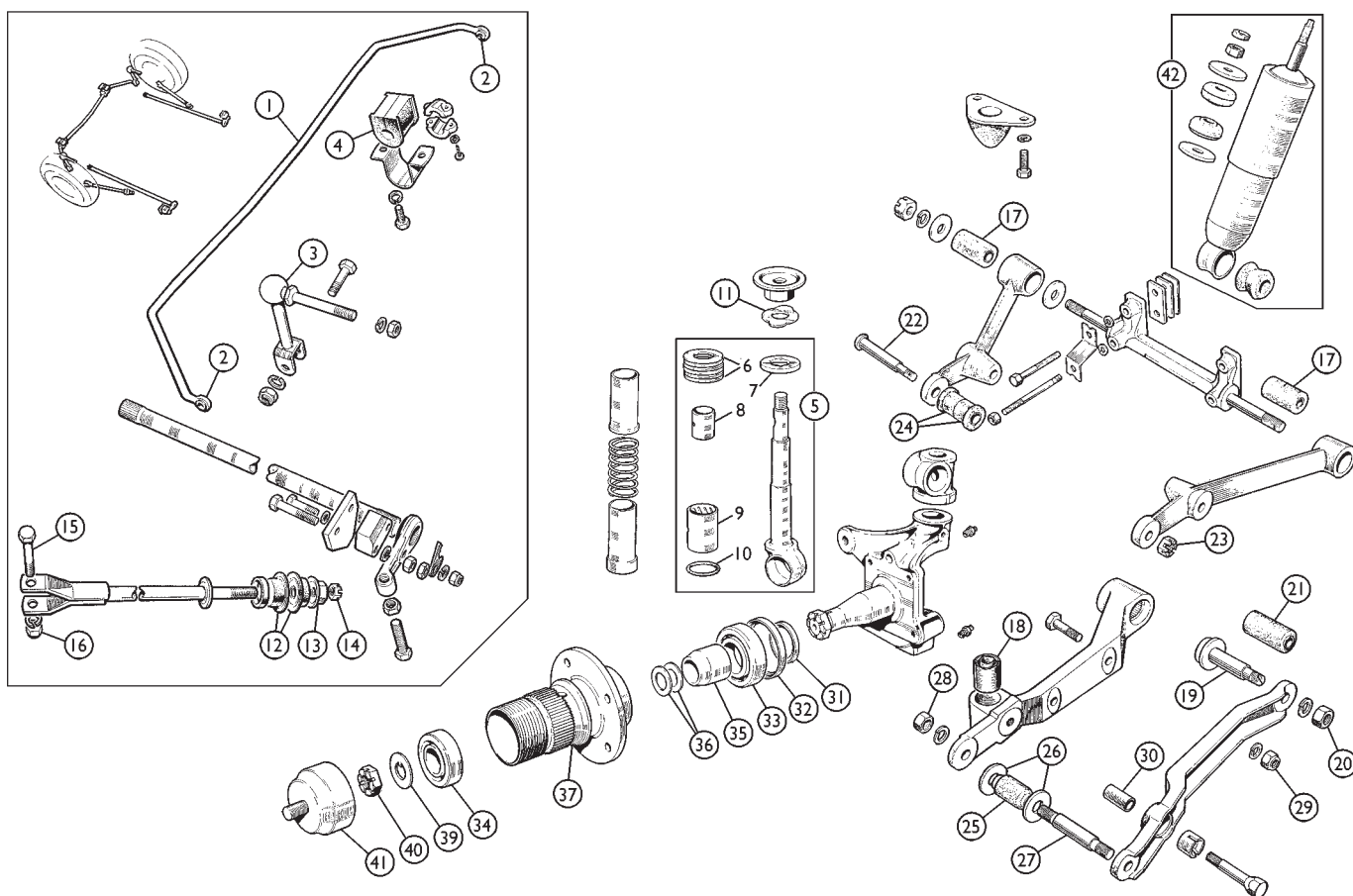
LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com

MOSS

MGC Steering / Suspension



No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

STEERING

263-390	\$19.95	TIE ROD END PAIR	1
780-380	\$6.80	GAITER	2

FRONT SUSPENSION ASSEMBLY

1	NA	SWAY BAR, stock, 5/8"	1
454-946	\$206.95	SWAY BAR 3/4"	1
454-956	NA	SWAY BAR 7/8"	1
2	280-910	BUSH, sway bar	2
3	264-846	LINK, sway bar	2
4	280-921	RUBBER MOUNT, 5/8" sway bar	2
5	780-418	KING PIN SET	1
6	264-920	THRUST WASHER	2
7	264-925	ADJUSTMENT WASHER, .052 - .057"	A/R
	264-930	ADJUSTMENT WASHER, .058 - .063"	A/R
	264-935	ADJUSTMENT WASHER, .064 - .069"	A/R
8	330-401	BUSH, upper	2
9	330-411	BUSH, lower	2
10	264-942	O RING, king pin	2
11	780-415	LOCKTAB, king pin	2
12	780-406	BUSH, tie bar	4
13	780-073	NUT, tie bar	2
14	310-410	NUT	2
15	780-147	BOLT	2
16	021-634	NUT, nylok	2
17	780-310	BUSH, upper A Arm	4
18	780-827	BUSH, tie rod, outer	2
19	780-650	FULCRUM, inner	2
20	310-380	NUT	2
21	780-653	BUSH, fulcrum	2
22	263-440	FULCRUM PIN	2
23	310-330	NUT	2
24	282-305	BEARING, fulcrum pin	4
25	780-722	BUSH, lower	2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
-----	----------	--------------	-------------	-------------	-----------

