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440 Rutherford Street
Goleta, CA 93117

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LTD.

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The 2019 Moss Motorfest
will be on **June 8, 2019.**

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MOSS

FALL/WINTER 2018

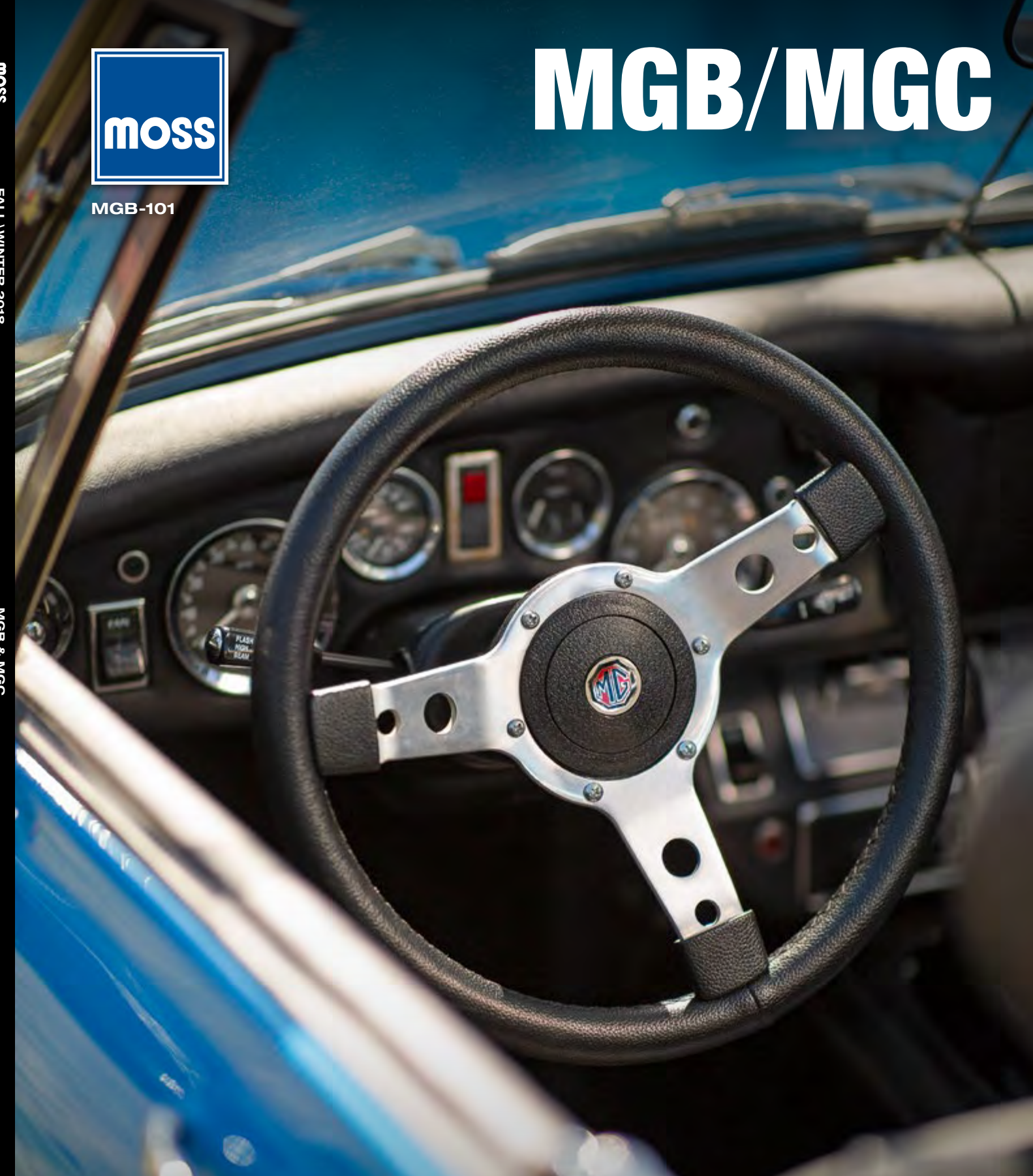
MGB & MGC

MGB-101



MGB-101

MGB/MGC



Make it Your Own!

With Our Deep Selection of Parts & Accessories

SINCE 1948

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MOSS MOTORS, LTD.

As original as you'd like it to be.

"Is that photo on the cover a picture of George Washington's interior?" It's not an entirely unreasonable question. The handle has been replaced many times, but the blade only once or twice.

When first shown the photos for our latest round of catalog covers, my knee-jerk reaction was to say no, because our customers wouldn't like a set of aspirational photos showing highly visible, "not original" parts. But I had to ask myself, what is incorrect, and by who's standard?

I'm the guy who says I've never tried to make a car original because someone else would always do a better job. And, if held to the same standard above, my whole collection would fail.

The thing is, it's not someone else's car, it's yours, and you should do with it as you please.

We cannot count the number of spectacularly flawless and accurate restorations we have seen. There are seemingly no limits to the quality of workmanship one may find at a car show. Sometimes, however, this fact can be daunting to those of us less able, or willing, to go the originality route.

With that in mind, this round of covers celebrates individual tastes. Go ahead and slap that SpongeBob sticker over the speedo. Old British cars aren't that fast anyway.

Happy Motoring,
Robert Goldman

Robert Goldman
Chairman, Moss Motors, Ltd.

Vist Our Showrooms

Eastern Showroom

25651 Simpson Rd.

Petersburg, VA 23803

Ph: 800-431-2496

Hrs: Mon – Fri 9:00am – 4:30pm

Sat – 9:00am – 3:00pm •

• March 1 - September 30

Western Showroom

440 Rutherford St.

Goleta, CA 93117

Ph: 800-667-7872

Hrs: Mon – Fri 8:30am – 4:30pm

Sat – 9:00am – 3:00pm

Place a single order of \$1,500 or more and you will automatically receive 10% off regular priced parts for 12 months! You will also be paired with a dedicated Sales Person who will give you personalized service.

Extend your time on the Customer Loyalty Program - While a member of the Loyalty Program, order a total of \$1,000 or more within 12 months and we will extend your 10% discount for an additional year! Only one extension per year is allowed.

For more information, visit MossMotors.com/Loyalty



Give The Perfect "Part"



You can provide exactly what your favorite British car enthusiast needs when you give a Gift Certificate. Gift Certificates are available in one dollar increments, and shipped USPS 1st Class or UPS Next Day or 2nd Day if you need faster delivery. Order by phone 800-667-7872 or online MossMotors.com.



Your Favorite Brands



moSS

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.

See Your Car on the Cover

Great vehicles wanted! Contact creative@mossmotors.com if you're interested in participating in a cover shoot.

MGB/MGC

Featured Products



111-419

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.

Wire Wheel Conversion Kit - Eared Knockoffs (w/o wheels)	111-490	\$769.99	
Wire Wheel Conversion Kit - Octagonal Knockoffs (w/o wheels)	111-495	769.99	
Chrome Wheel Conv. Kit - 14" x 4.5" - Eared Knockoffs	111-419	2,599.00	
Painted Wheel Conv. Kit - 14" x 4.5" - Eared Knockoffs	111-429	1,999.00	
Chrome Wheel Conv. Kit - 14" x 4.5" - Octagonal Knockoffs	111-418	2,599.00	
Painted Wheel Conv. Kit - 14" x 4.5" - Octagonal Knockoffs	111-428	1,999.00	
Chrome Wheel Conv. Kit - 14" x 5.5" - Eared Knockoffs	111-416	2,899.00	
Painted Wheel Conv. Kit - 14" x 5.5" - Eared Knockoffs	111-426	2,399.00	
Chrome Wheel Conv. Kit - 14" x 5.5" - Octagonal Knockoffs	111-417	2,869.00	
Painted Wheel Conv. Kit - 14" x 5.5" - Octagonal Knockoffs	111-427	2,369.00	
Chrome Wheel Conv. Kit - 15" x 5" - Eared Knockoffs	111-436	2,999.00	
Painted Wheel Conv. Kit - 15" x 5" - Eared Knockoffs	111-446	2,199.00	
Chrome Wheel Conv. Kit - 15" x 5" - Octagonal Knockoffs	111-437	2,969.00	
Painted Wheel Conv. Kit - 15" x 5" - Octagonal Knockoffs	111-447	2,169.00	

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Moss Motoring

Moss Motoring is our magazine and also a website dedicated to British car enthusiasts. Visit MossMotoring.com for volumes of information and stories, and to sign up to receive the magazine.



Place your order by 3 p.m. your local time and we will ship it the same day. See website for latest up to date information and details.



Free Shipping Over \$700.
Orders over \$700 that go by UPS that are shipping to an address in the 48 States go free.

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2-Year WARRANTY

We stand behind the products we sell by offering the Longest Warranty in the business. Every Classic British Part is backed by our 2-Year warranty to be free from defects in material and workmanship.

See website for full details.



PHONE ORDERS

US 800-667-7872 INTL 805-681-3400

FAX ORDERS

805-692-2525

ONLINE ORDERS

MossMotors.com

CUSTOMER SERVICE

800-689-9313

MOSS

FEATURED PRODUCTS

A4



MUS 4.3 Battery Test & Charge by CTEK

The MUS 4.3 Test and Charge combines an advanced microprocessor controlled battery charger with a battery and alternator test function to provide the ultimate in battery testing, charging and maintenance.

Testing - Three easy to use programs to test battery voltage, starting power and alternator performance to provide a complete picture of battery and vehicle charging system health.

Charging - MUS 4.3 Test and Charge provides excellent charging performance. The charger solves a broad range of battery problems. It features include a patented automatic desulphation program and a special reconditioning function that revives and restores deeply discharged and stratified batteries. The patented Float/Pulse maintenance makes the charger ideal for long-term maintenance.

Features & Technical Info:

- Input 110-120VAC, 50-60Hz, 0.6A max
- Output 14.4V/14.7V/15.8V, 4.3A max
- Fully automatic 'connect and forget' 8 step 12V charging cycle
- 3 voltage test programs
- Battery types: All types of lead-acid batteries, 12V, WET, MF, Ca/Ca, AGM, GEL
- Insulation: IP65 (splash and dust proof)
- Patented float/pulse maintenance for batteries up to 160Ahh
- 5 Year Limited Manufacturer Warranty

MUS 4.3 Battery Test & Charge 386-290 \$119.99

Accessories

Silicone Bumper Cover	386-292	\$9.99
Mounting Bracket	386-293	9.99
Comfort Connect Cable	386-294	5.99
8.2 ft Extension Cable	386-295	9.99



386-293

MXS 5.0 Battery Charger by CTEK

The MXS 5.0 is an advanced microprocessor controlled battery charger which gives unrivalled performance for batteries from 1.2-110Ah. It comes with automatic temperature compensation built in which ensures the best charging performance, even in the most extreme conditions. The MXS 5.0 also includes battery diagnosis to establish whether your battery can receive and retain a charge, patented automatic desulphation program, an AGM option which maximizes the performance life of most Stop/Start batteries and a special Recondition mode for reconditioning deeply discharged batteries. The MXS 5.0 uses CTEK's patented float/pulse system, which is the most efficient maintenance mode when a battery is connected for long periods.

Features & Technical Info:

- Input 110-120VAC, 50-60Hz, 0.6A max
- Output 14.4V/14.7V/15.8V, 4.3A max
- Fully automatic 'connect and forget' 8 step 12V charging cycle
- Battery types: All types of lead-acid batteries, 12V, WET, MF, Ca/Ca, AGM, GEL
- Insulation: IP65 (splash and dust proof)
- Patented float/pulse maintenance for batteries up to 160Ah
- 5 Year Limited Manufacturer Warranty



CTEK

New Feature offered with the MXS 5.0 Charger:

- Built in charge voltage temperature compensation according to ambient temperature

MXS 5.0 Battery Charge	386-296	\$92.99
Accessories		
Silicone Bumper Cover	386-292	\$9.99
Mounting Bracket	386-293	9.99
Comfort Connect Cable	386-294	5.99
8.2 ft Extension Cable	386-295	9.99

GB40 Lithium Jump Starter by NOCO

The GB40 is a portable lithium-ion battery jump starter pack that delivers 1,000-amps (7,000 J3S) for jump starting a dead battery in seconds. It features a patented safety technology that provides spark-proof connections and reverse polarity protection making safe and easy for anyone to use. It's a powerful battery booster that doubles as a portable power source for recharging USB devices, like a smartphone, tablet and more.



Features:

- A lithium battery jump starter rated at 1,000 Amps (7,000 Joules3S).
- Spark-proof connections and reverse polarity protection.
- Recharges USB devices, like smartphones, tablets, and more.
- 100 lumen LED flashlight with multiple modes, including SOS.
- Jump starts gas engines up to 6 liters, and diesel up to 3 liters.
- Provides up to 20 jump starts on a single charge.

GB40 Lithium Jump Starter 386-420 \$124.99



800-667-7872

*See ordering page for details

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FEATURED PRODUCTS

A5



H4 Style Headlamp LED Conversion Kit

Developed for H4 (Semi-Sealed) style headlamps a Stella Lux LED conversion represents a technological breakthrough for classic car owners. With modern vehicle lighting levels of 3000 Lumens per bulb, three times brighter than a standard H4 halogen bulb. These emit a bright white 6000K color and deliver vastly improved road presence and visibility for a safe confident driving experience whatever the conditions. The kit comes with a pair of premium quality 25W LUMILEDS LUXEON Z ES LED H4 light units with a 10,000+ hour lifespan and low load plug-and-play dual polarity drivers. Instructions included for a straightforward installation.

Conversion Kit 171-250 \$169.99



235-846

Oil Cooler Duct by Revotec

Supplied with laser cut aluminium mounting brackets and all fittings. Formed from HDPE to ensure reliability. Stepped inlet to accommodate two sizes of ducting. Supplied with Pull Through Kit for mounting.

Oil Cooler Duct - 13 Row	235-926	\$89.99
Oil Cooler Duct - 16 Row	235-996	89.99
Oil Cooler Duct - 19 Row	235-846	89.99
Hose Mount - 63mm	235-999	18.99
Neoprene Hose - 3ft	363-440	26.99
Neoprene Hose - 6ft	363-441	49.99



Rover Mobile Task Light by Striker

The Rover is compact, lightweight (395grams / 0.87lbs), and of course is extremely durable. It features a aluminum head that acts as a fully functional heat sink. Unlike halogen shop lights, the Rover is always cool to the touch. The Rover is surrounded by a tempered steel exoskeleton, which has been drop tested extensively. The steel exoskeleton also acts as a stable base, or frame to hang the light. There is a universal tripod mount on the bottom of the Rover so users can elevate the light if necessary. It is powered by dual lithium-ion rechargeable batteries that boast 4000mAh ensuring you will have plenty of power, and long run times. Recharge by simply inserting the supplied USB cable into the plug on the back. If you need longer run times, the Rover can be used while plugged in. Once aimed, cycle through the 4 modes (High, Low, Strobe and SOS) until you find the one that is right for your needs at the time.

Features:

- 1200 lumens
- Dual focus lens
- Dual Lithium-ion battery technology
- Steel ExoSkeleton
- Universal camera tripod mount
- 4 light modes (high, low, SOS, strobe)

Rover Mobile Task Light 386-475 \$49.99



Universal Fuel Pump Kit by Lucas

The Lucas universal fuel pump kit is an extremely quiet and reliable steel cased sealed unit with zinc plating. It includes attached filter, mounting bracket, push-on fuel pipe unions, two 3.4" lengths of fuel line and hose clips. This dual polarity 12v electric fuel pump is a direct replacement for AUA66 & AUA25 (Positive and Negative Earth). Suitable for all single, twin and triple carburettor installations and does not require an additional fuel pressure regulator.

Technical specs:

- E85/ethanol compatible
- 6.77" Long
- 2.13" Dia
- 5 amps Current Draw
- Inlet and outlets threaded 1/8 NPT

Fuel Pump 377-186 \$99.99

800-667-7872

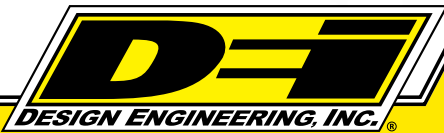


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FEATURED PRODUCTS

A6



Turn to Design Engineering (DEI) to keep the damaging, power-stealing effects of engine heat under control. Wrap exhaust tubing, wiring, plug boots, ducts, hoses, and other heat-sensitive components with Design Engineering's sleeves, tapes, and heat shields.



231-921

231-922

Exhaust Wrap by DEI

Wrapping headers and down pipes is an important first step in reducing unwanted and power-robbing under hood heat. Less under hood heat results in a cooler air charge for improved performance and keeping exhaust gases hotter within the exhaust system helps in decreasing exhaust density and increases exhaust flow.

Tan - 1" x 50'	231-920	\$35.99
Tan - 2" x 50'	231-921	57.99
Black - 1" x 50'	231-922	39.99
Black - 2" x 50'	231-923	62.99



Cool Tape by DEI

Cool Tape is a flexible and super strong self-adhesive thermal insulating tape capable of protecting up to 2000°F of radiant heat. Made of one mil aluminized material bonded to a woven glass fiber heat resistant matting, Cool Tape is an ultra light weight heat reflective solution for wrapping wires, cables, hoses, fuel lines, covering seams and many other uses.

15ft	231-940	\$19.99
30ft	231-941	36.99



231-930



231-931

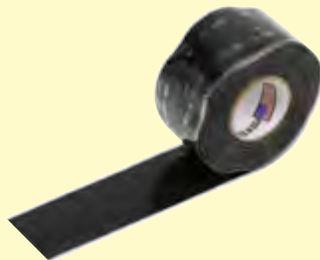


231-932

Exhaust Wrap and Tie Kit by DEI

DEI Pipe Wrap is used in many types of applications for reducing unwanted and harmful heat under the hood and from entering the driver compartment while improving horsepower. Kit includes one roll of 2in x 25ft exhaust wrap and four 8" stainless steel locking ties to secure wrap.

Black	231-930	\$32.99
Tan	231-931	31.99
Titanium	231-932	36.99



Quick Fix Tape by DEI

High performance Quick Fix Tape bonds to itself and is self-curing, forming a waterproof permanent seal. It's ideal for emergency hose repair, non-slip grip surface for tools, electrical splices and connections, serves as a temporary leak sealer, and does not leave a sticky residue after removal. Just a few of its many uses. Extruded from a special high performance grade silicone compound and engineered at 700psi tensile strength, Quick Fix Tape has insulating capabilities up to 8,000 volts and stretches to three times its length for a simple stretch-and-wrap application. The triangular profile of the tape (the center is thicker than the edges) provides a smooth edge when over lapping tape. Sold in 1" wide x 12' long rolls.

Quick Fix Tape	231-945	\$13.49
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Hi-Temp Silicone Coating Spray by DEI

The High Temperature (HT) Silicone Coating provides lasting protection for any hot surface up to 1500 degrees. DEI recommend the use of this coating with their exhaust wrap because it seals the material and provides lasting protection from oil, dirt and road grime. Don't limit the use to exhaust header wrap, because this products works well on headers, blocks, starters and even on your grill at home. HT Silicone Coating is VOC (Volatile Organic Compounds) compliant in all 50 states. Recommended for use with DEI non-Titanium exhaust wraps, HT Silicone Coating penetrates, seals and protects to help extend the lifespan of exhaust wrap.