26	780-724	\$1.20	SPACER, lower	4
27	780-081	\$11.95	STUD, bottom	2
28	310-380	\$0.30	NUT	4
29	310-240	\$0.75	NUT, lock	4
30		NA	DISTANCE PIECE, lower	2
31	264-950	\$25.95	COLLAR, oil seal	2
	125-840	\$32.95	BEARING KIT	2
32	120-610	\$2.95	OIL SEAL, hub	2
33	126-000	\$9.65	BEARING, inner hub	2
34	126-100	\$7.95	BEARING, outer hub	2
35	264-620	\$14.95	SPACER, bearing	2
36	263-500	\$0.95	SHIM, front hub .003"	A/R
	263-510	\$0.95	SHIM, front hub .005"	A/R
	263-520	\$0.95	SHIM, front hub .010"	A/R
	263-525	\$0.95	SHIM, front hub .030"	A/R
37	780-870	\$171.95	HUB, R/H, wire wheel	1
	780-880	\$171.95	HUB, L/H, wire wheel	1
39	264-955	\$1.45	WASHER, bearing retaining	2
40	310-820	\$4.35	NUT, bearing retaining	2
41	264-120	\$11.95	CUP, grease retaining, disc wheel	2
	662-030	\$6.80	CUP, grease retaining, wire wheel	2
42	780-121	\$44.95	SHOCK	2
	264-691	\$149.95	SHOCK, Spax adjustable	2

WHEELS

454-665	\$219.95	WIRE WHEEL, painted 72 spoke	5
454-660	\$366.95	WIRE WHEEL, chrome 72 spoke	5
462-730	\$36.95	KNOCK-OFF, octagonal, L/H	2
462-740	\$36.95	KNOCK-OFF, octagonal, R/H	2
386-030	\$9.55	KNOCK-OFF WRENCH	1

moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

MGC Electrical / Body / Accessories

No.	Part No.	Price (each)	Description	Application	Qty. Req.
REAR AXLE					
	780-900	\$171.95	HUB, R/H, wire wheel		1
	780-910	\$171.95	HUB, L/H, wire wheel		1
ELECTRICAL					
	780-210	\$179.95	STARTER, rebuilt, exchange		1
		\$150.00	CORE CHARGE for starter		
	149-600	\$10.95	BRUSH SET		2
	131-400	\$79.95	SOLENOID		1
	130-000	\$149.95	ALTERNATOR, new		1
NOTE: This alternator replaces the original early remote regulator unit					
	540-280	\$6.85	PLUG KIT, terminal conversion		1
	130-440	\$119.95	CONTROL UNIT, original alt.		1
		NA	DISTRIBUTOR 41201		1
	560-145	\$39.95	CAP, distributor, Lucas		1
	560-125	\$10.95	CAP, distributor, replacement		1
	872-790	\$5.80	ROTOR, Lucas		1
	872-795	\$2.95	ROTOR, replacement		1
	152-220	\$13.95	POINTS & CONDENSOR SET, Lucas		1
	151-720	\$5.45	POINT SET, Lucas		1
	153-900	\$3.95	POINT SET, replacement		1
	151-730	\$4.85	CONDENSER, Lucas		1
	154-000	\$2.95	CONDENSER, replacement		1
	153-640	\$8.75	TERMINAL & LEAD		1
	222-415	\$110.95	PERTRONIX IGNITOR Fits original 25D6 distributor		1
	543-040	\$280.95	MALLORY DUAL POINT DISTRIBUTOR		1
	543-045	\$524.95	MALLORY UNILITE ELECTRONIC DISTRIBUTOR		1
	143-220	\$28.95	COIL, ignition		1
	143-200	\$46.95	LUCAS SPORTS COIL, heavy duty		1
	780-628	\$34.95	IGNITION WIRE SET		1

BODY

	457-235	\$1,495.95	HOOD, aluminum		1
	457-205	\$28.95	TRIM STRIP, chrome		1
	780-925	\$29.95	INSULATING PAD SET		1
	780-076	\$5.95	MGC BADGE, Roadster trunk		1
	780-303	\$46.95	MGC GT LETTER SET, hatch		1
	780-000	\$954.95	SEBRING GTS FENDER SET, fiberglass		1
Set includes front fenders and rear partial fenders.					
These panels are made in the UK and require major work to install. Please check our website for more information before ordering. Shipped by truck, freight collect.					

No.	Part No.	Price (each)	Description	Application	Qty. Req.
ACCESSORIES					
	212-360	\$47.95	WORKSHOP MANUAL		1
	213-800	\$57.95	MECHANICAL PARTS CATALOG	Reprint of the factory parts catalog	1
	213-805	\$57.95	BODY PARTS CATALOG	Reprint of the factory parts catalog	1
	213-810	\$57.95	POWER UNIT PARTS CATALOG	Reprint of the factory parts catalog	1
	222-745	\$38.95	LICENSE PLATE FRAME, stainless		1
	222-755	\$32.95	LICENSE PLATE FRAME, black		1
	240-645	\$22.95	THRESHOLD PLATE SET, stainless		1
	229-907	\$9.15	KEYFOB, MGC Logo		1
	222-640	\$18.95	MUDFLAPS, pair, MGC Logo		2
	222-415	\$110.95	PERTRONIX IGNITOR		1
	543-040	\$280.95	MALLORY DUAL POINT DISTRIBUTOR		1
	543-045	\$524.95	MALLORY UNILITE ELECTRONIC DISTRIBUTOR		1

MGC

Tech Tips

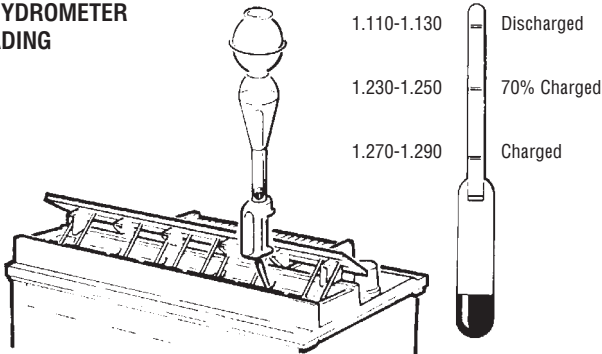
RECOMMENDED TEST EQUIPMENT:

D.C. Moving Coil Voltmeter Scale 0-20V
D.C. Moving Coil Ammeter Scale 5-0-100A

15/16 AC, 15/16/17/18/20/23/25 ACR Systems

TEST:

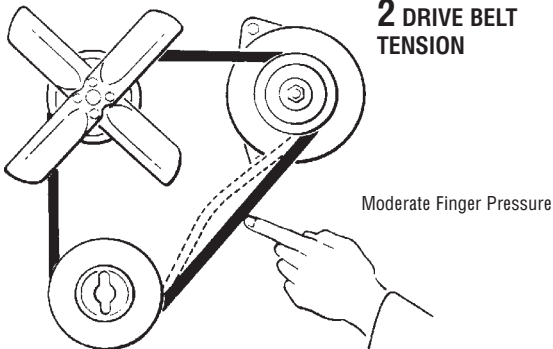
1 HYDROMETER READING



RESULT

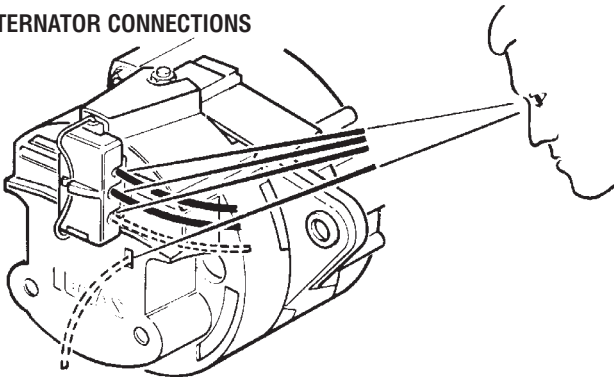
Below 1.230
Recharge and then test
→ Test 2
1.230-1.290
→ Test 2

2 DRIVE BELT TENSION



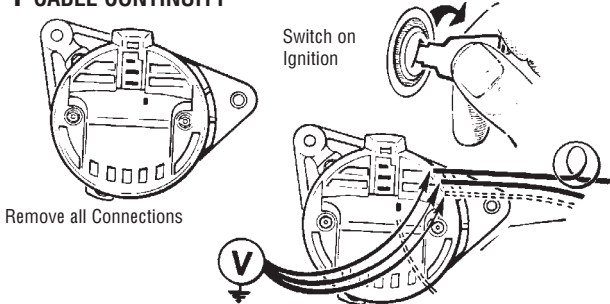
6mm (1/4")
→ Test 3
Loose and/or worn
Rectify
→ Test 3

3 ALTERNATOR CONNECTIONS



Clean and tight
→ Test 4
Loose and/or dirty
Rectify
→ Test 4

4 CABLE CONTINUITY



Battery Voltage
→ Test 5
No reading (If no reading for "Ind" lead, check warning light)
Rectify
→ Test 5

Lucas Archives - A.C. Charging Systems

Ammeter reading should exceed

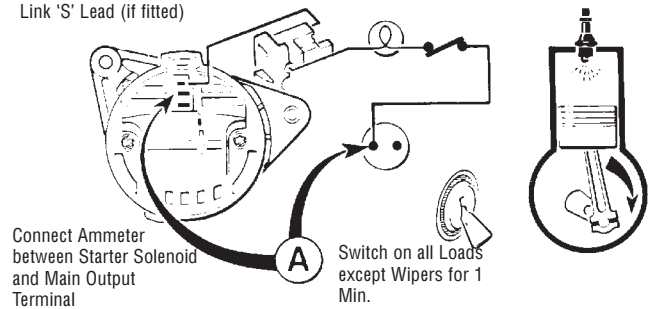
15 AC/ACR	25A
16 AC/ACR	30A
17 ACR	33A
17 ACR (Combine Harvester)	24A
18 ACR	40A
20 ACR	60A
23 ACR	50A
25 ACR	60A

Reading correct:

→ Test 6
If less than above, remove and rectify. (If 15/16 AC, short 'F' and '-' on 4TR and repeat. If satisfactory, replace 4TR → Test 6

5 ALTERNATOR OUTPUT

Link 'S' Lead (if fitted)



Connect Ammeter between Starter Solenoid and Main Output Terminal

Switch on all Loads except Wipers for 1 Min.

V1 0.5V max.
V2 0V max.

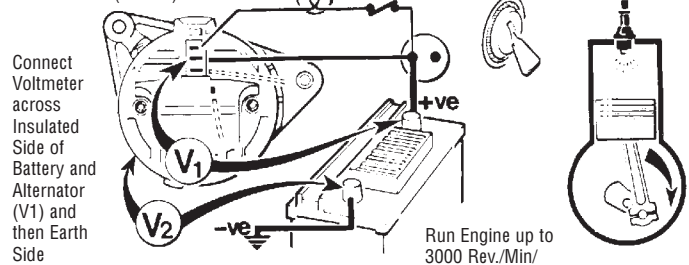
→ Test 7

If greater than above Rectify

→ Test 7

6 CIRCUIT CHARGING VOLTAGE DROP

Link 'S' Lead (if fitted)



Connect Voltmeter across Insulated Side of Battery and Alternator (V1) and then Earth Side (V2)

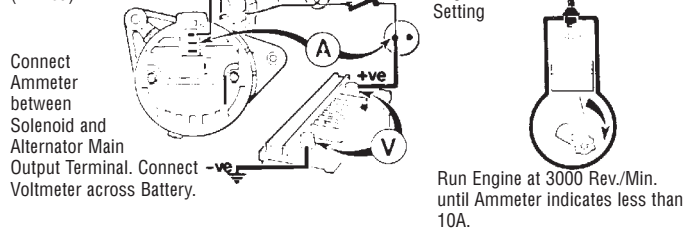
Run Engine up to 3000 Rev./Min.

Run until ammeter reads less than 10A.
Voltmeter should read 13.6 - 14.4V.

If reading incorrect, replace alternator control.

7 4TR, 8TR, 11TR, 14TR ALTERNATOR CONTROL

Link 'S' Lead (if fitted)



Connect Ammeter between Solenoid and Alternator Main Output Terminal. Connect Voltmeter across Battery.

Voltage Regulator Setting

Run Engine at 3000 Rev./Min. until Ammeter indicates less than 10A.

10/11 AC SYSTEMS

- Test 1 Hydrometer reading
See Test 1 ACR Systems
Test 2 Drive Belt Tension
See Test 2 ACR Systems
Test 3 Alternator Connections
See Test 3 ACR Systems

If ammeter shows no charge, check cables and connections to relay 'C' terminals.
If satisfactory

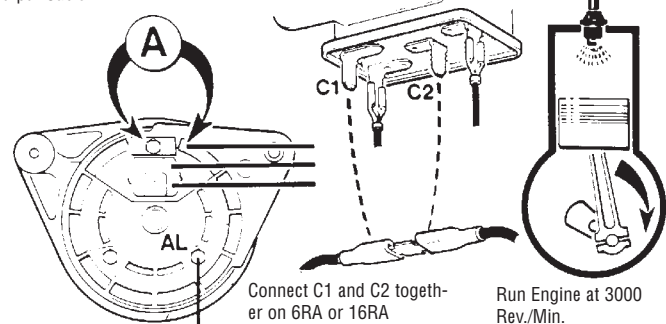
→ Test 5

If ammeter now shows charge, check cables and connections to 'W' terminals (6RA relay) or 'W' and 'R' terminals (16RA relay). 16RA only - measure voltage at alternator (see Test 7) and if 6-8V, replace relay. If incorrect, replace alternator.