Black	231-935	\$11.99
Aluminum	231-936	11.99
White	231-937	11.99



800-667-7872

*See ordering page for details

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Car Care by Jay Leno's Garage

Jay Leno's Garage started with a modest mission, develop detailing chemicals, tools and accessories that work and are easy to use. Their focus has been to produce detail supplies for the discerning automotive enthusiast rather than the discount-driven, big-box retailers. The JLG development process stems from real-world experience and necessity. So whether you're a professional detailer prepping for the next car show, or a weekend warrior detailing your daily driver out on the driveway, JLG products perform when it matters most.



Vehicle Wash - 16oz	220-850	\$9.99
Eco Wash - 16oz	220-851	9.99
Wash & Wax - 16oz	220-852	14.99
Wheel Cleaner - 16oz	220-853	14.99
Quick Detailer - 16oz	220-854	9.99
All Purpose Cleaner - 16oz	220-855	9.99
Spray Wax - 16oz	220-856	14.99
Evaporate - 16oz	220-857	14.99
Leather Cleaner - 16oz	220-858	9.99
Leather Conditioner - 16oz	220-859	17.99

Odor Eliminator - 16oz	220-860	\$12.99
Fabric Cleaner - 16oz	220-861	9.99
Metal Polish - 16oz	220-863	19.99
Tire & Trim Care - 16oz	220-866	17.99
Vehicle Care Kit	220-869	59.99
Interior & Quick Detail Kit	220-870	34.99
9" Wheel Brush	220-871	9.99



Rubber Bumper Suspension Lowering Kit

Lowering your Rubber Bumper MGB approximately an inch makes it look and handle better, while maintaining the benefits of comfort and practicality inherent to the Rubber Bumper MGB's. The Moss suspension lowering kit uses one-inch lowering springs with a higher spring rate that stiffen the front suspension to reduce body roll. The rear is also lowered an inch and our nylon rebound straps replace the existing straps. This combination has been fitted and tested by our tech department and is commonly regarded as the ideal setup when looking to lower a Rubber Bumper MGB.

Lowering Kit	264-399	\$249.99
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460-058



Billet Tappet Cover Kit

These billet aluminum tappet covers have been meticulously machined to fit your car. They are available either plain or with a machined Union Jack. The kit includes tappet cover, gasket, bushing, cup washer and bolt. Sold individually.

1962-77 - Plain - each	460-058	\$39.99
1962-77 - Union Jack - each	460-059	79.99





Vintage Style Radio by RetroSound

RetroSound radios deliver superb sound and the latest audio features without compromising the original style of your dash. We carry a variety of their head units so you can choose the perfect solution for your audio needs. Add their Hide-Away Antenna #230-555 to install an amplified antenna behind your dash or in your trunk. Negative ground only. Knobs sold separately.

Laguna (Chrome)	230-355	\$219.99
Hermosa Radio (Chrome)	230-390	289.99
Hermosa Radio (Black)	230-395	289.99
Long Beach (Chrome)	230-381	399.99
Long Beach (Black)	230-386	399.99
SiriusXM Direct Connect Tuner	230-379 ¹	69.99
Chrome Surround w/Chrome Knobs	230-326	42.99
Black Surround w/Chrome Knobs	230-329	42.99
Black Surround w/Black Knobs	230-327	42.99
Knob Set - Chrome	230-331	20.99
Knob Set - Black	230-332	20.99
USB/AUX Cable with Mount - Black	230-356 ²	32.99
USB/AUX Cable with Mount - Chrome	230-357 ²	32.99
Hide-Away Amplified Antenna	230-555	29.99

¹Long Beach radios only.

²Long Beach and Hermosa radios only.



FEATURES	LAGUNA	HERMOSA	LONG BEACH
Made for iPod charge & play operation	NO	NO	YES
Bluetooth w/handsfree mic input	NO	YES	YES
AM/FM tuner w/RDS & 30 Presets	YES	YES	YES
Tuner Country Compatibility	US/EU	US/EU	US/EU/JAPAN/AUS/LATIN AMERICA/RUS
LCD Illumination Color	WHITE	WHITE/GREEN	32,000 BACKLIGHT COLOR CHOICES
High-Resolution LCD display	YES	YES	YES
Built-in amplifier	YES, 50 X 4 RMS	YES, 25 X 4 RMS	YES, 25 X 4 RMS
Auxiliary Inputs	2 (1 FRONT, 1 REAR)	2, REAR	2, REAR
USB Input for MP3/WMA Playback	NO	YES	YES (VIA USB/SD BOX)
External USB/SD card reader	NO	NO	YES
Pre-amp RCA outputs	YES, 2 PAIR	YES, 2 PAIR	YES, 2 PAIR
Subwoofer Output	NO	NO	YES W/XOVER & LEVEL CONTROL
DSP EQ	YES	YES	YES
Clock w/clock priority	YES	YES	YES
A2DP wireless streaming	NO	NO	YES
New rear knob/shaft functions	NO, FRONT ONLY	YES, FRONT & REAR	YES, FRONT & REAR
Available w/chrome radio face	YES	YES	YES
Available w/black radio face	NO	YES	YES
Compatible w/all RetroSound knob/bezel/plate kits	YES	YES	YES
Warranty	1 Year	1 Year	2 Years



Amplified Hide-Away Antenna by RetroSound

Don't compromise the beauty of your classic when adding an antenna for an upgraded stereo. The Hide-Away amplified antenna from RetroSound comes with a 105-inch antenna cable and power lead, so it can be mounted in hidden places such as behind your dash or in your trunk. Installs to standard Motorola antenna plug and radio power lead. Small box is 4" x 1" x 1".

Amplified Hide-Away Antenna	230-555	\$29.99
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RetroMod Speakers by RetroSound

When British sports cars encounter modern technology, sometimes there is a standoff. Technology doesn't always turn microscopic. Take car speakers for example: just try stuffing new ones into your little car. RetroMod speakers are different. They're more than able to meet today's high performance amplifiers and yet they are ultra thin. 1.77" mounting profiles fit virtually any installation application. The secret is neodymium magnets that are 5x more powerful than standard speaker magnets. Also, if you want to keep accessories to a minimum, Dual Voice Coil design (DVC) lets you connect 2-channels from your radio to one single speaker, providing full stereo sound.

Speaker, DVC N-Series, 6.5" diameter, 3-way - each	230-505	\$79.99
Speakers, SVC N-Series, 4.5" diameter, 2-way - pair	230-535	94.99



INTERIOR

INTERIOR PACKAGES **A9**

Roadster Light-Tan Deluxe Interior

One part number will change the entire look of your MGB. Available in easy-to-care-for vinyl or supple, long wearing leather. Includes: complete panel kit (1971-75 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	\$2,199.00	MSRP
Leather Seats 1970-80	111-809	2,599.00	MSRP

Light Tan



Suffolk Classic Seat Sets

These MGB Suffolk Seat Assemblies have been developed in the UK using OE mechanisms, headrest frames and seat foams to create not only the most comfortable and best looking reclining seat, but also the safest.

The seat assemblies are trimmed in high quality leather and come supplied in pairs. The seats feature a reclining back rest, full tilt mechanism, adjustable head rests with a base frame that incorporates a seat belt anchor point. Bolts to factory seat runners. When installed, they will allow working clearance of the soft top or hardtop.

Black	646-310	\$1,999.00	MSRP
Autumn Leaf	646-311	1,999.00	MSRP



Black

Autumn Leaf



Complete Roadster 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 and door seal set.

Black	111-608	\$1,999.00	MSRP
Autumn Leaf	111-708	2,099.00	MSRP

Black

Autumn Leaf

800-667-7872



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1962-68

1969

GT Rear Seat

1962-68 Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing is stronger and resists water much better than fiberboard

1962-69 Exact Reproduction Seat & Panel Kits

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

Moss seat kits are available in leather (as original) or in top-quality vinyl. 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, 1962-67 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 a "1") are made to order only. Delivery on special orders takes approximately 6 to 10 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 #878-900.

Front Seat Kits

	Black w/ Black Piping	Black w/Red Piping	Black w/ White Piping	Black w/Blue Piping	Red w/Black Piping	Red w/White Piping	Red w/Red Piping	Tan w/Tan Piping	Honey Tan w/H. Tan	Price
1962-68 Leather Assembled Seat Sets - Ready to Install	641-178 ¹	641-188 ¹	641-198	641-208 ¹	641-218 ¹	641-228 ¹	641-238 ¹	641-248 ¹	641-258 ¹	\$1,899.00
1962-68 Leather (Rd & GT)	641-170 ¹	641-180	641-190	641-200 ¹	641-210	641-220	641-230 ¹	641-235 ¹	641-237 ¹	799.99
1969 Leather (Rd & GT)	641-310	641-320 ¹	641-330 ¹	641-340 ¹	641-350 ¹	641-360 ¹	641-370 ¹	641-375 ¹	641-377	799.99
1962-68 Vinyl (Rd & GT)	641-100	641-110	641-120	641-130 ¹	641-140 ¹	641-150 ¹	641-160 ¹	641-165	641-167	369.99
1969 Vinyl (Rd & GT)	641-240	641-250	641-260 ¹	641-270 ¹	641-280 ¹	641-290 ¹	641-300 ¹	641-305 ¹	641-307 ¹	499.99

GT Rear Seat Kits

1966-68 Leather	643-210 ¹	643-220 ¹	643-230 ¹	643-240 ¹	643-250 ¹	643-260 ¹	643-270 ¹	643-275 ¹	643-277 ¹	\$699.99
1969 Leather	641-450 ¹	641-460 ¹	641-470 ¹	641-480 ¹	641-490 ¹	641-500 ¹	641-510 ¹	641-515 ¹	641-517 ¹	659.99
1966-68 Vinyl	643-140 ¹	643-150 ¹	643-160	643-170 ¹	643-180 ¹	643-190 ¹	643-200 ¹	643-205 ¹	643-207 ¹	344.99
1969 Vinyl	641-380 ¹	641-390 ¹	641-400 ¹	641-410 ¹	641-420 ¹	641-430 ¹	641-440 ¹	641-445 ¹	641-447 ¹	369.99

Panel Kits

1962-65 Roadster Vinyl	643-280	643-290	643-300	643-310 ¹	643-320 ¹	643-330 ¹	643-340 ¹	643-345 ¹	643-347 ¹	\$439.99
1966-67 Roadster Vinyl	643-350	643-360	643-370	643-380 ¹	643-390 ¹	643-400 ¹	643-410 ¹	643-415 ¹	643-417	439.99
1968-69 Roadster Vinyl	643-490	643-500	643-510	643-520 ¹	643-530	643-540 ¹	643-550 ¹	643-555	643-557	439.99
1966-67 GT Vinyl	643-420 ¹	643-430	643-440 ¹	643-450 ¹	643-460 ¹	643-470 ¹	643-480 ¹	643-485 ¹	643-487 ¹	439.99
1968-69 GT Vinyl	643-560	643-570	643-580 ¹	643-590 ¹	643-600 ¹	643-610 ¹	643-620 ¹	643-625 ¹	643-627 ¹	449.99

¹Special order, allow 6-10 weeks for delivery.



1970-80 Original Style 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 panel kits are completely interchangeable. Seat kit 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. Panel clips are not included. Order free material samples with part #878-120.

All front seat kits include covers for both front seats.

Note: Champagne (beige) replaced Autumn Leaf from 1978-80. At this time, Ochre materials are not available.



- Champagne
- Autumn Leaf
- Ochre
- Navy
- Black

Front Seat Kits

	Black	Navy	Ochre	Autumn Leaf	Champagne	Price
1970-72 Vinyl (Rd & GT)	641-520	-	-	641-550	-	\$539.99
1973-76 Vinyl (Rd)	641-560	-	-	641-590	-	634.99
1977-80 Vinyl (Rd)	641-600	-	-	641-630	-	544.99
1973-76 Fabric (GT)	641-680	-	-	641-685	-	544.99

GT Rear Seat Kits

1970-76 Vinyl	641-640	-	-	641-670	-	\$359.99
1973-76 Fabric	641-690	-	-	641-695 ¹	-	359.99

Panel Kits

1970 Vinyl (Rd)	643-635	-	-	-	-	\$379.99
1970 Vinyl (GT)	643-645 ¹	-	-	-	-	369.99
1971-76 Vinyl (Rd)	643-630	643-640	-	643-660	-	399.99
1971-76 Vinyl (GT)	643-710	643-720	-	643-740	-	399.99
1977-80 Vinyl (Rd)	643-670	-	-	643-700	643-705	399.99

Headrest Assembly (sold individually)

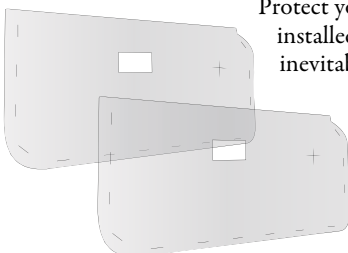
1970-72 Vinyl (Eared type with perforated vinyl)	649-100	-	-	649-130	-	\$109.99
1973-76 Vinyl (Eared type with plain vinyl)	649-140	-	-	649-170	-	109.99
1977-80 Vinyl (Teardrop type)	641-607	641-615 ¹	-	641-636	-	104.99

Headrest Cover (sold individually)

1973-76 Vinyl (Eared type with plain vinyl)	640-200	640-210	640-220	640-225	-	\$51.99
1977-80 Vinyl (Teardrop type)	640-335	-	-	640-345	-	58.99

¹Special order, allow 6-10 weeks for delivery.

Door Panel Moisture Barrier



Protect your interior door panels with these pre-cut, easily installed, moisture barriers. Slight amounts of moisture will inevitably seep in and around the seals of your door. If left unchecked this moisture will work its way into the wood or particulate of your interior door panels, resulting is warpage or worse. These moisture barriers help interrupt that process. Will require the use of a silicone adhesive. Sold as a pair.

1968-80

643-135 \$26.99



1971-80 Original Style Door Panel Pairs

Because sometimes that's all you need.

1971-76 Black Door Panels	643-631	\$134.99
1977-80 Black Door Panels	643-671	134.99



1970-80 Seat and Panel Kit

- All seams are stitched rather than heat-seamed
- Plywood backing is stronger and resists water much better than fiberboard

Custom Deluxe Upholstery by Moss Motors

Our Custom Deluxe Interior Kits emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded 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.

Complete Vinyl Interior Kits include: Deluxe vinyl seat covers, headrest covers, seat foam set, seat bottom webbing, deluxe vinyl panel kit, armrest/door pulls and carpet kit.

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 pages A19 and 100 for door seals.) We guarantee 100% satisfaction or we will be happy to refund your money upon receipt of the uninstalled kit. Free material samples with part #878-900.

Complete Vinyl Interior Kits

	Black w/Black Carpet	Honey Tan w/Honey Tan Carpet	Honey Tan w/Black Carpet	Price
1970-76 Roadster	645-165	645-170	645-175	\$1,599.00
1977-80 Roadster	645-180	645-185	645-190	1,599.00

Leather Front Seat Kits

	Black w/Black	Black w/Red	Black w/White	Red w/Red	Tan w/Tan	Honey Tan w/H. Tan	Price
1970-76 ²	641-725	641-730	641-735 ¹	641-740 ¹	641-745	641-747 ¹	\$989.99
1977-80	641-750	641-755	641-760 ¹	641-765 ¹	641-770	641-772 ¹	989.99

Vinyl Front Seat Kits

1970-76 ²	645-166	645-167 ¹	645-168 ¹	645-169 ¹	645-172 ¹	645-171	\$699.99
1977-80	645-181	645-182 ¹	645-183 ¹	645-184 ¹	645-187 ¹	645-186	699.99

Leather Rear Seat Kits

1970-76 GT	641-850 ¹	641-855 ¹	641-860 ¹	641-865 ¹	641-870 ¹	641-872 ¹	\$549.99
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Vinyl Panel Kits

1970-80 Roadster	643-750	643-760	643-770 ¹	643-780 ¹	643-790	643-792	\$529.99
1970-76 GT	643-800 ¹	643-810 ¹	643-820 ¹	643-830 ¹	643-840 ¹	643-842	549.99

¹ Special order, allow 6-10 weeks for delivery.

² 1970-72 must use the 1973-76 seat foams.

Seat Cushions for Front Seat Kits

	Price
1973-80 Bottom Right	641-940 \$52.99
1973-80 Bottom Left	641-950 52.99
1973-80 Back Left & Right	641-980 48.99



Moss Handcrafted Leather Shift Boots

Pick up one of these top quality leather shift boots to offset your Custom Deluxe Moss Upholstery Kit, or existing interior.

1968-80 - Tan	228-365	\$33.99
1968-80 - Honey Tan	228-366	33.99
1968-80 - Red	228-367	33.99
1968-80 - Black	228-368	33.99



Molded Tunnel Carpet Kits

Molded kits are manufactured in the UK and have a molded center tunnel assembly which makes installation easier. Do not use the molded kit in 1962-67 cars that have been converted to the later 4 synchro. gearbox. For free samples of our carpet material, order sample card #878-320.

1962-67 Roadster

Black	244-300	\$445.99	OS
Red	244-310	445.99	OS

1962-67 GT

Black	244-325	\$669.99	OS
Red	244-335	669.99	OS

1968-80 Roadster

Black	244-320	\$469.99	OS
Red	244-330	445.99	OS
Autumn Leaf	244-340	445.99	OS
Tan	244-272 ¹	445.99	OS
Navy	244-345	445.99	OS

1968-76 GT

Black	244-245	\$669.99	OS
Red	244-260	669.99	OS
Autumn Leaf	244-265	669.99	OS
Tan	244-277 ¹	669.99	OS
Navy	244-285 ¹	669.99	OS

¹Special order, allow 6-10 weeks for delivery.

Moss Manufactured Carpet Kits

We create these kits in our own upholstery shop from domestically-sourced carpet. The center tunnel is supplied flat and does require more fitting, but this allows a more original look. Free samples of the carpet used in this line of kits may be ordered under part #878-915.

1962-67 Roadster

Black - Cut Pile	242-765	\$329.99	OS
Black - Loop	242-764	329.99	OS
Red - Cut Pile	242-766	329.99	OS
Honey Tan - Cut Pile	242-767	329.99	OS

1962-67 GT

Black - Cut Pile	244-415	\$469.99
Black - Loop	244-414	469.99
Red - Cut Pile	244-420 ¹	519.99
Honey Tan - Cut Pile	244-425 ¹	519.99

1968-80 Roadster

Black - Cut Pile	244-315	\$259.99
Red - Cut Pile	244-355	339.99
Autumn Leaf - Cut Pile	244-374	339.99
Honey Tan - Cut Pile	244-377	339.99

1968-76 GT

Black - Cut Pile	244-435	\$469.99
Red - Cut Pile	244-440	469.99
Autumn Leaf - Cut Pile	244-444 ¹	469.99
Honey Tan - Cut Pile	244-450	469.99

¹Special order, allow 6-10 weeks for delivery.