→ Test 5

4 6RA, 16RA RELAY (CONDITION & CHARGE)

Connect Ammeter in Main Output Cable



Connect C1 and C2 together on 6RA or 16RA

Run Engine at 3000 Rev./Min.

Ammeter should read

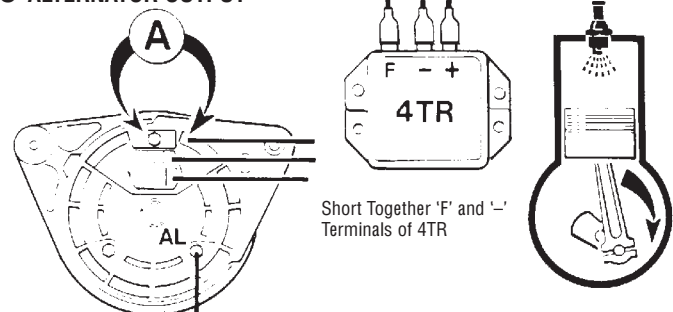
10AC	35A	
11AC 12V	45A	23567
11AC 12V	60A	23580
11AC 24V	23A	23633

→ Test 6

If less than above, remove alternator and rectify

Test 6

5 ALTERNATOR OUTPUT

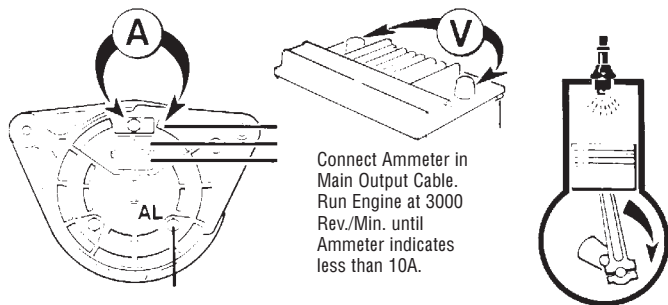


Short Together 'F' and '-' Terminals of 4TR

TEST:

RESULT:

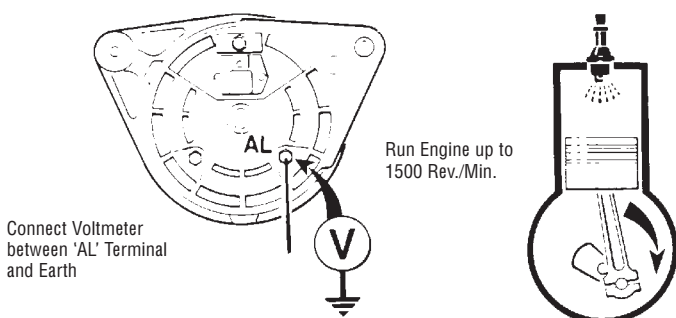
6 4TR ALTERNATOR CONTROL



12V Systems 13.9 - 14.4V
24V Systems 27.9 - 28.3V
Voltmeter correct as above, or
Low or high reading, replace 4TR, or
Unstable reading, high resistance in control circuit
Rectify

Test 7

7 WARNING LIGHT CIRCUIT (3AW SYSTEMS ONLY)



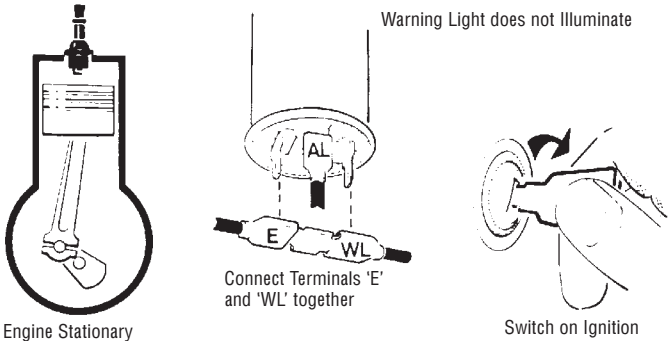
Voltmeter 6-8V, (14-15V for 24 volt alternators)

Test 8

If incorrect reading, replace alternator

Test 8

8 WARNING LIGHT CONTROL



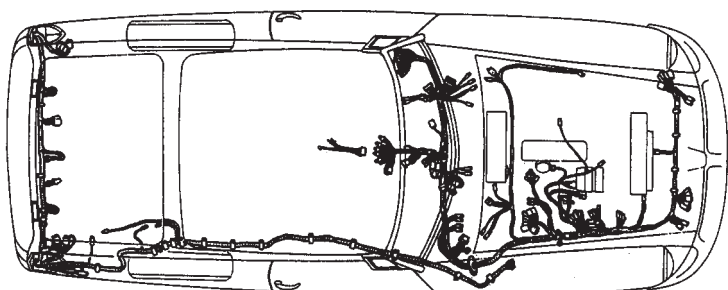
If warning light now illuminates, replace 3AW.
If warning light does not illuminate, check bulb and connections.

Our thanks to John Twist of Grand Rapids, Michigan for providing the following words of wisdom regarding electrical trouble-shooting, and for making sense out of standard Lucas wiring harness color coding as applicable to all MGBs and most British post-World War II vehicles.

Sorting out electrical problems requires a step-by-step, methodical approach. It is necessary to identify the problem, examine the wiring diagram, then trace the circuit, connection to connection (usually from the hot side), until the problem is found.

A quarter of all electrical problems arise from faulty battery connections; another quarter from a dirty fuse box.

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 the loom. There is no reason to cut through the PVC tape.



BLACK (B) Always EARTH (ground), unfused

Black (B): Various locations
Black/green (BG): URP switch to cooling fans
Black/white (BW): Brake warning light

BROWN (N):

Always HOT, unfused
Brown (N): Various locations
Brown/light green (NLG): Windscreen motor switch
Brown/yellow (NY): Indicator light to alternator
Brown/purple (NP): Unused

WHITE (W) HOT with ignition ON, unfused

White (W): Key to ignition relay, cut-off switch, fuel pump, ignition ballast resistor, fuse box, various locations
White/black (WB): distributor to coil, coil to tachometer
White/blue (WU): Stepped down voltage for distributor amplifier
White/brown (WN): Ignition switch relay to fuse box, starter solenoid to starter relay, oil pressure sending unit to gauge (1968 - '69 only)
White/green (WG): Key switch to radio, HOT unfused at first key position; wipers and heater (earlier)
White/light green (WLG): Solenoid to coil, ignition ballast resistor to coil
White/red (WR): Key switch to starter relay, starter relay to brake warning diode

PURPLE (P) Always HOT, fused

Purple (P): Fuse box to horn, various locations
Purple/black (PB): Horn to horn switch
Purple/green (PG): Key buzzer to time delay buzzer
Purple/pink (PK): Key switch to key buzzer
Purple/white (PW): courtesy lamp/boot lamp to earthing switches

It may be easier to visualize the wiring as plumbing: Wires as pipes; switches as valves; the battery as pressure; and all "juice" must return to the battery.

Light bulbs work or not. A dimly glowing bulb indicates a faulty earth (ground).

Carb. cleaner removes paint or undercoating from wires to expose the true color code.

If the trunk earth (ground) connection is loose or unattached (license holder bolts), the fuel pump, side markers, courtesy light, reverse lights, license lights, or tail-lights malfunction.

If the hazard switch is not snapped off with vigor, the turn signals may not operate.

Tools: A 12-volt test light and wiring diagram are necessities before beginning..

Warning: Approaching an electrical malfunction without a test light, or helter skelter, is a certain route to madness.

GREEN (G) HOT with ignition ON, fused

Green (G): From fuse box to various locations
Green/black (GB): Fuel tank unit to gauge
Green/blue (GU): Temp. sending unit to gauge
Green/brown (GN): Reverse lamp switch to reverse lights; heater fan to switch
Green/orange (GO): Brake pressure switch, handbrake switch, brake warning diode, brake warning light
Green/pink (GK): Service interval counter (EGR light)
Green/red (GR): Left turn signals to switch
Green/white (GW): Right turn signals to switch
Green/yellow (GY): Heater to fan switch

RED (R) Parking lights, fused or unfused

Red (R): Fuse box to side markers, parking lights, switch to lights, 1963 - '69
Red/green (RG): Light switch to fuse box, panel rheostat
Red/light green (RLG): Wiper motor to switch
Red/white (RW): Panel rheostat to panel lights

BLUE (U) Headlamps, unfused

Blue (U): Light switch to dimmer switch
Blue/light green (ULG): Wiper motor to switch
Blue/red (UR): Dimmer switch to low beam
Blue/white (UW): Dimmer switch to high beam, high beam indicator

LIGHT GREEN (LG) Various applications

Light Green/black (LGB): Washer pump to switch
Light Green/brown (LGN): Flasher to turn signal switch, flasher hazard switch
Light Green/green (LGG): Voltage stabilizer to fuel/temp. gauges
Light Green/purple (LGP): Hazard switch to hazard warning lamp

SLATE (S) HOT with ignition OFF, fused and unfused

Slate (S): Key to in-line fuse
Slate/purple (SP): Fuse to anti-run on valve
Slate/yellow (SY): Anti-run on valve to oil pressure switch

YELLOW (Y) HOT in 3rd/4th, ignition ON, fused

Yellow (Y): Overdrive switch to relay, 1963 - '67; overdrive switch to 3rd-4th switch, 1968 - '76
Yellow/brown (YN): Driver's seat belt to time delay buzzer
Yellow/purple (YP): Time delay buzzer to seat belt warning light; overdrive circuit
Yellow/red (YR): Overdrive circuit

Tech Tips

RECOMMENDED TEST EQUIPMENT:

D.C. Moving Coil Voltmeter Scale 0-20V

Hydrometer

Note:

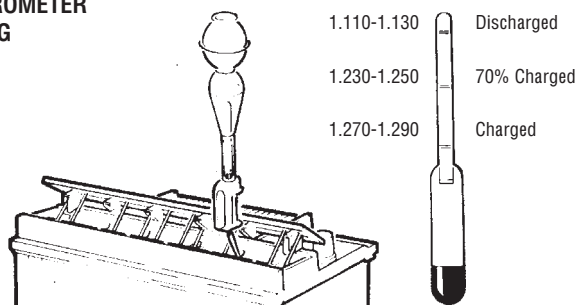
1. Test figures quoted are typical only
2. During testing, the engine should be cranked without starting:
Gas - Disconnect coil to distributor LT lead
Diesel - Operate engine stop control

Lucas Archives - Starting System

TEST:

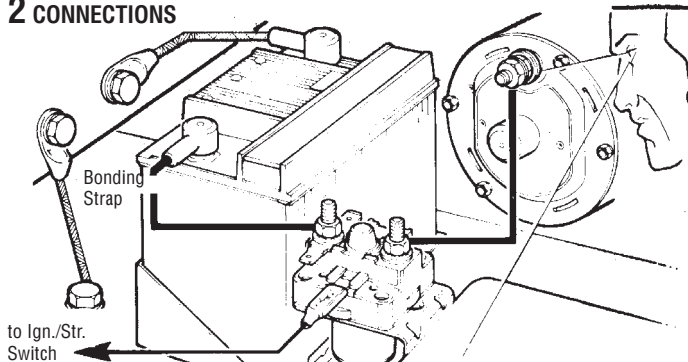
RESULT

1 HYDROMETER READING



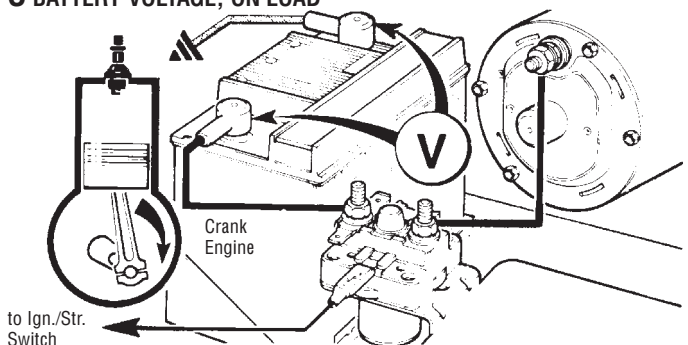
Below 1.230
Recharge and then test
→ Test 2
1.230-1.290
→ Test 2