Rubber Mats

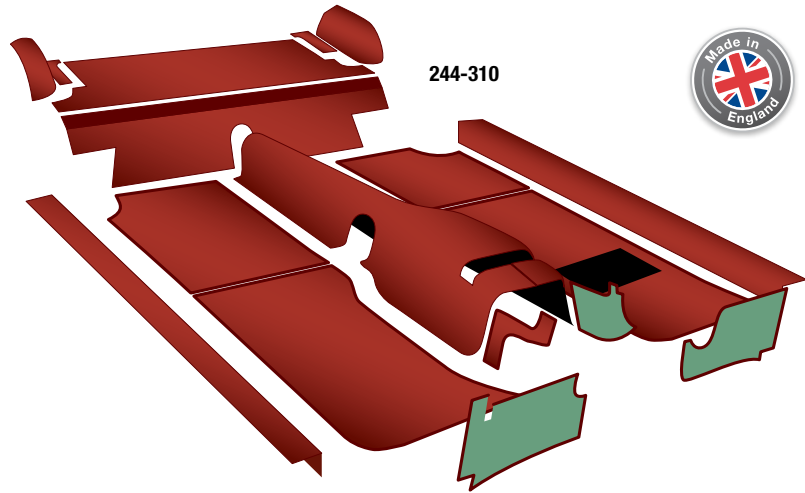
Sill cover mats, 1968-76 floor mats and starter covers are still being produced on original tooling. Available in Black only.

1962-67 Floor Mats

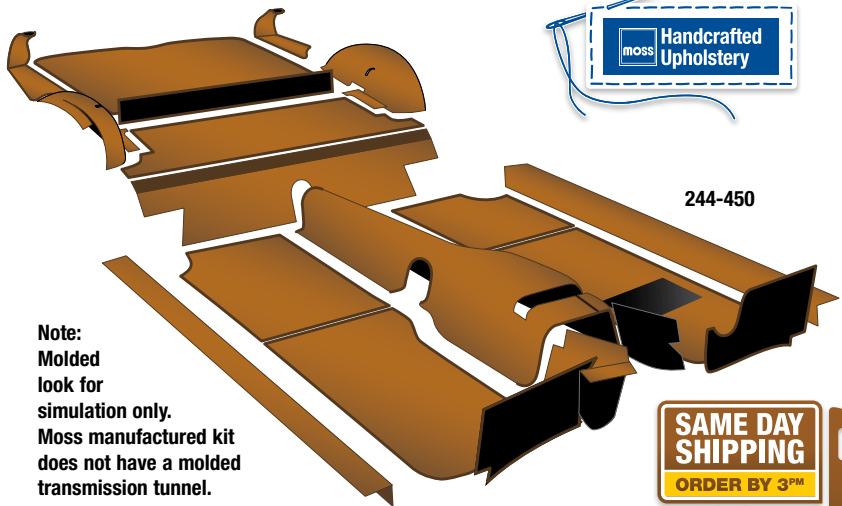
Starter Cover	283-080	\$64.99
Sill Cover Set	282-738	239.99
Floor Mat Fastener	226-338	1.99

Carpet Sets

We offer a choice of carpet kits. Both kit lines are made of high quality cut pile automotive carpet, which is very similar to the factory original. Moss Manufactured Carpets Kits also provide a factory accurate "Loop" option, in black only, for the early MGB's. All carpet sections are finished as original with heavy padding, bound edges and hardboard panel backing where fitted. Installation hardware is included, so adhesive, trim tools, care and time are all that are needed to create a result you can be proud of. As replacement rubber floor and sill mats for 1962-'76 models are not readily available, both kit lines include carpet for these areas. The GT kits also include material for the rear quarters, rear deck and rear seat back.



244-310



244-450

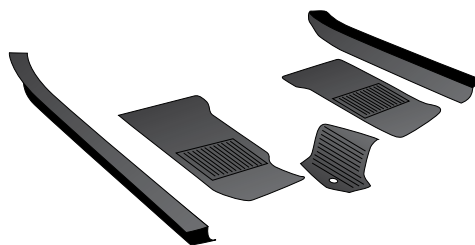
Note:
Molded look for simulation only. Moss manufactured kit does not have a molded transmission tunnel.



Common-Wear Replacement Carpet Section Sets

Pre-cut carpet sections made to replace commonly worn areas of your car's carpet set. Only available in black cut pile.

Inner Sill Carpet Set	244-458	\$35.99
1962-67 Front Floor Carpet Set	244-456	74.99
1968-80 Front Floor Carpet Set	244-457	74.99
GT Deck Floor Carpet	244-417	49.99



1968-76 Floor Mats

Front Floor Mat Set	283-018	\$249.99
Sill Cover Set	282-738	239.99
Starter Cover	283-090	58.79



Ultra-Plush Embroidered Floor Mats

Custom tailored for a perfect fit, these mats are made with an ultra-dense plush carpet and non-slip rubber backing. Features embroidered 3½" logos. Set of two. Black.

1962-67	240-720	\$149.99
1968-80	240-730	149.99



240-731

Plush Embroidered Floor Mats

Custom tailored plush embroidered mats look great at a great price and fit perfectly. Edges are bound for a tidy look. Rubber nipped backing keeps the mats in place. MG embroidered logo is 3½" diameter. Set of two. Black.

1962-67	240-721	\$68.99
1968-80	240-731	68.99



241-840

Amco-Style Rubber Floor Mats

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.

1962-67	241-840	\$37.99
1968-80	241-850	37.99

Floor Mat Buyers Guide:

Floor mats are intended to preserve and protect the carpet beneath it. Some MGB owners will choose our high quality Amco-Style Rubber Floor Mats knowing their paths cross dirt enough to warrant the protection. Others, looking for the clean finished look of our Plush Embroidered Floor Mats, while others still seek the ultimate in comfort and attention to detail, and will treat their floors and their feet to Ultra Plush Embroidered Floor Mats. The difference in quality between Ultra Plush Embroidered Floor Mats and any other of our offerings is quite significant, not only for its luxurious feel and durability, but also for sound insulation.

Plush



Ultra Plush



Before



After

Trunk & Spare Tire Carpet Kits

So, you're not looking for "Best of Show" at the Concours d'Elegance, but still want a beautifully fitted carpet set? Then try out our carpet kits, which will add plush to your MGB in a matter of minutes. Available in black, red or brown nylon cut pile, which match our interior carpet kits, this trunk set includes a tailored spare tire cover. Fully-molded carpet kits are also available in black or light tan.

Trunk Carpet Kits w/ MG Logo Spare Cover

Black	242-850	\$199.99
Red	242-855	199.99
Autumn Leaf	242-874	199.99

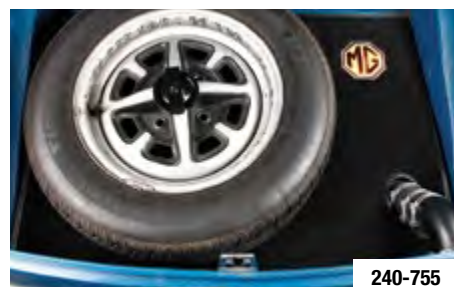
Molded Trunk Carpet Kits with Spare Cover

Black	244-250	\$329.99
Light Tan	244-255	329.99

Spare Tire Cover with MG Logo

Black	242-860	\$63.99
Red	242-865 ¹	73.99

¹Special order, allow 6-10 weeks for delivery.



240-755



240-760



240-765

Ultra-Plush Trunk and Shelf Mats with Logo

These premium trunk and shelf mats in black carpet feature an embroidered MGB octagon logo. Sturdily constructed from high-quality carpet, these mats will finish off your MGB, and stand up to pretty much everything you throw at them. Trunk mat 240-755 will require the use of the wheel clamp 386-095.

Trunk Mat with Spare Tire	240-755	\$138.99
Trunk Mat without Spare Tire	240-760	138.99
Shelf Mat	240-765	119.99

Complete Kit



Trunk Kit



Floor Pan Kit



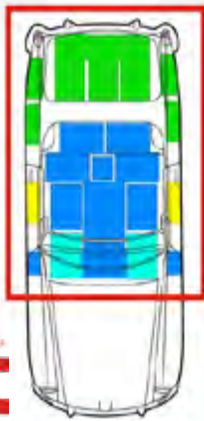
Door Kit



Firewall Kit



HushMat



Custom Sound & Heat Insulation Kits by Hushmat

HushMat sound deadening & thermal insulation material leads the automotive industry in performance and ease of installation. Packaged specifically for your MGB Roadster to provide 100% insulation coverage. No holes in the material - no puzzle pieces to put together - simply apply the HushMat Ultra material, as shown in the Installation Guides. Kits available for your Firewall, Doors, Floorpan, Trunk Floor or Complete Vehicle. Reduce road noise, exhaust noise and insulate your vehicle. Superior performance and adhesion is guaranteed.

Complete Vehicle Kit	409-200	\$549.99
Trunk Kit	409-220	289.99
Floorpan Kit	409-205	239.99
Door Kit	409-215	74.99
Firewall Kit	409-210	74.99



Hoodliner Insulation by Hushmat

HushMat Ultra II Hoodliner Kit is a pressure-sensitive, constrained-layer damper that effectively treats excessive noise and temperatures within your vehicle. With its self-adhesive "peel and stick" backing, it installs easily to most any substrate, and can be hand-cut with nothing more than a utility knife or household scissors. The kit contains six 12" x 23" pieces (11.46 sq. feet).

Hoodliner Insulation	409-007	\$129.99
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Interior Insulation by Hushmat

Hushmat is easy-to-install insulation that reduces heat transfer into the cabin by 40%. The kit contains instructions for MGB and TR2-3A, but the pieces are generic, and can be cut to fit all British cars. The insulation sticks firmly, and what a difference it makes. Not only was our car significantly cooler, it was a lot quieter, too. Includes eight 12" x 23" pieces.

Interior Insulation	409-013	\$149.99
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Door Insulation Kit by Hushmat

The Hushmat ULTRA Door Kit contains 10 easily positioned 12" x 12" sheets. These Butyl damping pads reduce road noise and vibration, creating a solid and quieter environment. It will also allow you to stay warmer in the winter and cooler in the summer by reducing thermal transfer by over 40% when compared to other products. This material is less than 1/8" thick and weighs in at just 0.47 pounds per square foot, making it both light weight and super flexible. It trims easily with a just standard razor knife or household scissors making installation a snap. Adhesion is guaranteed with its self-adhesive peel and stick. Manufactured only in the United States of America.

Hushmat ULTRA Door Kit	409-009	\$99.99
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Sound & Heat Control Insulation

Install on doors, floors and firewall. This insulation consists of an 80 mil. thick butyl rubber core covered by a 2.4 mil. aluminum coating. It deadens body panel vibrations and reduces heat transfer. The kit consists of nine 29" x 20" sheets (36 sq. ft.).

Insulation	409-027	\$159.99
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Floor & Tunnel Shield by DEI

Designed to provide the best possible heat protection in areas where high temperatures are always present and problematic, Floor & Tunnel Shield II limits heat transfer on fire walls, transmission tunnels, floor boards, fuel cells and other areas where heat is an issue. It provides excellent light weight thermal protection, acts as a guard against track and road debris, and provides sound deadening as well.

Constructed with an embossed 10 mil aluminum face bonded to 1/8" composite glass-fiber core and backed with a high temp super strong pressure sensitive backing, it withstands up to 1750°F of direct continuous heat. The adhesive side holds past 450°F. Its improved multifaceted modern aluminum surface offers improved reflectivity and rigidity and allows for ease of installation. At only 3/16" thick, this product can be shaped and trimmed for a custom fit and is ideal for minimal clearance areas.

10"x10"	231-904	\$11.99
24"x21"	231-901	45.99
48"x21"	231-902	91.99
48"x42"	231-903	181.99



Heatshield Material

This foil-covered insulation reduces unwanted heat, cold and sound inside the vehicle when installed under carpets, over the transmission tunnel and against the firewall. The closed-cell insulating material has a layer of foil on both sides, and will not absorb moisture like its jute or cotton counterparts. Lightweight and easily managed, it is sold in 4' x 6' sheets which can be cut to fit with scissors or a sharp knife.

Heat Shield Material	409-016	\$39.99	OS
Heat Shield Adhesive - 12 fl. oz.	409-037	19.99	





MGB Console Coin Dish

Molded plastic tray replaces ashtray in 1972-80 MGB. Convenient for coins and small items.

Console Coin Dish 900-065 \$9.79



Center Console & Armrest

Add some comfort and convenience to your MGB. A black grained ABS thermoplastic base with a leather-covered armrest, this center console and armrest is similar to Amco's aftermarket consoles, and provides ample storage under the armrest pad, as well as a cup holder in the forward position.

MGB/MGC 1962-71 453-800 \$139.99



Rubber Console Liner

Give your console the complete treatment with this soft rubber pad liner that protects the recessed screw holes and is easily removable for fuss-free cleanup.

1972-on 453-754 \$14.99

OEM 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.



OE Style Lighter Kit 142-270 \$8.69
Underdash Bracket 142-271 10.79

Redesigned Map Pocket

Made of black ABS plastic—just like the center console—our map pockets are far more durable than the fiberboard the factory used. The new design is more functional than the original and can be screwed either into the kick panel or the door. This storage solution can be painted or covered in carpet or vinyl to match your interior panels. Available for both passenger and driver sides.

Map Pocket, LH 389-105 \$34.89
Map Pocket, RH 389-110 34.89



Original Ashtray

Whether it's holding the ashes of your favorite vice or change for the parking meter, the original Wilmot Breeden is one handy tray. The chrome-plated lid has the original distinctive grooves and, for ease of cleaning, the zinc-plated steel insert is removable. The black steel base is secured to the transmission tunnel with two screws, such as #323-360 (not included).

Original Ashtray 241-000 \$44.99



Footwell Light Kit

Illuminating the footwell area of your car for entering and exiting makes the transition much safer. Can be wired to any 12V source. Kit includes two lights, wiring and instructions.

Footwell Light Kit 903-651 \$34.99

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.

Black 222-090 \$12.99



Console Cup Holder

Enhance your MGB with this truly custom cup holder! This is not your usual generic cup holder; this is custom molded to fit the trapezoidal-shaped area just in front of the shifter, and looks like original equipment. Made from black, textured ABS just like the console it sits on, it fits two beverages - from small cups and cans to medium-sized bottles and mugs. No fasteners are necessary, simply set in place, and it is trapped in position. Removal is just as simple.

Console Cup Holder 1972-80 453-756 \$32.89

Drink Holder

Oversized 3 1/4" diameter opening will receive most 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.

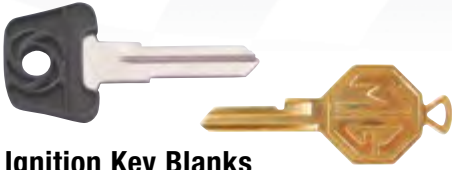
Large Drink Holder 100-785 \$27.99



Billet Aluminum Cup Holder

These billet aluminum cup holders are specially designed to provide convenient and safe beverage storage for MGB and MGC owners. They can be securely mounted to any seat rail and their clever design allows four out-of-the-way placement options. Crafted from high quality aluminum billet, they look great and offer a more stable platform than is possible from any plastic alternative. The beverage opening measures 3" in diameter and has a machined recess to accommodate various sized containers and their handles. Available in a natural aluminum or black anodized finish.

Black 231-296 \$44.99
Natural 231-297 39.99



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
	\$9.89	\$5.49	\$15.89
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



Billet Pedal Cover Kits

Serious pedal covers for serious drivers. These covers are grooved for traction and feature the bold MG logo. Drilling is required as these custom fit covers are bolted to the original pedals to ensure they stay put no matter how hard you drive. Each of the three-piece kits has the correct accelerator pedal cover for the model. The two-piece set will fit all MGBs.

3 Piece Kit 1968-76	190-780	\$79.99
3 Piece Kit 1977-80	190-785	79.99
2 Piece Kit (Clutch, Brake)	190-790	59.99
Dead Pedal 1968-80	190-795	109.99



Shift Knobs

You're not going to throw any random knob on your shifter. Yours will be a natural fit for you and your MG. Our gearshift knob is just the right size and feel, and is made of elegant walnut wood or trimmed in black leather and topped with a medallion displaying the MG logo.

Leather Crested

MGB 1963-76	234-015	\$27.99
MGB 1977-80	234-035	27.99

Wood Crested

MGB 1963-76	234-010	\$27.99
MGB 1977-80	234-030	27.99

1962-67 Gas Pedal Extensions

Specifically designed to aid heel and toe shifting. Installation takes hand tools.

Paddy Hopkirk Pedal Extension	900-315	\$32.99
	117-745	12.79



Dash Top Pad Covers

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

1968-71	453-890	\$62.99	OS
1972-76	453-895	62.99	OS
1977-80	453-905	62.99	OS



1962-67 Walnut Dash

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

1962-67 Dash Kit	233-611	\$449.99
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1972-80 Burlwood Look Dash Kits

These authentic-looking trim kits add warmth and beauty to your car's interior. Our multiple piece sets install easily and the advanced adhesive backing and UV-resistant finish ensure years of enjoyment.

1972-76 Dash Kit	453-831	\$259.99
1977-80 Dash Kit	453-841	299.99



NEW DISHED STYLE AVAILABLE



499-580
Shown mounted on wheel
adapter hub 905-482



499-585



499-500

Moto-Lita®



905-635

Moto-Lita Steering Wheels

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

Wood Rimmed Wheels

13" 3-spoke Polished/Drilled - Flat	499-530	\$399.99
13" 3-spoke Polished/Drilled - Dishd	499-585	399.99
14" 3-spoke Polished/Drilled - Flat	499-560	399.99
14" 3-spoke Polished/Drilled - Dishd	499-590	399.99
15" 3-spoke Polished/Drilled - Flat	499-540	399.99
15" 3-spoke Polished/Drilled - Dishd	499-595	399.99
15" 3-spoke Polished/Teardrop - Flat	499-580	399.99
15" 4-spoke Polished/Solid - Flat	454-245	499.99

Leather Rimmed Wheels

13" 3-spoke Polished/Drilled - Flat	905-145	\$399.99
13" 3-spoke Polished/Drilled - Dishd	905-075	399.99
14" 3-spoke Polished/Drilled - Flat	499-520	399.99
14" 3-spoke Polished/Drilled - Dishd	905-080	399.99
15" 3-spoke Polished/Drilled - Flat	499-500	399.99
15" 3-spoke Polished/Drilled - Dishd	905-085	399.99

Accessories

Polished Ring Kit	905-635	\$31.99
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263-738

Limited Edition Wheel

Excellent reproduction of the hand-stitched padded leather wheel originally fitted to the 1979-80 Limited Edition MGB. Use your original "LE" hub or the reproduction assembly. The conversion kit allows fitting to 1970-76 MGBs - something you can't do with an original LE hub.

1970-76 LE Wheel Kit	263-738	\$299.99
1977-80 LE Wheel Kit	263-748	299.99
LE Steering Wheel only	263-740	229.99



OE Style Solid Wood Steering Wheel

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

1970-76	263-728	\$299.99
1977-80	263-758	299.99



TOURIST TROPHY®

Steering Wheels by Tourist Trophy

Tourist Trophy offers a complete selection of wood and leather steering wheels for most British cars, and they are the best-looking wheels we have found. Your choice of 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. Because the wood is unique to every piece, final stain color and grain patterns may vary. Requires adapter hub sold separately.