2 CONNECTIONS



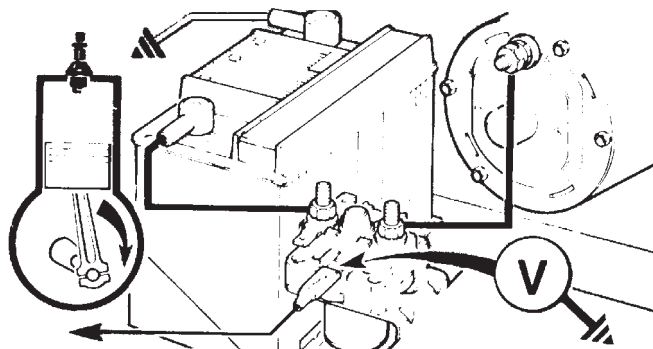
Clean and tight
→ Test 3
Loose and/or dirty
Rectify
→ Test 3

3 BATTERY VOLTAGE, ON LOAD



If starter does not motor, check solenoid operation, cables, earth connections. Rectify. Should be approx.
Inertia 10.5v
Pre-Engaged 10.0v
→ Test 4
Below expected voltage, check battery charge and if low, re-test with good battery
→ Test 4

4 VOLTAGE AT SOLENOID OPERATING TERMINAL



Should be:
Similar voltage to previous test
→ Test 5
If voltage is lower than in previous test, check ignition/starter switch, all cables and connections, etc. Rectify
Test 5
See also note below

moSS

MOSS MOTORS, LTD. TOLL-FREE ORDERS **1-800-667-7872**

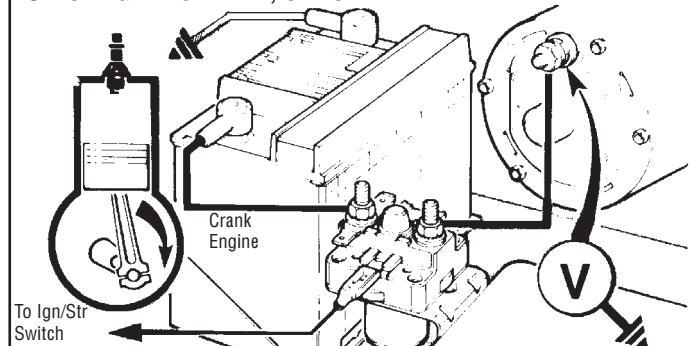
Should be:
Within 0.5V of voltage in
test 3

→ Circuit
Satisfactory

Voltage more than 0.5V
below reading in test 3

→ Test 6

5 VOLTAGE AT STARTER, ON LOAD



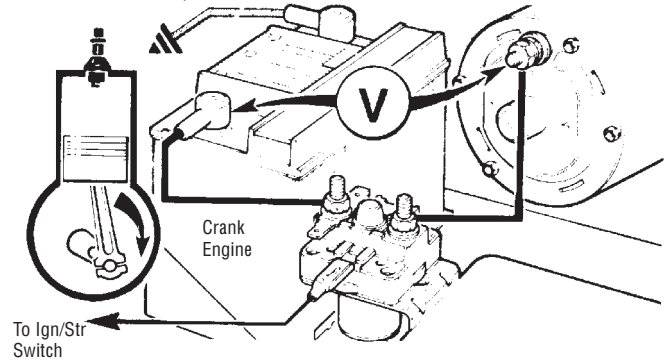
Should be:
Approx. zero voltage

→ Test 8

If above 0.5V

→ Test 7

6 VOLTAGE DROP, INSULATED LINE



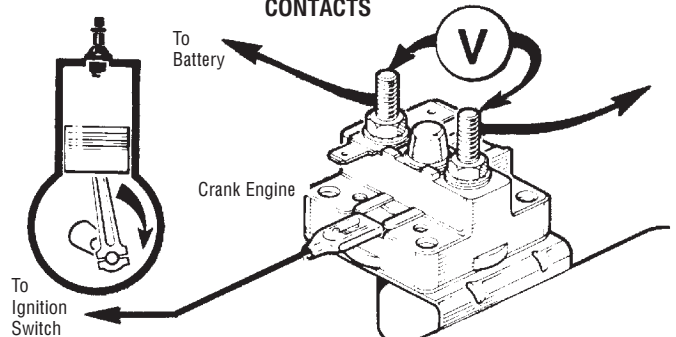
Should be:
Approx. zero voltage.
If shown, solenoid is
satisfactory and a fault
exists elsewhere in the
circuit. Check all insulat-
ed line cables and con-
nections. Rectify.
Re-check as test 6

→ Test 8

If above 0.25 V, replace
solenoid

→ Test 8

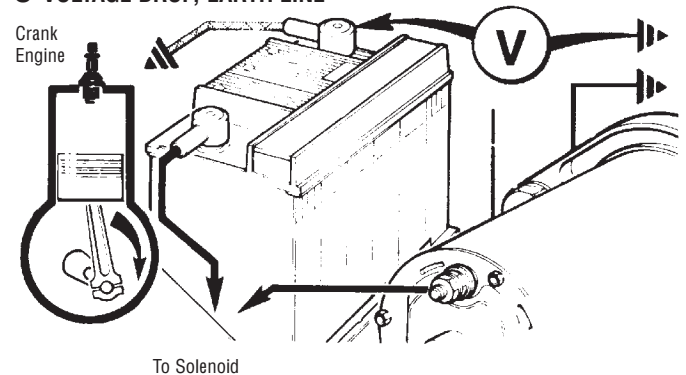
7 VOLTAGE DROP, SOLENOID CONTACTS



Should be:
Approx. zero voltage.

If above 0.25V, check all
earth connections
including chassis/engine
bonding strap.

8 VOLTAGE DROP, EARTH LINE



Diagnosing Wiring Troubles! (Words of Wisdom to Live and Drive By)

Does your car let you down every time you try to start it, or those wipers only work when it is not raining? Perhaps the indicators go dim every time you apply the brakes, and the horn only operates when the lights are off.

Before you go out to buy new lights, horns, switch gear, voltage rectifiers and anything else that carries an electrical current, it may be worthwhile spending time checking out the wiring rather than shelling out on new parts.

Quite often I have found that electrical components supposedly faulty, are perfectly all right, i.e., "blown" headlamps which are intact, switches that work when connected to a multi-tester, horns that stop making funny gurgling noises and operate correctly when connected to the battery for a test. Many electrical faults are caused by two frequently overlooked factors, either working separately, or together to produce a variety of interesting visual and sometimes pyrotechnic effects. The first of these factors is simply caused by age and the climate - electro-rheumatism if you like. The second is caused by that stalwart of the motoring world, Captain Accessory!

I am always surprised by the large number of good quality products on the market (and this does include radios, etc.) which are let down either by the cheap, easy-to-use connectors sold with the kit, or by "hash wiring" on the part of the installer. Fitting any accessory should be dealt with in the same way that any other task should be undertaken on a vehicle - properly. Connections should be mechanically and electrically sound.

The worst electrical problems I have faced have been caused by "bodged" wiring or faulty connections. Easy-to-use connectors often provide me with hours of entertainment, as does unwrapping electrical insulation tape to find wires that have been just cut, stripped back and twisted together. It always works for a while!

And it's not bodged wiring - some products are of an appalling quality. For example, I have tried various different HT leads in my car to "improve the quality of the spark", "reduce resistance", and "provide better ignition". Most of these leads have been useless. It doesn't matter two hoots that the PTFE casing and superior quality copper core offers less resistance than the normal standard item - what matters is that if the cap doesn't fit the spark plug, it will just bounce off. One famous make had such appalling connections that it would not fit into the standard Lucas distributor.

If you are going to tackle any electrical work for your car, then do it properly and do it once. Throw away those cheap connectors and get the right tools to do the job properly - because I can guarantee that if you don't, that one day you'll wish you had - or even worse, you'll get rid of the car because it keeps going wrong. (I've picked up a few cheap cars like that which sing after two or three hours with a soldering iron!)

Get the Right Tools:

1. Soldering Iron - Get one with: 5 to 15 watts output, stay clean tips, decent stand, and PTFE leads (which make the iron easy to handle).

2. You probably already own one of those multi-purpose devices that cuts, strips wires and fits connectors. Throw it in the trash. Buy instead: Long Nose Pliers, Side Cutters, Wire Strippers, Insulation Tape, and Solder (60 - 40 lead/tin mix with flux incorporated).

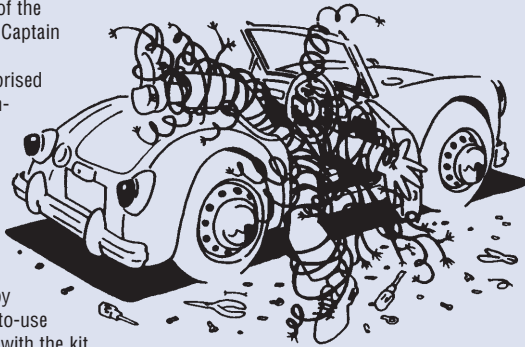
3. Connectors - Get the type of connectors that are already in use on your car - spade connectors and bullet connectors (that can be soldered) and throw the crimp connectors into a bin!

Three important safety tips:

1. Disconnect the Battery

A fully charged battery can use around 120 amps to turn over a cold car engine. Making a mistake and accidentally connecting the positive to the earth can have some interesting affects, i.e.:

i. Any wire involved in a direct connection will act like a fuse and melt (this includes HT wire).



ii. The battery could explode if an HT wire does not fuse quickly enough.

iii. 120 amps is enough to weld your screwdriver to any object very easily.

iv. You can receive nasty burns if you use yourself as a suitable earthing point. (Remember DC current differs from AC in that it does not change direction - once you get to grips with DC it won't let go!)

2. Holding the soldering iron

Never grab the soldering iron if it starts to fall. Sounds obvious, but there are still plenty of electrical engineers around who hold out their left hand when greeting somebody!

3. Suitable wiring

Finally, make sure that the wires you are using have the correct current capacity for the power they have to take. Using cable that is too thin is the electrical equivalent of reducing three lanes of motor way into one - total breakdown - if the current is much higher than the wire, the wire will act like a fuse and melt.

Making Connections

1. Spade connectors

Strip back 1/4" of wire without ripping out half of the strands, (if you have never used wire strippers before, have plenty of practice with some old bits of wire) twist the strands together and solder the bare end.

Always heat the wire with the soldering iron and apply the solder to the wire while it is still in contact with the iron. The wire must be hot enough for the solder to flow into the wire strands - but don't keep the iron there for too long, otherwise the outer sleeve of the wire will melt back. It is an art worth learning.

Do not apply solder to the iron and then try to "blob" the solder on to the wire - it never works because the solder "dries out" as the flux evaporates, and then the resulting joint can become brittle and prone to breaking (aka "Dry Joint").

Once cool, fit a spade connector sheath over the wire and then crimp the connector to the wire. The crimping makes a mechanically sound connection, but this is not enough. Returning to the soldering iron, you then need to apply heat to solder the wire to the connector to ensure an enduring connection, just like they do at the factory.

2. Bullet connectors

Bullet connectors are needed where (A) two separate lengths of wire are to be joined together or (B) where an extra wire is to be added to a main feed.

Many bullet connectors can be crimped on as well as soldered to enhance the quality of their connection, but the stock items used by BL tend to be a bit more tricky and can only be soldered - so you must ensure that the soldered connection is not dry!

Strip back 3/8" of cable and solder the strands. Insert in the end of the bullet - it may help to "kink" the strands slightly to keep the bullet in place - and then re-apply the soldering iron to the top of the bullet. Allow it to heat up and then apply the solder through the hole at the top of the bullet so that it can run inside, attaching the cable to the wall of the connector.

The advantage of these connectors is that, if corroded, the connector block can be thrown away and a new one fitted without having to do any more soldering. Also, they can provide multiple outlets for power, but watch out for that current overload on the original feed wire!

The disadvantage is that the connector is a mechanical fit and prone to electrical failure when corroded, which is why many cars start going wrong after five year's use!