Solid Wood Rimmed Steering Wheels

14" 3-spoke Matte/Drilled	489-095	\$289.99
15" 3-spoke Matte/Drilled	489-090	289.99

Laminated Wood Rimmed Steering Wheels

14" 3-spoke Matte/Drilled	489-070	\$289.99
15" 3-spoke Matte/Drilled	489-060	289.99
14" 3-spoke Matte/Slotted	489-085	289.99
15" 3-spoke Matte/Slotted	489-080	289.99

Leather Rimmed Steering Wheels

14" 3-spoke Black/Drilled	489-040	\$229.99
14" 3-spoke Matte/Drilled	489-030	229.99
15" 3-spoke Matte/Drilled	489-020	229.99
15" 3-spoke Black/Slotted	489-050	229.99

Accessories

Matte Ring Kit	489-077	\$7.99
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489-090
Shown mounted on wheel
adapter hub 905-482

**MORE
INFO
ONLINE**

INTERIOR
STEERING WHEELS **A19**



489-080



489-040



489-020



Solid Wood Rim



Laminated Wood Rim

CHOOSE YOUR SIZE:

14"	15"
• More Thigh Room • Faster Response	• Easy Steering • Classic Look



Wheel Adapter Hub Kits

Complete kits include hub, horn push and emblem. For fitment of Tourist Trophy and Moto-Lita steering wheels. Comes with a 46mm enamel emblem.

1962-67	454-366	\$109.99
1968-69	905-468	179.99
1970-76	905-482	89.99
1977-80	905-486	99.99
Repl. Horn Push Only	905-646	29.99
46mm Enamel Emblem - MG Logo	905-696	19.99



Wheelskins®

Leather Steering Wheel Cover by Wheelskins

These premium-grade black leather covers are custom tailored to fit your wheel. Simple installation results in a quality factory-fitted appearance. Made in the USA.

Dia: 15"-16"; Grip: 2 3/4"-3 1/8"	223-610	\$69.99
Dia: 16 1/2"-17"; Grip: 2 3/8"	222-310	69.99
Dia: 16 1/2"-17"; Grip: 2 1/2"	222-315	69.99
Dia: 16 1/2"-17 1/2"; Grip: 2 3/4"-3 1/8"	223-620	69.99



Billet Horn Push by Tourist Trophy

Engineered specifically for our Tourist Trophy and Moto-Lita Adapter Hubs and machined from aircraft-quality aluminum, you will enjoy the precision feel and crisp appearance of this Billet Aluminum Horn Push Assembly. Comes complete with a 46mm MG emblem.

Billet Horn Push with MG Logo	905-653	\$89.99
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800-667-7872



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moSS

BEAM'S

S E A T B E L T S



Direct Replacement Seatbelt Kit for 1973-80 MGB

This complete kit includes all the hardware to correctly and safely mount new retractable 3-point seatbelts into the 1973-80 MGB Roadster or GT. This is not a generic kit, or replacement belt, but a properly engineered kit with correct mounting hardware for the car. This kit can be installed in earlier cars if the later weld-in captive nut plate is installed in the rear wheel well. GTs require additional brackets sold separately.

1973-80 Belt Kit	222-030	\$289.99
Weld In Captive Nut Plate	222-185	27.99
Anchor Brackets for 1973-on GT - Pair	222-158	38.89
Emblem, MG - Each	905-696	19.99



Vintage Style Seatbelt

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

2-Point Belt, Short (38" adj. side, 20" tongue side)	222-234	\$28.99
3-Point Belt, Short (93" shoulder, 12" lap)	222-204	\$46.99
2-Point Belt, Long (38" adj. side, 30" tongue side)	222-235	\$29.99
3-Point Belt, Long (93" shoulder, 20" lap)	222-205	\$46.99
Emblem, MG - Each	905-696	19.99

Beams seatbelts are made in the USA and exceed federal safety standards. Fire departments and amusement parks trust them, and we at Moss would not offer our customers anything less.

3-point Inertia Reel Seatbelt

Strapping on a seatbelt should be simple, but replacement inertia reel belts for pre-1976 MGBs had short receivers. If the seat was moved forward, buckling was a struggle. Our new belt—officially "wife approved"—has a correct-sized receiver for all drivers. Belts are sold individually and include mounting hardware. GTs need brackets, sold separately.

Black 3-point seatbelt	222-216	\$149.99
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Standard Seatbelt

Sold individually with alloy steel mounting hardware.

Standard Seatbelt	222-215	\$24.99
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Inertia Reel Seatbelt

Angle-sensitive belts are fussy, grabbing even if you're just parked on a hill. Inertia Reel Seatbelts grab when pulled rapidly—as they should. We have American-made inertia reel seatbelts, suitable for 1973 and later MGBs. Black with a stalk mounted receiver similar to that originally fitted. GTs need brackets, sold separately. Includes mounting hardware. Sold individually.

Black Seatbelt	222-025	\$99.99
Anchor Brackets for 1973-on GT, pair	222-158	38.89



Seatbelt Guides

These clever guides keep your shoulder strap properly over your shoulder, and also keep your strap at the ready. You also won't have to untangle the belt or go hunting for it back behind your seat. Made of tough but flexible black plastic with UV inhibitors for long life. Installs by removing your headrest and simply sliding on for a friction fit. No tools required.

1970-80 - Pair	222-188	\$34.99
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Vintage Competition Belt

Quick release buckle with mounting hardware included. Sold individually.

Vintage Comp. Belt	222-211	\$134.99
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Seatbelt Shoulder Pads

Comfort, with a dash of color.

Red Logo, pair	231-300	\$27.99
White Logo, pair	231-301	27.99



Seat Belt Mounting Bolt with Locking Button

Most of these buttons failed years ago and owners have had to rig alternate belts or risk the belt coming loose in a rear end collision. Don't sacrifice safety for lack of this part! If yours are broken or missing, replace them now with this easy to install kit. Sold as a pair.

Pair	222-189	\$56.99
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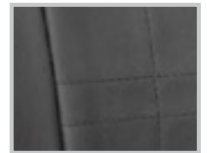
Velour Black



Velour Beige



EuroSport Black



Leatherette Black

Custom Seat Covers

Seat covers are a less expensive option to full reupholstery, but don't think these are "cheap" by any means. The covers we offer are made to very specific seat patterns to guarantee and impeccable fit, and the materials are all top-notch, comfortable and wear-resistant. These are not generic covers. Sold as pairs and include covers for both styles of headrest.

- **Velour:** Soft and inviting fabric that's UV protected against fading. Polyester is highly breathable and is slightly stretchy for a snug fit.
- **EuroSport:** Dual knit style fabric for terrific airflow is compression resistant. UV and abrasion treated for maximum protection, with reinforced seams for maximum durability.

- **Leatherette:** Feels incredibly similar to real leather with better wear. UV protected, this material is so sturdy you can simply wipe clean with a wet cloth. No need for the extensive care that leather requires.

1970-80 - Velour - Black	237-601	\$249.99
1970-80 - Velour - Beige	237-600	249.99
1970-80 - EuroSport - Black	237-610	249.99
1970-80 - Leatherette - Black	237-615	289.99



Seat Towels

Don't toss any old towel over your seat to protect your upholstery! This Seat Towel is designed especially for your seats, and features the Union Jack flag in full color or black and white. Made from cotton terrycloth, this cover is easily removed and installed, and machine washable.

Union Jack Red/White/Blue	216-590	\$49.99
Black Checkered & Union Jack	216-592	\$49.99



Shoulder Belt Lock Button

This is the long-unavailable button which locks/releases the shoulder strap to its rear fastening point on 1968-71 cars. Most of these buttons failed years ago and owners have had to rig alternate belts or risk the belt coming loose in a rear end collision. Don't sacrifice safety for lack of this part! If yours are broken or missing, replace them. These buttons are detailed reproductions of the originals. They are properly injection molded here in the USA of durable nylon, and will last for years to come. Sold individually.

1968-71 Roadster, each	222-187	\$26.99
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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	903-251	\$109.99
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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.



Lumbar Support	650-100	\$64.99
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Folding Windblocker by Cobalt

High-quality aluminum-framed mesh windblocker with a Moss-designed bracket set. The windblocker folds down when not in use, and has about 1½" of vertical adjustment for a perfect fit. The brackets fit under the top frame or tonneau brackets, and installation takes just about half an hour.

Mesh Windblocker 458-328 \$329.99



Door Sill Plates

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

Polished Stainless 240-630 \$26.89



Velour Door Seals

Originally fitted to early cars, this velour material door seal is a more luxurious option for later cars. Featuring a steel wire core that clamps securely and a correctly sized bulb to ease installation and improve sealing. Sold by the yard.

Lengths needed:

- MGB Roadster - 4-yards
- MGB GT - 7-yards
- MGB GT quarter window - 4-yards

Black Furflex Seal 249-607 \$15.79



B-Pillar Repair Kit

The captive nuts on the MGB's B-pillar, used to secure the convertible top or tonneau cover mounts, often fall off. Our design team created a B-pillar repair kit that offers a quick and easy solution for this problem. The kit consists of a screw, a set of instructions, and the repair plate.

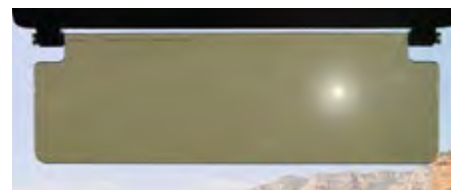
B-Pillar Repair Kit 472-328 \$17.99



Windblocker

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

Windblocker 458-290 \$249.99 OS



Glare Shield

The glare shield attaches to any vehicle visor in just seconds. It offers protection for either driver or passenger and doesn't obstruct the view of the road ahead. Solid visors obscure vision - this shield allows the user to view the whole picture! The glare shield conveniently fits on all vehicle visors, folds up and away on top of your visor when not in use and can easily be removed for cleaning. Designed for safety, it is lightweight, smooth-edged and shatterproof.

Glare Shield 225-755 \$25.99



Quick-Lift Battery Cover

Get easy access to your battery with this Quick-Lift Battery Cover, no tools necessary! Made in the USA with stainless steel quarter fasteners, this cover is both handy and durable. E-coated with a gloss black finish, this cover replaces your existing battery cover with improved quality and convenience.

1974½-80 456-277 \$69.99



800-667-7872

*See ordering page for details

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Festoon Style LED Interior Bulb

Our LED festoon style interior bulbs illuminate your interior with bright white light. LEDs are more efficient than standard incandescent bulbs, burning cooler and lasting longer. This bulb replaces the standard festoon style incandescent bulb (#170-010). It is directional, so it must be properly aligned in sockets. Positive and negative ground. Sold individually.

Festoon Style LED Interior Bulb 170-996 \$10.99



170-972 170-971 170-976 170-977

LED Dash Bulb

LED lighting in cars is becoming increasingly popular, and your classic can benefit too. Bright white LED dash bulbs illuminate your gauges very well, and are a replacement for the standard incandescent bulb #171-000. A bit more expensive at the outset, but LEDs burn cooler and last much longer than standard incandescent bulbs. LED light is not dimmable. LEDs should not be used as turn signal indicators or for the red generator/alternator light on the dash. Sold individually.

Negative Ground	170-972	\$4.99
Negative Ground - Short Profile	170-971	9.99
Positive Ground	170-975	9.99
Positive Ground - Short Profile	170-973	9.99
Wedge Type - Positive or Negative	170-976	3.99
Wedge Type - Positive or Negative - Short Profile	170-977	3.99



Power Windows

This complete kit replaces the entire window winder mechanism, and includes switch pods, wiring harness, electric motor and mechanism, and features full instructions with all needed templates.

1968-80 299-000 \$409.99



Auxiliary Switch

This is a standard single pole, two position (on-off) rocker switch. It will fit the blanked holes in the late MGB dash and steering column cowl. Suitable for fog lamps, electric fan override or ejection seat arming.

1977-80 141-405 \$22.99



Oil Pressure/Water Temperature Gauge

This genuine Smith's combination gauge is a direct replacement for the obsolete originals. Gauge has black face with white lettering and needles, and a 82" capillary tube. Fits MGB 1962-67, roadster to 138400 and GT to 139470. Lettering and the scales may differ from the instrument in your car.

1962-67 361-761 \$209.99



Chrome Door Pull & Window Winder

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

1962-71 Door Pull	803-440	\$15.29
Door Pull Screw - each	323-080	0.99
1968-80 Winder	472-540	19.99
Winder Screw - chrome - each	472-535	0.59
Winder Spacer - chrome - each	472-530	3.79



Stalk Caps

Caps for the ends of your wiper and turn signal stalks finish off your interior. Sold in pairs.

1968-80 Stainless Steel 141-775 \$10.99

Robbins' Features:

Computerized Cutting - Gerber Cutter cutting technology to ensure all pieces are the correct shape and size.

Factory Designs Improved - Robbins improves upon factory designs by adding reinforcements, better heatsealing processes, and other proprietary manufacturing techniques to produce the highest quality tops available.

Heatsealed Reinforcements - All seams are double stitched and heatsealed for extra strength and to prevent side to side shrinking. Seams will not bubble or fail over time as do glued reinforcements.

Plastic Window - Ultra-clear 40 gauge plastic with a UV resistant coating. Will hold up longer than any other plastic window material against UV damage and common scratches.

Innovation - Robbins has been granted numerous patents for their innovative designs and techniques. They are the industry leader.

Since 1943 - Family owned and operated by three generations of Robbins family. Their experience is unmatched in the industry. All products are still made in the factory in Ventura, California.

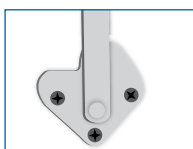
	Crush Grain Vinyl (Similar to Original)	English Vinyl (Everflex)	Stayfast Cloth (Luxury Look)
Material	The best American vinyl tops we've seen, period. By using Haartz Supreme 36-oz. pinpoint-grain vinyl (backed with pre-shrunk cotton cloth), you get a superior product. For greater durability and to ensure the seams remain water tight, seams are stitched, then electronically sealed.	If you want your top to be as close to original as you can get, this is the only material to consider. Made in England and imported by Robbins, this material is accepted as original.	Stayfast fabric uses 100% acrylic surface cloth, laminated to a pre-shrunk cotton backing cloth. Stayfast is engineered for high tensile and tear strength, but the fabric stays soft, supple and color-fast. Stayfast canvas resists fading and shrinking better than vinyl and does not stiffen up at lower temperatures.
Window	The 40-gauge rear window is made from Regalite B.U.V. Ultralight plastic, which offers superior resistance to UV rays & scratches.		
Warranty	Full 72 Months on material and craftsmanship. 18 Months warranty on labor when professionally installed.	Full 12 Months on material and craftsmanship. 12 Months warranty on labor when professionally installed.	Full 72 Months on material and craftsmanship. 18 Months warranty on labor when professionally installed.

Top Frame Identification Guide

The top frame is the key to purchasing the correct top for your MGB. Many of the top frames are interchangeable, and many times the previous owners have changed them out, much to the surprise and chagrin of the current owner. Never assume your top frame is original.

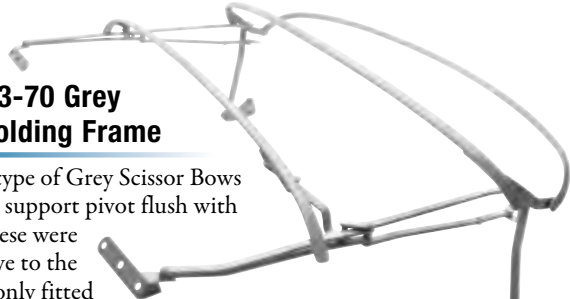
1962-Early 63 Grey Scissor Folding Frame

The first type of Grey Scissor Bows is very rare, as they were replaced by a better design after only a few months of production. They can be identified by the main support pivot point being about 2" above the cowl. Because of its rarity, there is a limited selection of tops available and it may be difficult to get a perfect fit.



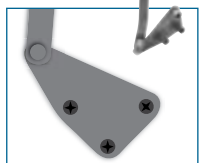
Mounting Point

1962-Early '63 Scissor Frame 406-270 NA



Later 1963-70 Grey Scissor Folding Frame

The second type of Grey Scissor Bows has the main support pivot flush with the cowl. These were the alternative to the more commonly fitted removable bow set. Parts and new bow sets of this design are not available, and many people upgrade to the later, and easier to use, Black Folding Frame design bows. Tops for grey fold-back bows were never fitted with zip out rear windows.



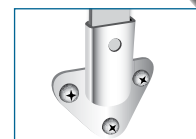
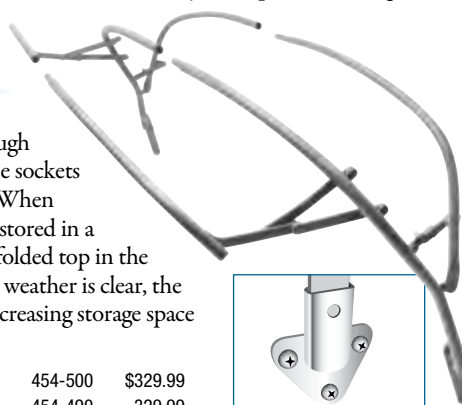
Mounting Point

1963-70 Scissor Frame 406-280 \$419.99 OS

1962-70 Grey Stow-Away Frame

This bow set was supplied originally from 1962 through 1970 and fits into the same sockets used for the tonneau bar. When removed, the top frame is stored in a padded bag alongside the folded top in the boot of the car. When the weather is clear, the top can be left at home, increasing storage space in the car.

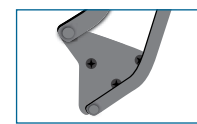
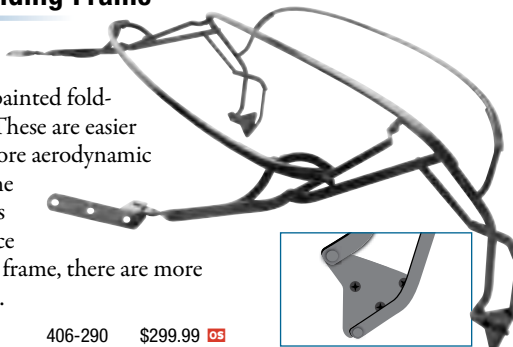
1962-70 Stow-Away Frame - LH 454-500 \$329.99
1962-70 Stow-Away Frame - RH 454-490 329.99



Mounting Point

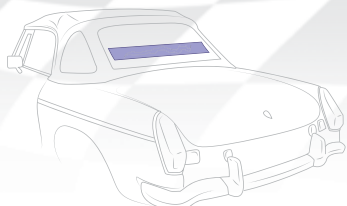
1971-80 Black Folding Frame

From 1971 through the end of production a third design of black-painted fold-back bows were fitted. These are easier to fold, offer a lower, more aerodynamic profile and the tops came with zip-out windows as original from 1977. Since this is the most popular frame, there are more choices available in tops.