An Extra Fuse Box

If you are accessory mad, the use of a fuse box with a direct link to the solenoid may provide a safe, efficient answer, rather than connecting countless new wires onto an overburdened wire feed.

Again, make sure that the wire, from the feed to the box has sufficient capacity to deal with any load place upon it (an in-line fuse may further protect the entire system).

Is it worth the effort you might ask? Yes! A clean job is a good job!

1. If it's soldered, then the connections will be better, stopping nagging electrical failures and dangerous burn-outs; the connectors are cheaper too.

2. The proper connectors often allow easier access for repair of equipment.

3. Stops wires from sparking and equipment lasts longer.

4. It looks better, too!

Moss Staff

MGB

Tops

Over the years, the MGB was equipped with three different designs of top bows. Early cars came with either the stow-away top or a grey folding frame that scissored toward the center of the car. 1971-80 cars were equipped with an improved black-painted folding bow set. All of the frame sets are interchangeable, and we offer a wide range of tops for each design.

1963-70 Stow-Away Frame

	Color	Part No.	Regular
With Fixed Rear Window			
Robbins Vinyl	Black	242-650	\$299.95
	Tan	242-280	299.95
	White	242-680	299.95
With Zip Out Rear Window			
Sunfast Cloth	Black	242-990	709.95
	Tan	242-995	709.95
Vinyl	Black	242-665	390.95



1963-70 Grey Folding Frame

	Color	Part No.	Regular
Robbins Vinyl	Black	242-640	\$299.95
	White	242-670	299.95

1971-80 Black Folding Frame

The zip-out rear window was original from 1977 with improved ventilation. The Cabriolet design top features a full-padded headliner that gives a luxurious look and a brighter, quieter interior.

	Color	Part No.	Regular
With Zip Out Rear Window			
Robbins Vinyl	Black	242-655	\$311.95
	White	242-695	311.95
	Tan	242-295	311.95
Sunfast Cloth	Black	242-740	625.95
	Tan	242-745	625.95
Cabriolet Dull Cote Vinyl	Black	242-775	807.95
Cabriolet Stayfast Cloth	Black	242-795	1,091.95
	Brown	242-785	1,091.95
With Fixed Rear Window			
Robbins Vinyl	Black	242-645	299.95
	White	242-690	299.95

Tonneau Covers

Sun-Fast Cloth Tonneau Covers

Please allow 3 weeks for delivery.

	Color	Part No.	Regular
1962-67	Black	241-441	\$560.95
	Tan	241-451	560.95
1968-69 (w/o H/Rest Pockets)	Black	241-444	560.95
	Tan	241-454	560.95
1970-80 (w/o H/Rest Pockets)	Black	241-446	546.95
	Tan	241-456	546.95
1970-80 (With H/Rest Pockets)	Black	241-466	577.95
	Tan	241-476	577.95



Vinyl Tonneau Covers

Applications listed are LHD, but RHD versions may be special ordered. All snaps are included and require installation to match the fittings on your car.

	Color	Part No.	Regular
1962-67	Black	241-440	\$272.95
1968-69 (w/o H/Rest Pockets)		241-443	272.95
1970-80 (w/o H/Rest Pockets)		241-445	269.95
1969 (With H/Rest Pockets)		241-460	280.95
1970-80 (With H/Rest Pockets)		241-465	280.95



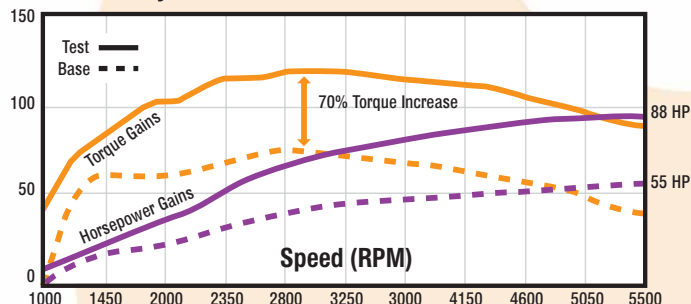
ORDER ONLINE or CALL: **1-800-667-7872**
mossmotors.com

moss

MGB Supercharger System



Dyno test Results • 1973 MGB Roadster



Was 55 HP **Now 88 HP!**
Was 74 Ft. Lbs. **Now 118 Ft. Lbs.!**

- 50% increase in HP at rear wheels*
- Eaton supercharger technology - OE on Jaguar, Mercedes Benz, etc.
- 100,000 mile warranty on supercharger**
- 7.5 to 8.25 psi boost at sea level
- Kit includes:
 - Water pump
 - Jetted and modified SU HIF 44 carburetor
 - K&N air filter
 - All hardware for installation
 - Detailed instructions

*Actual dyno results when installed on a stock 1973 MGB, your results will definitely vary

**Limited warranty - details available upon request

The new MGB supercharger system uses the same Eaton positive displacement roots-type supercharger found on contemporary OE applications such as Mercedes Benz and Jaguar. In spite of its modern origin, Moss was careful to design the system to look like it was a factory-installed option that complements the classic MG image.

Moss engineers designed an intake manifold that provides equal airflow, pressure and fuel mixture to each cylinder. By optimizing the distribution in the manifold for each cylinder, you can run more boost pressure without the chance of harmful detonation. The Moss supercharger system produces 7.5-8.25 PSI of boost at sea level. And bolted to a stock engine you can expect a minimum 50% increase in rear wheel horsepower.

The Supercharger kit is very complete and includes a 4-rib serpentine belt drive system, new cast iron water pump, a set of colder NGK BPR7ES sparkplugs and a high-flow K&N air filter. The 1968-74.5 kit also includes a new Lucas high output alternator. The 1975-80 kit requires the installation of either a stock early manifold and downpipes or a header.

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.

#150-058	1965-67	MGB Supercharger System	\$3,145.00
#150-068	1968-74.5	MGB Supercharger System	\$3,145.00
#150-078	1975-80	MGB Supercharger System	\$3,145.00

Extremely detailed instructions and a list of Frequently Asked Questions may be previewed at www.mossmotors.com

TOLL FREE
800.667.7872
 FAX 805.692.2525

OVERSEAS ORDERS
805.681.3400

VISIT US ONLINE
www.mossmotors.com



Moss Motors, Ltd.
 440 Rutherford Street
 P.O. Box 847
 Goleta, CA 93117

CHANGE SERVICE REQUESTED