Mounting Point

1971-80 Folding Frame 406-290 \$299.99 OS



Lamin-X Soft Top Window Repair Strip

If you have a cut or crack in the plastic window of your convertible top, then we have a perfect repair solution to keep it from getting worse. This 2" x 24" strip of 19 mil clear has 3.5 mils of adhesive that bonds to the clear plastic perfectly. It creates a strong, waterproof seal and is transparent enough that you won't notice it at a distance. Instructions are included.

Lamin-X Soft Top Window Repair
Strip - 2" x 24"

910-475 \$12.99



EXTERIOR

TOPS & TONNEAU COVERS A25



Convertible Tops

Over the years, the MGB was equipped with four different designs of top bows. Early cars came with either the stow-away top, or a grey folding frame that scissored towards 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.

NOTE: ALL TOPS ON THIS PAGE INCLUDE FRONT CORNER SNAPS, BUT THEY ARE NOT INSTALLED SO YOU CAN ACHIEVE A PERFECT FIT.

Fixed Window
Zippered Window



Stayfast Cloth



Everflex



Vinyl

		Black	Blue	Tan	Red	Price	Black	Blue	Tan	White	Price	Black	Tan	White	Price
1962-Early 63 Grey Scissor Folding Frame	✓	-	-	-	-		242-632 ¹	-	-	-	\$615.99	242-630	-	-	\$345.99
Late 1963-70 Grey Scissor Folding Frame	✓	242-675	242-677 ¹	242-678 ¹	242-676 ¹	\$713.99	242-642 ¹	242-644 ¹	242-643 ¹	-	615.99	242-640	-	242-670	345.99
Late 1963-70 Grey Scissor Folding Frame	✓	243-390	243-392 ¹	243-391 ¹	243-393 ¹	819.99	243-380	243-382 ¹	243-381 ¹	-	723.99	243-370	243-371	243-372 ¹	452.99
1962-70 Stow-Away Frame	✓	242-668 ¹	-	242-669 ¹	-	713.99	242-652 ¹	-	-	-	615.99	242-650	242-280	242-680	345.99
1962-70 Stow-Away Frame	✓	242-990	-	242-995	-	819.99	242-667 ¹	-	-	-	722.99	242-665	-	-	
1971-80 Folding Frame	✓	242-681	242-683 ¹	242-684 ¹	242-682 ¹	713.99	242-647 ¹	242-649 ¹	242-648 ¹	-	624.99	242-645	-	242-690	354.99
1971-80 Folding Frame	✓	242-740	242-742 ¹	242-745	242-741 ¹	723.99	242-657 ¹	242-659 ¹	242-658 ¹	-	634.99	242-655	242-295	242-695	363.99

¹Special order, allow 6-10 weeks for delivery.

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.



	Black	Brown	Price
Stayfast Cloth	242-795	242-785	\$1,099.00
"Dull Cote" Vinyl	242-775	-	769.99



Top Boots by Robbins

Made by Robbins in your choice of Crush Grain Vinyl, British Everflex and Stayfast Canvas to match our Tops and Tonneaus. All hardware included. Boots do not have cut-outs for seat belts.

	1971-80					
	Black	Tan	White	Blue	Red	Price
Vinyl	241-486	241-487	241-488	-	-	\$281.99
Everflex	241-491	241-492	-	241-493	-	469.99
Stayfast Cloth	241-496	241-497	-	241-498	241-499	509.99

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.



headrest
pockets

Stayfast Cloth

Vinyl

		headliner	pocket										
			Black	Tan	Price			Black	Price	Tan	Price	White	Price
1962-67			241-441 ¹	241-451 ¹	\$663.99			241-440	\$338.99	241-442	\$338.99	241-450	\$338.99
1968-69			241-444 ¹	241-454 ¹	663.99			241-443	338.99	241-447 ¹	338.99	241-453	338.99
1969		✓	-	-				241-460	349.99	241-461 ¹	349.99	241-455	329.99
1970-80			241-446	241-456 ¹	646.99			241-445	329.99	241-448 ¹	329.99	241-470	349.99
1970-80		✓	241-466	241-476 ¹	723.99 			241-465	349.99	241-468	349.99	241-475	349.99

¹Special order, allow 6-10 weeks for delivery.



Top and Tonneau Tools

Lift-the-Dot Hand Punch 226-105 \$74.99
Snap Tool 386-980 5.79



800-667-7872

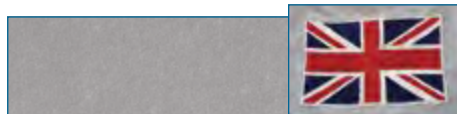


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moSS



Features	STORMPROOF	SILVERGUARD PLUS	MOSOM PLUS	TRIGUARD
WATER RESISTANCE	★★★★	★★★★	★★★★	★★
BREATHABILITY	★★★★	★★	★★	★★★★
COMPACTNESS	★★★★	★★★★	★★	★★
UV RESISTANCE	★★★★	★★★★	★★	★★
HAZARDS	★★★★	★★★★	★★	★★
SOFTNESS	★★★★	★★	★★★★	★★★★



Stormproof Embroidered

The culmination of over a decade of material engineering, it has only recently been possible to manufacture the microscopic yarns which go into this advanced micro-fiber cover material. Only one textile mill in the world was able to meet the specification - the results are truly a triumph for car cover users! Stormproof is uncoated and untreated, this means that even after months or years of use, it will retain the same properties as the day you purchased it! Stormproof has tested to be the most water-resistant and (because there are no coatings) the most breathable car cover material you can buy. You can't go wrong with Stormproof.

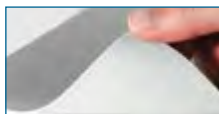
Roadster 1962-74	237-425	\$259.99
Roadster 1975-80	237-435	259.99
MGB GT	237-445	259.99



Mosom Plus

Mosom Plus is a four-layer material. The outer two layers are Spunbond Polypropylene, the middle layer is a special micro-porous film and the inside layer is super soft fabric. The middle layer is an excellent rain barrier, while allowing for vapors to pass through. The special cotton flock inner layer pampers the most delicate paint finish. It is a great choice for all-around car cover use, suggested for most conditions except extreme sun, snow or ice. Mosom Plus is a non-woven material, so in the unlikely event a rip occurs in the material, it will not run.

Roadster 1962-74	237-420	\$114.99
Roadster 1975-80	237-430	114.99
MGB GT	237-440	114.99



Silverguard Plus

Silverguard Plus is a 300 Denier polyester material with a reflective, water-resistant coating on the outer layer and a soft, non-abrasive layer on the inside. It is a great choice for areas that get harsh sunlight. It is not suggested for extreme rain, snow or ice. 300 Denier is a strong, heavy weave, which will not rip or tear easily. The silver coating on Silverguard Plus does an excellent job of reflecting sunlight, therefore protecting your top, rubber seals and interior from premature wear. The special soft inner layer pampers the most delicate paint finish.

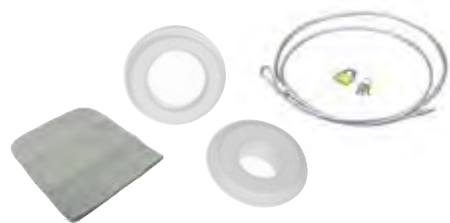
Roadster 1962-74	237-421	\$149.99
Roadster 1975-80	237-431	149.99
MGB GT	237-441	149.99



Triguard

Cost-effective, universal-fit car covers can be used both indoors and outdoors to protect against dust and debris.

Triguard Car Cover	236-446	\$59.99
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Car Cover Accessories

Car Cover Accessories

Stowage Bag	643-850	\$7.99
Cable Lock	643-855	7.99
Grommet	237-495	0.69



Top-Up Cab Cover

Cab cover provides a layer of UV and weather protection for your top and a bit of extra security from prying eyes. Quick to put on over your top in the up and closed position. Takes less trunk space than a full car cover.

Top-Up Cab Cover	237-910	\$62.99
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Interior Cover

You don't have to raise the top or use your car cover. Slip on an interior cover and protect your interior from sun damage and heat build up. Saves your interior from cracking and fading.

Interior Cover	237-900	\$62.99
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Front Vests

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

1975-80	242-890	\$169.99
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EXCLUSIVE



Rubber to 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 overrides, front turn signal assemblies, front valance, all hardware and complete instructions. Does not include grille assembly.

Kit w/Chrome Overrides	453-878	\$1,299.00	
Kit w/Rubber-faced Overrides	453-888	1,299.00	



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.

Fiberglass Air Dam	475-195	\$149.99	
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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 and fits all MGBs.

Fender Liners	457-415	\$99.99	
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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 ¹	\$149.99	
Rear Sebring Valance	475-190	239.99	

¹Will not fit MGC without modification.



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.

Rocker Cover Set	458-228	\$259.99	
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Sebring-Style Front Valance with Anti-Lift Lip

Improve high-speed stability with this fiberglass front end valance that's based on the classic Sebring design. This valance adds a lip that significantly reduces front end lift and improves stability and steering at high speeds. Supplied unpainted. Like all fiberglass body panels this piece will require some skill and patience in fitting and finishing. Professional installation is recommended. Designed for a chrome bumper MGB. Can also be fitted to later cars if the rubber bumper assembly is removed.

Front Valance with Lip	475-187	\$429.99	
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BL "Limited Edition" Spoiler

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

BL Spoiler	475-180	\$164.99	
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EXCLUSIVE



Removable Rack

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

Removable Rack 244-750 \$459.99



Classic Luggage Rack

When luggage racks were first supplied for the MGB, they were designed to care for the car. Long, curving bands distribute the weight of the cargo evenly across the boot. It was a precision piece of equipment. Our durable chrome reproduction of the original is built to those high standards of care as well. And to give additional protection, we provide rubber strips to separate the rack from the painted surface. All mounting hardware included.

Classic Luggage Rack 244-712 \$389.99



OE Style Luggage Rack

Beautiful reproduction of the factory optional luggage rack available from approximately 1974 through 1980, but fits all MGB roadsters. All mounting hardware included.

OE Style Rack 244-010 \$229.99



Decal & Plate Kits

MGB Roadster 1962-65 (shown) - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, convertible top, heater and air filter decals.

MGB Roadster 1965-67 - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, convertible top, oil filter head, heater and air filter decals.

MGB GT 1965-67 - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, oil filter head, heater and air filter decals.

MGB Roadster 1968-69 - Includes chassis and body number plates. Screen washer reservoir, valve cover, convertible top, trip odometer, heater, battery and air filter decals.

MGB GT 1968-69 - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, heater, battery and air filter decals.



Magnetic Union Jack

No holes required. 3" x 6".

Magnetic Union Jack 215-330 \$5.99



Magnetic Country Oval Tags

Show your allegiance with a magnetic badge - either to a country or to your frame of mind. Protective UV coating will protect your oval from fading or yellowing.

GB 230-112 \$9.99

MGC Roadster - Includes chassis and body number plates. Screen washer reservoir, valve cover, convertible top, trip odometer, heater, tire pressure, oil filter head and air filter decals.

MGC GT - Includes chassis and body number plates. Screen washer reservoir, valve cover, trip odometer, heater, tire pressure, oil filter head and air filter decals.

MGB Roadster 1975-80 - Includes chassis and car number plates. Valve cover, convertible top, trip odometer, heater, battery, fuel pump and air filter decals.

Engine Number Plate - Comes blank and ready to stamp. Replace your missing or corroded plate.

MGB Roadster 1962-65	410-125	\$24.99
MGB Roadster 1965-67	410-130	24.99
MGB GT 1965-67	410-135	24.99
MGB Roadster 1968-69	410-140	24.99
MGB GT 1968-69	410-145	24.99
MGC Roadster	410-215	33.99
MGC GT	410-220	33.99
MGB Roadster 1975-80	410-225	33.99



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.

English License Plate 307-073 \$89.99





Badge Bars & Hardware

Dress up the front of your car. All are 3/4" diameter. Badge Clip Kits come complete with hardware for installation.

1962-74 Chrome	244-115	\$139.99
1974½ -80 Chrome	244-230	99.99
1974½ -80 Black	244-240	99.99
Badge Bar Mounting Backing Plate	408-577	8.99
Badge Mounting Kit - 3/4" Bar	408-002	7.99
Badge Mounting Kit - 1" Bar	408-001	6.99



Stainless License Plate Support

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

License Plate Support	451-296	\$43.99
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License Plate Mount Badge Holder

Have a license plate on your car? Want to run a badge or two? This badge holder is designed to mount to the upper or lower license plate mounting screws, and accepts both standard back mount and magnetic badges!

Badge Holder - License Plate Mount	244-105	\$28.99
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1962-74 Chrome Badge and Lamp Bar

This badge bar is designed to mount a pair of high-quality Tourist Trophy reproductions of the classic Lucas 500 series lamps (sold separately). The bar mounts behind the bumper bracket so no drilling is required.

Note: Will not fit 1970-72 without modification to lower grille finishers.

Badge & Lamp Bar	244-121	\$179.99
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408-002

408-001

Grille Badges

Solid baked enamel finish on a polished stainless steel back.

(1) England	408-507	\$23.99
(2) U.S.A.	408-527	23.99
(3) RAC	408-547	23.99
(4) U.S. Coat of Arms	408-529	23.99
(5) MG	408-487	23.99
(6) Great Britain	408-506	23.99
(7) Abingdon-On-Thames	408-186	34.99
Badge Mounting Kit - 3/4" Bar	408-002	7.99
Badge Mounting Kit - 1" Bar	408-001	6.99
Badge Bar Mounting Backing Plate	408-577	8.99



408-002

408-001

Badge Bar Badges

(1) Cloisonné RAC	408-517	\$54.99
(2) RAC Badge	408-695	79.99
(3) St. Christopher	408-435	106.99
(4) Brooklands	408-175	66.99
Badge Mounting Kit - 3/4" Bar	408-002	7.99
Badge Mounting Kit - 1" Bar	408-001	6.99



Cloisonné Union Jack

Designed to mount on flat surfaces. 2 1/4" x 1 3/8". Screws included.

Cloisonné Union Jack - Pair	229-308	\$27.99
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EXTERIOR

BADGE BARS & BADGES

A29



License Plates

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

Union Jack	229-730	\$9.99
MG Octagon	229-735	9.99



License Plate Frames

High-quality license plate frames to show off your car's heritage.

Union Jack, Black	222-735	\$44.99
Union Jack, Stainless	222-725	46.99
MG Safety Fast, Stainless	222-776	46.99
MGB, Black	222-846	44.99
MGB, Stainless	222-796	46.99
MGB, Polished, Slim	222-797	46.99
Morris Garage, Stainless	222-830	46.99
Checkerboard, Black	222-737	39.99

EXTERIOR

A30 LIGHTING



Fog and Driving Lamps

Quality reproductions of the classic 5½" Lucas 500 series SLR and SFT lamps as originally fitted to many cars of the 50s and 60s. Lamps are sold individually.

Driving Lamps

Stem Mount	162-700	\$149.99
Back Mount	162-760	149.99

Fog Lamps

Stem Mount	162-800	\$149.99
Back Mount	162-770	149.99

Covers

6" dia. fits 500 series lamps	162-705	\$89.99
7" dia. fits 700 series lamps	162-865	84.99

Replacement Bulbs

Driving Lamp Bulb	170-500	\$5.89
Fog Lamp Bulb	170-510	4.19



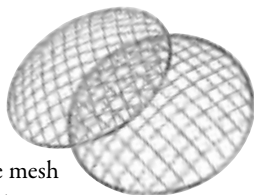
Driving Lamp Clamp

These clamps can be used to mount 500 and 700 series fog or driving lamps to ¾" badge bars. Plus they can be used for mounting antennas or other accessories.

Chrome Lamp Clamp	408-579	\$19.99
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Headlamp Stone Guards

Heavy duty chrome-plated wire mesh stone guards protect your headlights. May not be street legal. Includes hardware not shown.



Stone Guards	222-100	\$10.89
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MGB Sebring Headlamp Covers & Fitting Kit

These American-made reproductions are far superior to the UK-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. Illegal in California. Check your local restrictions.

Headlamp Cowl Kit	222-130	\$159.99
Alloy Cowl Fitting Kit	222-140	49.99



3rd Brake Light Kit

Center-mounted 3rd brake lights reduce accidents, so much so that they have been required on all passenger autos built since 1984. Our old cars, with two dim, low mounted brake lights, aren't exactly easy to see. With a little creative wiring, you can mount one of our brilliant accessory 3rd brake light kits and improve the safety of your British classic. The base can be removed for flush mounting.

Chrome Brake Light Kit	116-115	\$89.99
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Rear Fog and Reverse Lamps

These matched lamps have polished stainless steel cases, glass lenses and 20W H3 type halogen light bulbs. 4½" wide, 2¼" high. ⅝" mounting hole required. Suitable for mounting below the rear bumper. Check your local regulations to make sure they are legal for street use. Sold individually.

Reverse Lamp, Clear	162-842	\$49.99
Rear Fog Lamp, Red	162-843	49.99



Chrome Reverse Lamp Rims

The original reverse lamp lenses have never been a thing of beauty, but now that can be changed. These chrome-plated brass rims fit over the original lens to brighten the rear of the car. Available individually or as a set of two with new lenses and installation screws.

Chrome Rim	164-862	\$19.89
Chrome Rim & Lens, Complete Car Set	164-868	49.99



Headlamp Relay Kit

Any British classic can benefit from adding headlamp relays. Your headlights will be significantly brighter, and the useful life of the lighting switch will be extended considerably with this easy-to-install kit. Relays are especially beneficial (and strongly recommended) if you have fitted halogen headlamps.

Headlamp Relay Kit	117-515	\$38.99
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Lamin-X Headlamp Shield

No matter where you lie on the spectrum of LBC upkeep, we offer the security of Lamin-X, a thin, invisible layer that protects headlamps from stone chips and scratches, and keeps your lights looking new for years to come. Installation takes 10 minutes. Fits all 7" round headlamps. Sold in pairs.

Headlamp Shield, pair	162-695	\$24.99
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800-667-7872

*See ordering page for details

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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 individually.

Hella Halogen Headlamp, each	902-969	\$74.99
Replacement H4 Bulb	902-998	5.99



P700 Tripod Headlamp Set

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 at a much lower price. These lamps are an entry-level alternative to our 156-898 PL700.

P700 Tripod Set	156-878	\$139.99
Replacement Bulb	170-600	8.99



Lucas



Lucas 7" Halogen Headlamp

Made by Lucas, these high-quality headlamps come with replaceable H4 bulbs. Fits all regular 7" headlamp applications. Sold individually.

Lucas Headlamp, each	162-726	\$46.99
Replacement H4 Bulb	902-998	5.99



Hella 500 Light Kits

Light up the road with these Hella 500 Light Kits. The Driving Light kit emits a focused beam for long-range illumination, while the Fog Light kit projects a wide, low, illumination perfect for foggy or dusty conditions. Kits include: 2 halogen lamps, two H3 12V/55W bulbs, 2 protective stone shields, plug-n-play harness, 1 switch, 1 12V relay, and instructions. Lamp dimensions: 6.8" h x 6.4" w x 2.6" d.

Driving Lights	162-780	\$114.99
Fog Lights	162-785	119.99

LED Replacement Bulbs

LED Exterior Lighting

We've had our eyes on these for a while now. We couldn't help it, they're so bright! Our LEDs have the advantage of a wide-angle light distribution design. And, best of all, you can install these yourself. These bulbs fit factory sockets, but require that your car be negative ground. After much searching and testing of different products, we can now say that Moss offers an LED lighting solution that measures up to our requirements.

Our LEDs come in three colors

White, red and amber—to match the color of the lens application. Trust us, you don't want a white light behind a red lens. Pink is not the universal color for "stop," last we checked.

Upgraded Electronic Flasher

If you are upgrading any of your turn signals you will need to upgrade to an electronic flasher. The LED bulbs draw so little current that they won't trigger a mechanical flasher to blink.

Industry #	57	89	1157	1156
Replaces Moss #	170-100, 170-250	170-300	170-700	170-800
White	170-906	170-920	170-931	170-946
Amber	170-911	170-921	170-936	170-951
Red	170-916	170-925	170-941	170-956
Price	\$18.99	\$15.99	\$24.99	\$25.99



Crystal Clear Headlamp

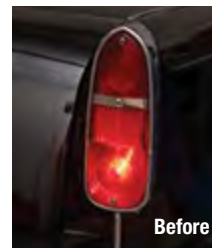
For a modern look, we offer Crystal Clear headlamps with halogen H4 bulbs. These are DOT and SAE approved and deliver a strong focused light. The cast aluminum housing is corrosion-resistant and the lens is vented to prevent fogging. Sold individually.

Crystal Clear Headlamp, each	156-875	\$39.99
Replacement H4 Bulb	902-998	5.99

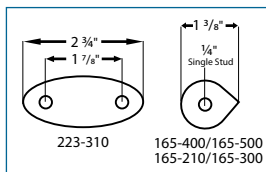
PL700 Tripod Headlamp Set

The PL700 was fitted to many high-end 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 PL700 Set	156-898	\$179.99
Replacement Bulb, each	170-450	3.49
Bulb, quartz halogen, each	170-675	6.79

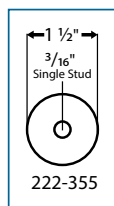


Electronic Flashers		
2-Prong	141-667	\$20.99
3-Prong	141-668	22.99



Lucas Style Reproduction Mirrors

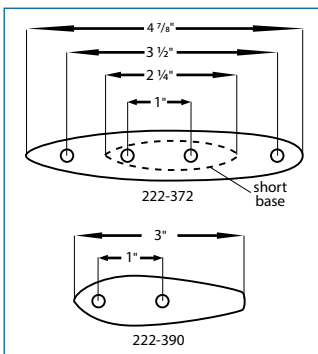
Flat Fender Mount	223-310	\$24.79
R/H Flat Lens	165-400	19.49
L/H Flat Lens	165-500	19.49
R/H Convex Lens	165-210	22.99
L/H Convex Lens	165-300	22.99



Raydyot Racing Mirrors

Raydyot mirrors were often bolted to racing and performance cars in the 1950s and 1960s. Their brushed aluminum design was extremely lightweight and strong. Less weight will forever be the aim of speed seekers. The mirror's low mass led to another important advantage, too: they were stable and vibration-free. Moss has captured not only the distinctive look and character of the original Raydyot mirror, our aluminum reproductions also share the performance advantage of being light and strong. You may select mirrors with either the traditional flat lenses, or wide angle convex.

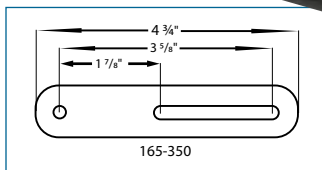
Raydyot Mirrors - Flat	222-355	\$49.99
Raydyot Mirror - Convex	222-356	49.99



Bullet Mirrors

The combination mirror has two base options. Short base is 2 1/4" with bolt holes 1" apart. Long base is 4 7/8" with bolt holes 3 1/2" apart. The oversize lens mirror has a base 3" long, bolt holes 1" apart.

Combination Mirror	222-372	\$59.99
Oversize Lens	222-390	59.99



Baby Turbo Mirror

High-quality new production of this popular mirror from the 80s. The design still looks fresh and gives an updated look. Reversible mount for LH or RH use.

Baby Turbo Mirror	165-350	\$129.99
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Quarter Light Mirror

This popular option can be clamped to a quarter light, windshield frame or roof lip to give better visibility.

Quarter Light Mirror	165-175	\$42.99
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Twin Air Horns

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

Air Horns	545-080	\$54.99
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Twin Trumpet Horn Kit by Hella

The Twin Trumpet Horn Kit by Hella produces a full harmonious and wide sound radiation. They are noticeably louder than stock horns and have been manufactured to the highest standard. This kit includes both a high and low note horn, relay, mounting brackets and instructions.

Twin Trumpet Horn Kit	545-095	\$28.99
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Super Tone Horn Kit by Hella

Compact and powerfully loud, a proper horn is more than an accessory, it's a safety measure all British cars should have. Our high quality horn upgrades are simple to install, sound great and definitely turn heads with their volume.

Super Tone Horn Kit	545-090	\$48.99
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TOURIST TROPHY®

Chrome Locking Gas Cap with MG Logo by Tourist Trophy

Add some security to your MGB while infusing style with this beautifully chromed gas cap adorned with the MG logo. This modern day gas cap uses the best materials to ensure it lasts. The outside base is chromed stainless steel while the swiveling MG emblem is cast from Zinc-Aluminum for superb chrome adhesion and shine. This cap has been tested in a mixture of 75% gasoline and 25% methanol to ensure compatibility with all fuels. Supplied with 2 keys.

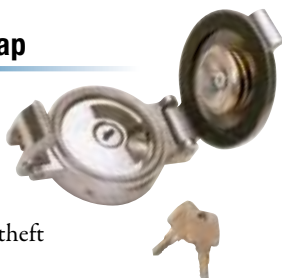
MGB 1970-74 & 1976-80 202-780 \$129.99

Aston Gas Cap

Features include quick release and easy installation.

This chrome Aston gas cap is theft proof. Vented.

1962-69, Chrome



117-462 \$154.99

Locking Gas Cap

Chrome locking fuel filler cap. Includes two keys.

1962-69

202-760 \$37.99

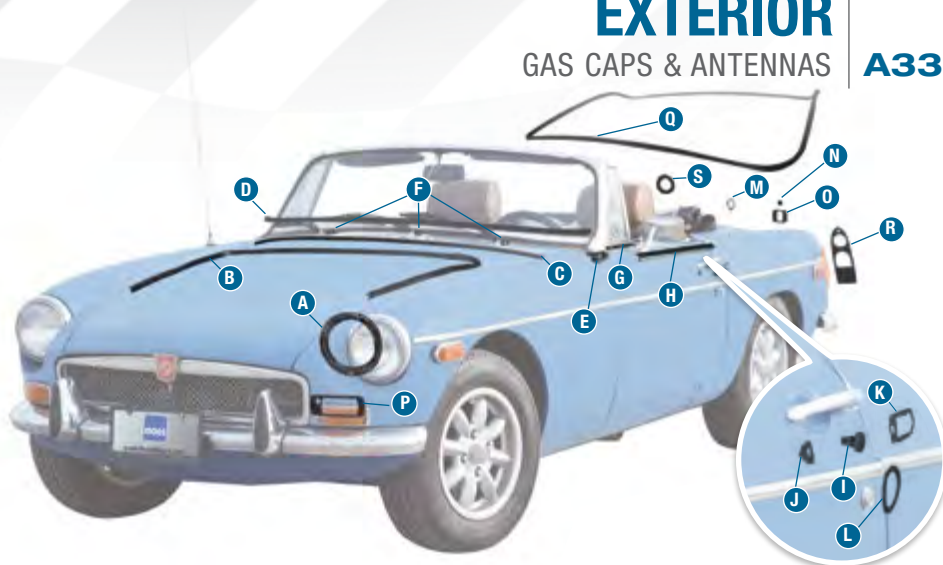


Compact Air Horn Kit

Very compact yet very loud! Tired of modern (huge) traffic not noticing your classic (small) sportscar on the highway? This kit fits in a space 5½"x 4½"x 4" (LxWxD) and produces deep tones of 115 db at 6 feet. A perfect solution for your compact classic. Kit comes with a relay, mounting bolt and nut and instructions.

Compact Air Horn Kit

545-085 \$62.99



MGB Body Rubber Repaint Kits

It's no longer a chore to track down all the rubber bits and pieces commonly replaced during a repaint or moderate restoration. Start with the Roadster base kit (GT kit has all pieces), which contains the pieces common to all MGB Roadsters, then add the supplemental kit specific to your year. That's all there is to it. See tables for specific content.

Roadster Base Rubber Kit	282-818	\$63.99
Roadster Supplemental Kit for 1962-69	282-825	33.99
Roadster Supplemental Kit for 1970-76	282-826	38.99
Roadster Supplemental Kit for 1977-80	282-827	26.99
GT Rubber Kit	282-829	99.99

Body Rubber Kit Contents	
Base Kit Includes	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O
1962-69 Supplement	P, Q, R, S
1970-76 Supplement	P, Q, R, S
1977-80 Supplement	Q ¹ , R, S
GT Complete Kit	A, B, C, F, G, H, I, J, K, L, M, N, O, P, Q ² , R, S
¹ Includes correct body side trunk seal	
² Includes both body side and tailgate side seals	



Raked Shorty Antenna

Small and powerful-that's the right combination. At a mere 7 inches tall and with a swept back look, our amplified antenna is a major design improvement over an unsightly standard mast or a noisy old power antenna. Comes with a 195" detachable cable, and the mast easily unscrews if you have a car cover without a hole.

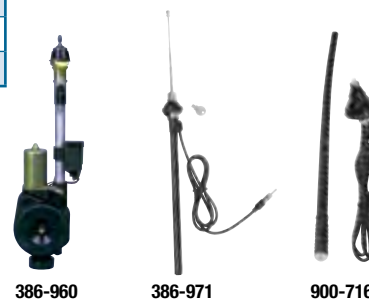
7" Amplified

906-185 \$32.99

EXTERIOR

GAS CAPS & ANTENNAS A33

III.	Description	QTY
A	Headlamp Seals	2
B	Hood Seal	1
C	Rear Hood Seal	1
D	Windshield to Body	1
E	Windshield Post Pads	2
F	Wiper Bezel Pads	3
G	Vent Window to Body Pads	2
H	Door Top Seals	2
I	Door Handle Buffer	2
J	Door Handle Gasket - Small	2
K	Door Handle Gasket - Large	2
L	Door Lock Gasket	2
M	Trunk Lock Gasket	1
N	Reverse Lamp Wiring Grommet	2
O	Reverse Lamp Pads	2
P	Front Lamp Pads	2
Q	Trunk Seal	1
R	Rear Taillamp Seals	2
S	Gas Filler Neck Grommet	1



Radio Antennas

Electric Retractable Antenna: Our electric antenna kit wires into your radio for fully automatic operation. Requires 13½" depth to mount.

Flush-Fit Antenna: This collapsible antenna locks when down. Requires 11¼" depth to mount.

14" Rubber Antenna: Black. Includes 54" lead cable.

Electric Antenna	386-960	\$109.99
Flush-Fit Antenna	386-971	15.99
Rubber Antenna	900-716	14.79

800-667-7872



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Scrubblade

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The Scrubblade is a powerful replacement wiper blade featuring 2 blades covered with tiny triangular scrubbers. The first blade pushes water away, the second blade wipes streaks away, and the scrubbers get rid of bugs and other debris. A nano coating ensures smooth, chatter-free wipers and extends blade life. Its steel frame construction with steel rivets provides a sturdy, strong performance with every swipe. 12" length. Sold individually.

GT 1965-68 & 1973-78 560-640 \$12.99



Door Handle Guards

Polished stainless steel guards. Fits 1965-80. Door handles must be loosened to install. This requires removal of interior door panel.

Pair 228-745 \$17.99



Mud Flaps

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

MG Logo 222-610 \$16.99



Gas Strut Lift Kits

Hood Lift Kits - The hood will lift higher giving more access and can be opened with one hand. Requires drilling.

Trunk Lift Kits - 1962-71 cars had a steel prop rod, 1972-80 cars had a latching support strut. We offer a single strut kit for later cars if you are on a budget and don't want to drill any holes, but we recommend using dual struts if you have a luggage rack or previous damage to the trunk lid. All kits require drilling except #900-070.

Cover Sets - Add a touch of polished stainless steel to the above kits. Sold as a pair.

Hood Lift Kit

Hood Lift Dual Strut Kit 900-072 \$52.99

Trunk Lift Kits

1962-70 Dual Strut Kit 900-074 \$64.99

1971-80 Dual Strut Kit 900-071 58.99

1971-80 Single Strut Kit 900-070 38.99

GT Hatch Dual Strut Kit 900-076 83.99

Cover Sets

Hood Lift Stainless Cover Set 900-079 \$34.99

Trunk Lift Stainless Cover Set 900-078 34.99



Leather Bonnet Straps

Bonnet Straps began life as a safety measure for racers. Daily drivers loved the look and added them to their sports cars. Our authentic reproductions are sold individually or in pairs and are a cinch to install.

Tan Leather, Pair 222-728 \$56.99

Tan Leather, Each 222-729 35.99

Black Leather, Pair 222-602 56.99

Black Leather, Each 222-601 35.99



Tie Down Plates

Stop crawling around under your car hunting for a place to attach your trailer tie downs.

Our rear axle tie down plates provide an easy to reach place to secure your car safely.

Hooking tie downs to the chassis forces greater loads on the tie downs and could lead to dangerous stretching or breaking. By hooking to the axle, your car's suspension is allowed to move naturally. 1962-67 MGB's will require the holes to be elongated to fit.

Tie Down Plates - Pair 267-522 \$42.99



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.

Cowl Vent Cover 215-315 \$11.89



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, and look great on MGBs.

MG Crested 2-Eared Knockoffs

Fine Thread 12 t.p.i. - Left Hand	200-220	\$47.99
Fine Thread 12 t.p.i. - Right Hand	200-210	47.99
Coarse Thread 8 t.p.i. - Left Hand	200-225	47.99
Coarse Thread 8 t.p.i. - Right Hand	200-215	47.99

Standard 2-Eared Knockoffs

Fine Thread 12 t.p.i. - Left Hand	200-280	\$47.99
Fine Thread 12 t.p.i. - Right Hand	200-290	47.99
Coarse Thread 8 t.p.i. - Left Hand	674-680	47.99
Coarse Thread 8 t.p.i. - Right Hand	674-670	47.99

3-Eared Knockoffs

Fine Thread 12 t.p.i. - Left Hand	200-315	\$86.99
Fine Thread 12 t.p.i. - Right Hand	200-325	86.99
Coarse Thread 8 t.p.i. - Left Hand	200-335	89.99
Coarse Thread 8 t.p.i. - Right Hand	200-345	89.99



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 inner tubes. Sold individually.

Inner Tubes

155/165 x 14"	452-736	\$19.99
175/185 x 14", 155/165 x 15", 175/185 x 15"	452-766	26.99

Rim Bands

14" Rim Band	452-740	\$10.89
15" Rim Band	452-750	11.79



Knockoff Hammers

All types, weights and sizes for every possible application.

1 lb. Copper/Copper	386-000	\$46.99
2 lb. Copper/Copper	386-850	49.99
2 lb. Copper/Rawhide	386-110	57.99
4 lb. Lead Alloy	386-180	64.99



Long Handle Knockoff Wrench

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

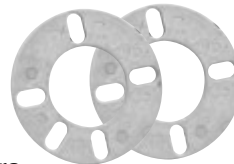
Octagon Knockoffs	386-120	\$53.99
Eared Knockoffs	386-125	53.99
Fabric Wrench Cover	386-115	21.99



Wire Wheel Spoke Wrench

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

Spoke Wrench	385-800	\$10.29
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Wheel Spacers

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

Pair	674-685	\$34.99
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Protective Knockoff Wrenches

Prevent damage to knockoffs with multi-ply wooden wrenches. Fits all 42 mm conventional British two eared knockoffs.

Protective Wrench	386-165	\$29.89
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Wheel Trim Rings

Polished stainless steel trim rings provide an attractive accent to your rims. Sold in sets of 4, for use with Rostyle wheels only.

14" Trim Rings - Set of 4	455-378	\$86.99
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LE Chrome Lug Nuts

The original Limited Edition wheel nuts were black. These chrome nuts will add a subtle bit of flash when you are parked at the car show next to ten other LEs.

Chrome Lug Nuts - Each	264-991	\$15.99
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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!

Lug Nut, each	264-985	\$3.99
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Embossed Valve Stem Caps

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

MG Valve Stem Caps	215-825	\$9.99
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Valve Stem Caps

Further dress up those chrome wheels with a set of valve stem caps with logos. Set of 4.

Union Jack - Non-Locking	101-161	\$13.99
Checkerboard - Non-Locking	101-167	13.99

CHOOSE YOUR



Limited Edition Road Wheel

These wheels have been re-tooled and are available once again. Supplied with a UK style red center badge, U.S. specification badges sold separately.

Limited Edition Road Wheel	462-750	\$224.99
U.S. Spec. Badge, Black	408-280	5.29
Lug Nut, each	264-990	15.99



Panasport Wheels

Famous in racing circles, Panasport wheels feature lightweight alloy construction and polished rims. Please check our website for more information about offset, weight and suggested tire sizes. Check tire clearance before fitment.

15" x 6" +22 mm offset, 14 lbs.	854-716	\$329.99
16" x 7" +22 mm offset, 17 lbs.	854-735	399.99

Minilite Style Bolt-on 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.

14" x 5½" (stock) - Silver	455-386	\$179.99
14" x 5½" (stock) - Silver w/ Polished Rim	456-042	189.99
14" x 5½" (stock) - Anthracite	455-376	179.99
15" x 5½" (+1) - Silver	456-045	199.99
15" x 5½" (+1) - Silver w/ Polished Rim	456-044	199.99
15" x 5½" (+1) - Anthracite	456-046	199.99
Replacement Hub Cap - Chrome	456-049	10.99
MG Emblem	455-377	2.99
Lug Nut, each	264-980	2.99



Minilite Style Knockoff Wheels

A great choice for cars originally equipped with wire wheels.

14" x 5½" (stock) - Silver	455-360	\$389.99
15" x 5½" (+1) - Silver	455-385	399.99
15" x 5½" (+1) - Anthracite	455-389	409.99

STYLE



111-419



Wire Wheels

Each MWS Dunlop style chrome wire wheel has a rim and shell which are polished in special-purpose machines, then hand-polished by skilled craftsmen. To enhance the corrosion resistance, microporous nickel plating is done prior to chrome-plating. The product conforms to the stringent International Standards ISO 1456-1988 specifications. The spokes and nipples are chrome-plated stainless steel for brightness and long life. Chrome wheels have a two year cosmetic and three year structural warranty. All wire wheel nipples are silicone sealed at the rim to keep water out, a common complaint on lesser quality wheels.

Most MGBs were originally fitted with painted wire wheels. Chrome wheels were a popular option, but the stove-enameled look may be what you want to set your car apart on the show field. Painted wire wheels were used on all competition cars, and they can add a more correct, purposeful look for vintage race cars and other high-performance machines.

MWS Dunlop style painted wire wheels have very high corrosion resistance. Before being painted, they are primer-coated using Cathodic Electrophoretic Technology, popularly known as "electro" or "e-coat." The silver-grey paint topcoat combines with the primer to give the wheel a salt-spray resistance of 840 hours when tested per ASTM standards. Painted wheels have a one year cosmetic and two year structural warranty.

Dia/Width	Spokes	Finish	Unit	Part #	Price
14" x 4½"	60	Chrome	Each	454-636	\$380.99
14" x 4½"	60	Painted	Each	454-626 ¹	275.99
14" x 5½"	72	Chrome	Each	454-826	464.99
14" x 5½"	72	Painted	Each	454-816	348.99
15" x 5"	72	Chrome	Each	454-660 ¹	479.99
15" x 5"	72	Painted	Each	454-665 ¹	317.99

¹Tubeless - Tubes are not necessary

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.

Wire Wheel Conversion Kit - Eared Knockoffs (w/o wheels)	111-490	\$769.99	🏆
Wire Wheel Conversion Kit - Octagonal Knockoffs (w/o wheels)	111-495	769.99	🏆
Chrome Wheel Conv. Kit - 14" x 4.5" - Eared Knockoffs	111-419	2,599.00	🏆
Painted Wheel Conv. Kit - 14" x 4.5" - Eared Knockoffs	111-429	1,999.00	🏆
Chrome Wheel Conv. Kit - 14" x 4.5" - Octagonal Knockoffs	111-418	2,599.00	🏆
Painted Wheel Conv. Kit - 14" x 4.5" - Octagonal Knockoffs	111-428	1,999.00	🏆
Chrome Wheel Conv. Kit - 14" x 5.5" - Eared Knockoffs	111-416	2,899.00	🏆
Painted Wheel Conv. Kit - 14" x 5.5" - Eared Knockoffs	111-426	2,399.00	🏆
Chrome Wheel Conv. Kit - 14" x 5.5" - Octagonal Knockoffs	111-417	2,869.00	🏆
Painted Wheel Conv. Kit - 14" x 5.5" - Octagonal Knockoffs	111-427	2,369.00	🏆
Chrome Wheel Conv. Kit - 15" x 5" - Eared Knockoffs	111-436	2,999.00	🏆
Painted Wheel Conv. Kit - 15" x 5" - Eared Knockoffs	111-446	2,199.00	🏆
Chrome Wheel Conv. Kit - 15" x 5" - Octagonal Knockoffs	111-437	2,969.00	🏆
Painted Wheel Conv. Kit - 15" x 5" - Octagonal Knockoffs	111-447	2,169.00	🏆



5 Speed Conversion Kit

There is no question that a factory overdrive unit makes a big difference to the enjoyment of driving an MGB at highway speeds. Unfortunately overdrive units are complicated and expensive to repair. As an alternative to the expense of fitting or rebuilding an overdrive unit we offer a well-engineered bolt-in 5-speed gearbox conversion kit.

- Rebuilt Gearbox
- Cast Alloy Bell Housing
- Spigot Bushing
- Rear Gearbox Cross Member and Mountings
- Chrome Gear Lever Assembly
- Speedometer Cable
- Driveshaft
- All Bolts and Fasteners
- Detailed Instructions
- Please contact our tech department for non-original applications

Note: Your speedometer will need to be recalibrated to be accurate

MGB 3 Main 1962-65	440-065	\$4,499.00	🏆
MGB 5 Main 1965-67	440-075	4,499.00	🏆
MGBGT 1966-67	440-085	4,499.00	🏆
MGB & GT 1968-80	440-105	4,499.00	🏆
Shift Knob - 7mm	041-546	36.99	
Shift Knob - 10mm - 1968-80	041-547	36.99	
Input Seal	041-630	8.99	
Output Seal	041-631	25.49	
Shift Rail Seal	041-632	10.99	
Reverse Switch	041-606	9.89	
Clutch Alignment Tool	041-620	2.89	



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	\$1,699.00	🏆
Tube Type Axle	267-055	1,699.00	🏆



Heavy Duty Clutch Kit

Heavy Duty Clutch Kit includes: #190-821 Up-rated Clutch Disc, 36% larger friction surface area than the standard replacement and solid center instead of fins; #190-810 Heavy Duty Pressure Plate for increased clamping pressure; #190-305 Roller Type Release Bearing and #190-570 Retainer with an improved design for long life.

Heavy Duty Clutch Kit	190-815	\$204.99
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Laygear Kit

Premature wear of the layshaft has been a long standing problem for early MGB's. To address this issue, we fitted our laygear kit with two sets of 20 needle rollers, each one being 3mm in diameter and 29mm long. This effectively doubles the number of load bearing needles at each end. With these longer needles the load is distributed over a larger section of the layshaft, and wear is dramatically reduced. The new laygear kit uses a special spacer in the middle to separate the two pre-installed sets of needle bearings. To hold the needles in place, we use a dummy layshaft which is long enough to allow the front thrust washer to be fitted as well. A new layshaft is also included in the kit. This is as close as we can get to a "drop-in installation." If you are looking for a new layshaft and laygear, this kit provides an excellent solution.

1962-early 67 (0.645" layshaft)	461-571	\$459.99
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Up-rated Solid Center Clutch Disc

Standard clutch discs have fins that connect the center to the friction surface, and they are prone to flex and fail. The solid center on this heavy duty disc eliminates that failure point.

The friction surface is also 36% larger than the standard replacement, giving you more holding power and more positive shifts without a heavy pedal. Perfect for a stock engine or higher horsepower engines. Heavy duty, 23 spline, solid center, 8.5" clutch disc.

Solid Center Clutch Disc	190-821	\$56.99
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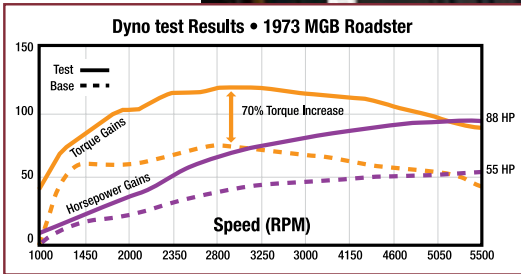
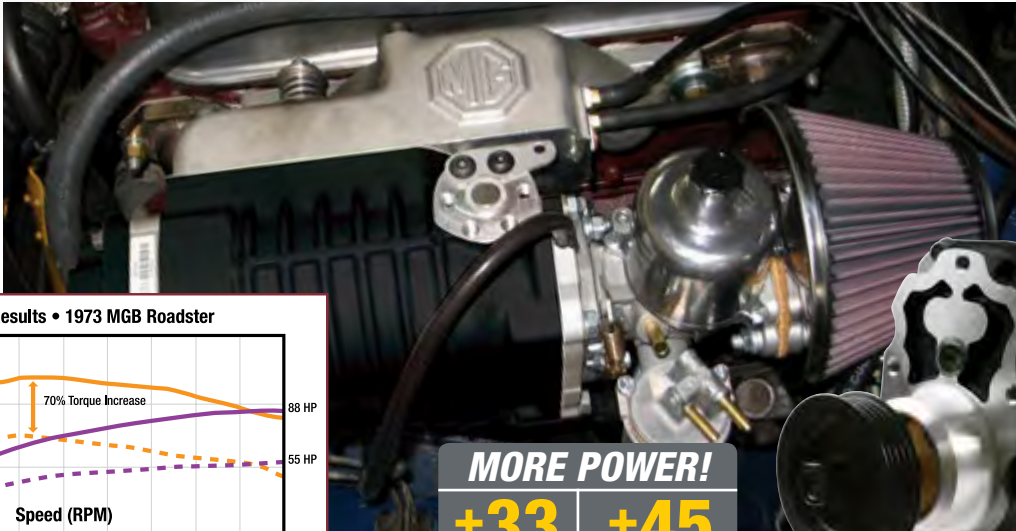


Clutch Hydraulic Kit

Save money and make ordering easy with this kit which includes all usually replaced clutch hydraulic components: master cylinder, slave cylinder with pushrod, hose and required copper washers.

Clutch Hydraulic Kit	180-718	\$55.99
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MORE POWER!
+33 horsepower
+45 ft. lbs. of torque

MGB Supercharger System w/HS6 Carburetor

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

Our 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. Our Moss supercharger system produces 5-6 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 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 1968-74/1/2 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.



Note: 1975 cars require 1976-80 pedal box, contact the Moss Tech Department. for details.

1965-67	150-050	\$3,995.00	🏆
1968-74	150-060 ¹	4,295.00	🏆
1975-80	150-070 ¹	4,295.00	🏆
Supercharger Emblem	648-210	24.99	
HS6 Jet Needle, BCG	374-377	23.99	

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



Supercharger Big Boost Kit

Includes new pulley and full instructions. Typically will increase boost from the standard 5-6 psi to 7.5-8.25 psi. Recommended for use on 8.0:1 compression engines and heads that have been flowed.

Note: Installation of this kit does void manufacturer's warranty of the rotor group.

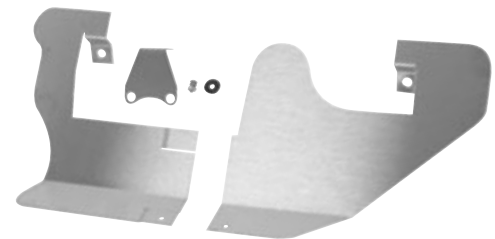
Boost Kit	150-075	\$169.99
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Moss Supercharger Alternator Conversion Kit

This kit has all the parts and instructions necessary to install an alternator to an MGB fitted with a Moss supercharger kit. Includes extra drive belt.

1962-67 Alternator Conversion	130-098	\$319.99
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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.

Internal Bypass (Current Design)	150-065	\$219.99
External Bypass (Previous Design)	150-066	199.99



TOURIST TROPHY®

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Stainless Steel Touring Exhaust by Tourist Trophy

Yes, it is the best looking exhaust on the market. But even if it wasn't, it would still be the best you could buy. Judged purely by build quality and the oh-so-important "original British sports car sound," the Tourist Trophy Touring exhaust is in a class of its own. Designed as a high-end stock replacement, this system maintains both the resonator and muffler for a quiet ride. It is built from a durable stainless steel with a highly polished finish will stay beautiful and solid for many years to come. Covered by a 5-year warranty.

The Tourist Trophy Exhaust features:

- 201 Stainless Steel construction used for the muffler shell, pipes and tips
- Muffler packing is a combination of stainless steel wool and fiberglass for a classic sports car sound that is throaty under acceleration but never intrusive while cruising
- Entire system is completely polished to a mirror shine
- Uses all the original hangers and supports
- 5-year warranty

1962-74

454-569

\$439.99

Performance Header

This tubular exhaust header is suitable for vintage racing or the sporting enthusiast. Header is jig welded and designed for maximum performance. Hand fitting and port matching required, particularly for racing applications.

Stainless Steel

459-015¹

\$429.99

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.

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.

3-1 Header

459-011¹

\$199.99

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



Header and Manifold Blanket

This flexible heat shield clips into place on your manifold or headers and retains exhaust heat, reducing under hood temperatures. Designed for use on a V8 engine, this kit has enough material to cover most four cylinder manifolds with enough left over to protect the starter motor and bulkhead. Two sheets 20" x 24".

Header Manifold Blanket

337-445

\$146.99

Stainless Steel Band Type Exhaust Clamps

We now carry a full range of these band type stainless steel exhaust clamps.

1½"	412-025	\$4.39
1⅝"	412-026	4.39
1¾"	412-027	5.39
1⅞"	412-029	6.49
2"	412-030	6.49



800-667-7872

*See ordering page for details

WWW.MOSSMOTORS.COM

Stainless Steel Sport Exhaust by Tourist Trophy

This beautiful Tourist Trophy polished stainless steel sports exhaust system is manufactured using the highest quality materials and workmanship.

The system is designed for an easy fit using flange joints rather than the traditional sleeved pipes. It also uses more reliable modern rubber hangers and is supplied with special hanger conversion brackets.

The system features a single silencer with a sporty slash-cut tailpipe (using a single silencer gives better ground clearance for lowered cars). The box is packed with a combination of stainless steel wire wool and fiberglass. This gives a throaty exhaust note under acceleration that isn't intrusive when cruising.

- 1.2 mm-thick 201 grade stainless steel
- Single sports rear silencer
- CNC cut flange joints
- 409 stainless steel used for inner core and perforated tubing
- Manifold primary pipes are beautifully blended into merged collector
- Entire system is polished to a mirror shine
- Sporty slash-cut tailpipe
- Includes gaskets and installation hardware
- 5-year Warranty

Now featuring fitment options for Rubber Bumper cars²

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Fitment Details:

Includes hanger brackets for both chrome bumper (1962-74) and rubber bumper (1975-80) ride height vehicles. For the later Rubber Bumper vehicles, we recommend either a turn down tip or shielding to protect the bumper from exhaust heat.

Exhaust and Header Kit - A direct fit for 1962-74 cars. 1975-80 cars will require that the original one-piece manifold be replaced with a separate intake manifold. The flange will need to be shimmed to fit alternate intake manifold.

Exhaust and Down Pipe Kit - Connects to original 1962-74 cast iron exhaust manifold. 1975-80 cars will require the early cast iron manifold be used.

1962-74 Exhaust and Down Pipe	459-075	\$439.99	Muffler Only	459-077	\$139.99
1962-74 Exhaust and Header	459-085 ¹	499.99	1975-80 Exhaust and Header	459-085 ²	499.99
Replacement Rubber Hanger	180-659	6.19	1975-80 Exhaust and Down Pipe	459-075 ²	439.99
Replacement Exhaust Flange Gaskets	052-342	9.99			

¹If using with a Moss Motors supercharger, the front header pipe will need to be slightly reformed for clearance.

²See Fitment Details above for information regarding Rubber Bumper vehicles.



Stainless Steel U-Bolt Type Exhaust Clamps

These Stainless Steel U-Bolt type exhaust clamps are strong, durable, and best of all, will not rust.

1 5/8"	412-200	\$4.99
1 3/4"	412-201	5.49
1 7/8"	412-202	5.79
2"	412-203	5.99
2 1/8"	412-204	6.29
2 3/8"	412-205	7.99

Stainless Steel Exhaust System by Falcon

Constructed entirely of top quality stainless steel. The Falcon exhaust is an ideal system for your car if you live where winter road conditions are harsh. Clamps, hangers and (when required) catalytic converters not included.

1975 Orig. Non-Cat. System	454-570	\$439.99
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PERFORMANCE EXHAUST A41



TOURIST TROPHY®



Big Bore Stainless Exhaust System

For those of you who want a stainless exhaust and the performance of a free flow exhaust, this system is the solution. Large diameter pipes eliminate the forward silencer but incorporate a larger capacity rear silencer with a polished tip. (Does not include mounting hardware).

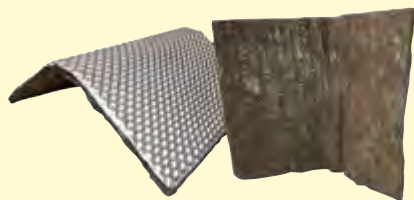
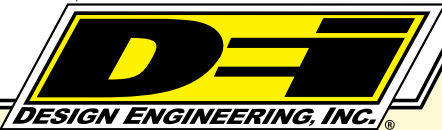
1975-80 w/Catalytic Converter	444-155	\$399.99
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800-667-7872



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moSS



Form-A-Shield by DEI

Made from 10mil dimpled aluminum with a 1/4" high temperature basalt insulation, Form-A-Shield can withstand direct temps to +1400°F. Form-A-Shield can be applied directly to hot surfaces and molds easily to exhaust manifolds, pipes and mufflers.

Form-A-Shield 231-905 \$91.99



Muffler Shield Kit by DEI

The best muffler shield/wrap on the market. Based off DEI's proven Floor and Tunnel II heat shield, this new Muffler Shield is designed to wrap around just about any size muffler. Includes tough Stainless Steel positive locking ties for a tight secure installation. Made from 10mil dimpled aluminum with a 1/8" needle glass insulator, it can be easily trimmed to fit most mufflers. Greatly reduces radiant heat coming off your muffler resulting in a cooler interior and protection from damaging heat.

Muffler Shield Kit 231-900 \$55.99

Positive Lock Tie Kit by DEI

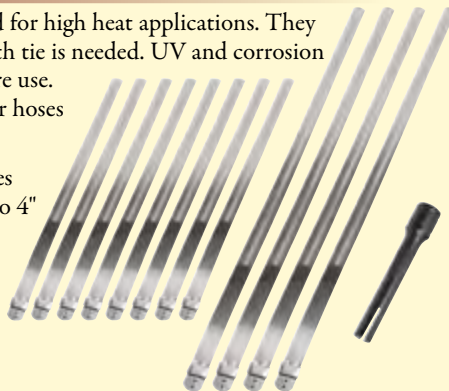
Stainless Steel Positive Locking Ties are designed for high heat applications. They are great for any application where a high strength tie is needed. UV and corrosion resistant they will last for many years under severe use. Perfect for securing exhaust wrap, cables, wires or hoses that are close to a heat source.

Positive Lock Tie Kit includes 8 - 9" Locking Ties (Up to 2" diameters), 4 - 14" Locking Ties (Up to 4" diameters) and Locking Tie Tool

Features:

- Made from 316 stainless steel
- Tensile Strength. 3/16" 200 lbs. 1/2" 350 lbs.
- Capable of withstanding in excess of 2500 F

Positive Lock Tie Kit 231-910 \$28.99



Stainless Steel Locking Tie by DEI

Locking Ties are perfect for securing wrap to pipes with its self-locking design. Locking Ties offer many other uses including bundling wires, hoses, and other forms of insulation products. Just slide end into locking mechanism and pull tight.

Features:

- Constructed of high grade 304 stainless steel
- Capable of withstanding heat in excess of 2500°F
- Strong - 100 lb tensile strength

8"	231-911	\$1.89
14"	231-912	2.49
20"	231-913	2.69



Locking Tie Tool by DEI

DEI has developed an effective tool to tighten Stainless Steel Locking Ties. This tool saves time and hassle while providing a professional looking result. Simply slide the tool on the end of any 1/4" nut driver, engage the tie, and twist. This gets the tie nice and secure. This Locking Tie Tool will fit on the end of any standard 1/4" drive extension so working in tight spaces is not a problem. This specialty tool works with all popular styles of stainless ties - up to 1/2" wide.

Locking Tie Tool 231-915 \$6.19

EXCLUSIVE



Exhaust Heat Shield

Another Moss Exclusive! Our R&D department has come up with another great product for your MGB. This heat shield anchors to the frame and cross member lowering the ambient temperature of your floorboard by 30 degrees. You can retrofit this heat shield or pair it with our new stainless steel sport exhaust. A perfect Saturday morning project, our heat shield is easy to install with basic hand tools. Will not fit some header equipped cars.

Heat Shield 409-120 \$149.99



Heatshield for 1 3/4" SU

Replace missing or damaged heat shield on most 1 3/4" conversion manifolds such as #366-418 and #366-398.

Heatshield for 1 3/4" SU Set 366-419 \$73.99



Dashpot Covers

Give your dull carbs a facelift. Sold individually.

SU HS4/6 - Chrome	374-575	\$19.99
SU HIF44/6 - Silver	114-473	29.99



Monza Free-Flow Exhaust

Monza Free-Flow Exhaust increases both horsepower and gas mileage by reducing exhaust gas back-pressure. They produce a nice mellow tone and their sharp looks will add to your car's appeal. Heavy gauge steel, black with chrome tipped ends. Requires stock downpipe or header for installation.

MGB 1975-80

454-556 \$329.99



New SU Carburetor Sets

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. Sold as a pair.

1962-67 HS4 Set	372-248	\$949.99	🏆
1968 HS4 Set	366-478	794.99	🏆
1969 HS4 Set	366-498	949.99	🏆
1970-71 HS4 Set	366-488	949.99	🏆



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 \$32.89

1 3/4" SU Carburetor 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 ¹	\$1,795.00	🏆
Ram Pipe Set	372-445	69.99	

¹ May not be legal on emission controlled vehicles. Check your local laws for compliance.



Knurled SU Idle Screw Kit

The Knurled SU Idle Screw allows you to fine tune your idle without having to reach for a screwdriver. Made specifically for the SU carburetor, this upgrade is quick and easy.

Knurled SU Idle Screw Kit 372-835 \$9.99



Dual Mikuni 36 Carburetor Conversion

If the name Mikuni rings a bell, odds are you've spent some time on two wheels. Moss is proud to have a relationship with this legendary motorcycle carburetor company and, in our ever-present quest to breathe new life into classic cars, we've developed a modern, performance carburetor system that's perfect for the MGB. In fact, it's revolutionary.

Right from out of the box the Mikuni system is ready to bolt on a stock MGB and outperform whatever you've been using. Immediately you'll notice the improved throttle response that comes from the integrated accelerator pump. And you can tune this carb to work with engines built for higher revs and higher compression. The Mikuni's can support more horsepower with more fuel flow than stock SUs.

The Mikuni system is more adjustable and easier to tune than either the Weber or SU carbs. Mikuni's have replaceable needles, pilot jets and main jets. They also feature adjustable accelerator pumps, throttle stops, idle screws, idle mixture screws and needle positions.

This conversion kit does not come with air filters. Moss developed the carburetors using high performance filters with a classic design. Filters are part# 053-391. Two required.

Dual Mikuni 36 Carb Conversion	366-380	\$1,299.00	🏆
PCV Kit	366-395	59.99	
Air Filter	053-391	29.99	



TOP SELLER

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. Our Weber DGV kits come pre-jetted for the listed applications. 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.

Manual Choke (1962- mid 1974)	222-260 ¹	\$529.99
Electric Auto. Choke (mid 1974-1980)	222-265 ¹	559.99
Carb Rebuild Kit - w/ Power Valve	222-266	49.99
Replacement Filter Assy.	222-365	43.99
Replacement Filter Element	222-364	15.89

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



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.

DCOE Soft Mount Kit	222-251	\$32.99
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1975-80 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. Does not include air cleaner assembly.

1975-80 Conversion	370-678 ¹	\$849.99	OS
K&N Air Filter	222-905	112.99	

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



Weber DCOE Conversion

High performance DCOE carburetors are still the enthusiast's choice to extract maximum power. The kit includes manifold, linkage and carburetor with ram pipes. Our Weber DCOE kits come pre-jetted for the listed application. However, fine tuning will 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. Mounts to carb using existing float bowl screws.

Single 45DCOE Kit	222-460 ¹	\$879.99	OS
Stainless Steel Heatshield	865-220	26.99	

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



Touring Fuel Tanks

The extra capacity "Touring" fuel tank was developed by Moss Motors for MGB/C owners looking for a few extra miles between fill-ups. This tank has a 16 gallon capacity, and is also a great choice for 6 or 8 cylinder applications. Compatible with stock fuel sender.

Tank Features include:

- Internal baffling for better fuel control
- Bottom mount low-profile drain plug for easy service/cleaning
- 16 gallon capacity for increased driving range
- Manufactured from Terne Coated Steel to help prevent internal corrosion
- Exterior black paint for OE style looks
- Guaranteed fit and function

Note: 471-203 (MGB 1970-75) will fit the 1976 MGB, but a correct filler neck must be sourced.

1965-69	456-776	\$177.99	OS
1970-75	471-203	177.99	OS
1977-80	471-223	177.99	OS



800-667-7872

*See ordering page for details

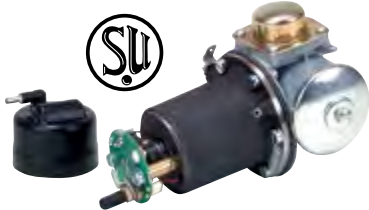
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SU Competition Double Ended Fuel Pump

Double ended SU pumps have been standard equipment for years on Aston Martins, Bentleys and late model E-Types. Delivering twice the capacity of a standard 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. Will require fabrication of a bracket or use MGB bracket below.

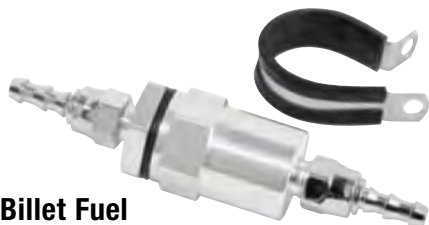
Std. Points Non Polarized	377-036	\$449.99
Solid State Neg. Ground	377-335	489.99
Bracket, 2 req.	377-350	10.89
Sleeve, Bracket, 2 req.	377-360	2.49



SU Solid State Fuel Pump

Solid State electric fuel pumps with modern, reliable electronics eliminate the use of contact breaker points. Now you can have a vintage looking SU fuel pump with peace of mind that only an electric fuel pump can offer. Plus, the characteristic ticking is retained.

Pos. grd. to (c)44438	377-235	\$206.89
Neg. grd. to (c)44438	377-225	209.99
Pos. grd. from (c)44439	377-245	194.99
Neg. grd. from (c)44439	377-255	189.99



Billet Fuel Filter Kit

The clean lines of this filter assembly will add a touch of custom brightness to the engine compartment. The filter is easily disassembled for cleaning. The chromed hose barbs can be removed and 3/16" AN-6 fittings attached directly to the body of the fuel filter giving a high degree of fitment flexibility.

Billet Fuel Filter	377-305	\$69.99
Repl. O-Ring, 7/16" OD	772-815	2.19
Repl. O-Ring, 1 1/4" OD	772-816	0.99

EXCLUSIVE



Cold Air Intake

After years of witnessing people trying to fab cold air boxes, we finally developed a clean, functional, solution that has been engineered with airflow foremost in mind.

We integrated a pair of computer designed velocity stacks with a modern remote air filter assembly and designed it to fit both the early and late cars, by giving it clearance for the brake servo on the later or converted MGBs. Then supplied it with a modern air filter that can be fitted without any modifications. To take things one step further, the design is such that if the hole in the radiator diaphragm is enlarged, the air filter can be remote mounted behind the grille by using readily available flex hose, for full cold air intake.

MGB's with Twin SU's	223-065	\$219.99
Replacement Filter	053-474	76.99



ECCO Plastic Body Fuel Pump

The ECCO electric fuel pump is a direct replacement for the SU pump. It is made from mostly plastic materials with the main coil housing assembly being made from Glass Reinforced Poly. There is a decades old, lingering misconception that the plastic will crack at the banjo. Rest assured, this is not the case with the modern pump. The ECCO pump is hand built, and the quality of the end product is heavily scrutinized during production. This pump will operate trouble free for years to come. Works on positive or negative ground vehicles.

Fuel Pump, Plastic Body, ECCO	377-162	\$149.99
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Facet Solid State Fuel Pump

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

Solid State Fuel Pump	377-420	\$89.99
Facet Filter	377-424	10.99



Inertia Fuel Pump Switch

For added safety, an 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 model MGBs come factory equipped with an inertia switch.

Inertia Switch	900-240	\$58.99
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PERFORMANCE

A46 AIR & FUEL

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). All filters sold individually.

Chrome K&N Filter Assemblies For 1½" SUs

1¾" deep	222-935	\$112.99
3" deep	222-950	86.99
2" deep, tapered	222-985	104.99

Chrome K&N Filter Assemblies For 1¾" SUs

1¾" deep	222-955	\$134.99
3" deep	222-960	86.99
2½" deep, tapered	222-995	104.99

Chrome K&N Assembly 175CD Zenith-Stromberg

1¾" deep	222-965	\$134.99
3" deep	222-990	129.99

Chrome K&N Filter Assemblies Weber DCOE

1¾" deep, each	222-245	\$104.99
3" deep, each	222-240	91.99

Chrome K&N Filter Assemblies Weber DGAV

1¾" deep	222-366	\$122.99
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K&N Air Filter Elements For Stock Applications

MGB 1962-74, each	372-395	\$56.99
MGB 1975-80	372-465	79.99

Cleaning Supplies

Filter Oil Bottle (250 mL)	231-490	7.79
Filter Recharging Kit	001-130	14.99
Filter Cleaning Fluid	231-480	12.99



K&N Air Filter for twin 1½ SU's

The twin SU conversion is a popular modification for a 1976-80 MGB. The tapered, 2" K&N filter is a perfect, high-performance solution for this tight fit.

2" deep, tapered	222-985	\$104.99
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222-995



222-965



222-366



1962-74 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.

1962-74 Assembly	222-910	\$199.99
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231-480



231-490



Fuel Filter/Regulator

High quality universal fuel pressure regulator with integral filter comes with ¼" and ⅜" fittings. Pressure adjustment is 3psi to 9 psi. Pre-set to 3-3.5 PSI for SU & ZS carbs. For carburetor equipped cars (not for fuel injection). Made in Italy.

Fuel Filter/Regulator	377-435	\$119.99
Replacement Filter	377-436	13.79
Replacement Bowl Gasket	377-437	6.39



Ram Pipe Sets

A racing tradition, now available in long (3") and short (1¼") for the following applications. Set of two. Check with your salesperson if you are unsure which carburetor you have.

Long

HS/HIF4 Carbs	372-410	\$69.99
HS/HIF6 Carbs	372-435	69.99

Short

HS/HIF4 Carbs	372-415	\$69.99
HS/HIF6 Carbs	372-445	69.99



Manual Choke Conversion Kit

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

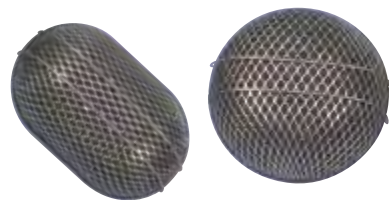
1975-80 Choke Kit	386-325	\$119.99
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Vintage Style Chrome Air Filter

Ultra-thin design, beautifully plated. Sold individually.

1½" SU Carbs, each	223-200	\$44.99
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Foam Air Filters

The traditional performance washable foam air filters.

Oval for 1½" SU	223-220 ¹	\$42.99
Round for 1½" SU	223-230 ¹	42.99
Oval for 1¾" Z-S	223-240 ¹	42.99

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



Chrome Crested Filters

Enhance the appearance of your SUs. These filters install using stock hardware and gaskets. Sold individually.

MG Crested - 1½" SUs	223-290	\$54.99
SU Crested - 1½" SUs	223-295	54.99



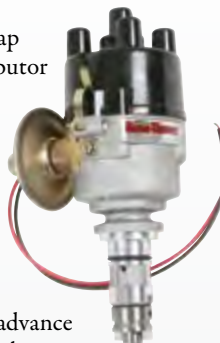
800-667-7872

*See ordering page for details

WWW.MOSSMOTORS.COM

Flame Thrower Electronic Distributors by Pertronix

A modern electronic ignition unit already installed in a brand new distributor body. Just swap out your worn out distributor and drop the new one in, the drive dog is already installed. Two wire hookup to the coil makes wiring easy and the improved advance curve gives great performance and drivability. The vacuum advance is calibrated for use on carburetors that have ported vacuum, but in many cases will work well with manifold vacuum. The distributor is the 45D style.



4-Cylinder, Neg. Ground	143-116 ¹	\$254.99
4-Cylinder, Pos. Ground	143-125	259.99
6-Cylinder, Neg. Ground	143-135 ¹	259.99
6-Cylinder, Pos. Ground	143-145	269.99

Replacement Parts

4-Cyl. Cap	143-117	\$9.19
6-Cyl. Cap	143-137	12.29
Rotor	143-126	8.19
Module, Pos. Ground	143-127	112.99
Module, Neg. Ground	143-118	91.99

¹Not for use with solid core ignition wires.

PERTRONIX

Pertronix Ignition Coils

The Pertronix Ignition Coil isn't called the "Flame-Thrower" for nothing. Matched to the Pertronix Ignitor ignition and with a voltage of 40,000, this coil will deliver a smoother response and better fuel economy, along with enhanced power during acceleration.



Non-ballasted systems - Black	143-265	\$44.99
Non-ballasted systems - Chrome	143-266	49.99
Ballasted systems - Black	143-270	44.99
End Clip for solid core wire	571-037	0.79
Boot for push-in wire end	571-047	1.49



PERFORMANCE

IGNITION & ELECTRICAL

A47



222-435

Pertronix Ignitor Electronic Ignition

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

Lucas Model 23, 24, 25D

Neg. Ground thru 1974	222-405	\$112.99
Pos. Ground thru 1967	222-555	124.99

Moss 143-114 distributor (Lucas 45D4)

Neg. Ground 1975	222-435	\$112.99
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Lucas 45/47DE4, DM4

1976-80	222-475	\$134.99
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Mallory Dual Point

Negative Ground	143-181 ¹	\$169.99
Positive Ground	143-182 ¹	132.99

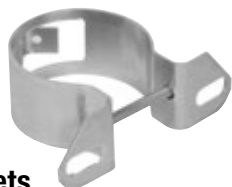
¹Not for use with solid core ignition wires.



XR700 Electronic Ignition

Replace your troublesome points and condenser with this easily installed kit. FAST (formerly Crane) electronic ignition systems are famous for their reliability. Expect faster starts, cleaner running and better performance at all engine speeds.

For Lucas Points-type Distributors	222-680	\$179.99
For Lucas Electronic Distributors	222-325	159.99



Universal Coil Mounting Brackets

Replace missing, bent or corroded coil brackets. Also useful if you are upgrading or relocating the coil.

Chrome	143-255	\$11.29
Stainless Steel	117-265	13.99
Zinc Plated	143-256	4.99



Race Distributor

This points-type distributor has an advance curve designed for use with long duration race cams. Centrifugal advance only, for the serious racer.

45D Race Distributor	143-165 ¹	\$199.99
Replacement Points	153-915	2.99
Replacement Rotor	151-855	2.39
Replacement Cap	151-875	6.59

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.

Premium Ignition Rotors

The carbon content in the plastic of most ignition rotors today is too high and the plastic becomes a conductor. More than just robbing your engine of precious spark energy, in some cases the spark can be misdirected to the spring clip on the underside and Presto! No more spark. Don't let your ignition rotor ruin your Sunday drive; replace yours with one that is manufactured correctly.

MGB thru 1974	151-805	\$6.99
MGB 1975 on & Repl. 45D Dist.	151-865	6.99
MGC 6-Cyl.	872-785	6.99



Smiths Voltmeter

This 2" gauge can be easily wired into your car to give an indication of battery condition. Includes installation instructions and bulb holder with bulb for illumination.

Voltmeter	360-975	\$99.99
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800-667-7872



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Optimized Distributors by CSI

CSI-Optimized Distributors offer a fully electronic ignition system built into the correct type of Lucas distributor housing to suit your car, keeping the original appearance in the engine bay. Gone are the points and condenser and mechanical advance mechanism, all replaced with a high quality electronic ignition system. These distributors are maintenance free (no points to adjust), and offer the benefits of, easier starting & smoother running, more torque & power, reduced fuel consumption & emissions.

Each CSI-Optimized Distributor features 16 easily switchable, optimized ignition curves to allow timing adjustment to suit your car's engine and fuel specifications. Alternative advance curves can be selected to suit your engine's state of tune making them ideal for both stock and modified engines. Curves are easily selected using a screwdriver in a rotary switch, with a bright flashing LED indicator to show the selected curve all concealed underneath the distributor cap.

Since the CSI-Optimized Distributor uses the correct type of distributor body for the application it is a direct swap. Full instructions and ignition curve selection guidance is included. Requires a 3 ohm Coil such as our Intermotor Sport Coil (143-201)

1962-67 - 25D4 Positive Ground	143-291	\$459.99
1962-74 - 25D4 Negative Ground	143-290	459.99
1975-80 - 45D4 Negative Ground	143-292	459.99

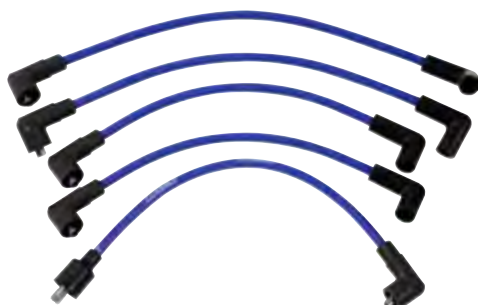


1962-67 Alternator Kit

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

A Dummy Voltage Regulator can be installed to retain original look. They appear exactly as the old regulators, but have had their internals removed then bridged with a 50amp fuse. Extra fuse and instructions are included.

Without Moss Supercharger	130-078	\$259.99
With Moss Supercharger	130-098	319.99
Dummy Voltage Regulator - Box Style	142-054	69.99



COBALT
PRECISION AUTOMOTIVE



Dummy Voltage Regulator

A Dummy Voltage Regulator can be installed to retain original look after converting your vehicle to an alternator. They appear exactly as the old regulators, but have had their internals removed then bridged with a fuse. Extra fuse and instructions are included.

Late Style Spade Terminal	142-054	\$69.99
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Alternator Conversion Bracket

This bracket may be fitted to the early MGB (1962-67) block to allow the fitting of an alternator without having to use an extra long bolt and spacers.

Bracket	130-115	\$14.49
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High Performance Plug Wire Sets by Cobalt

These wire sets are made to our specifications using the highest quality materials. These require that a #163-810 plug-in distributor cap be used on early MGBs in place of the side entry cap.

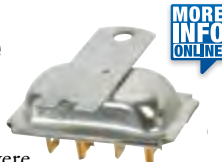
- 8mm Silicone Jacket resists high temperatures, fuel and oil
- Compact Silicone Boots with Locking Terminals
- Spiral Magnetic Core to suppress RFI/EMI Interference

MGB Wire Set	171-659	\$39.99
MGC Wire Set	171-665	36.99
Distributor Cap	163-810	8.99

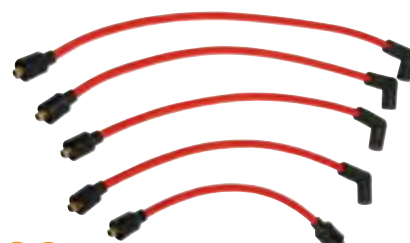
Solid State Voltage Stabilizers

New gauges introduced by Smiths in the 1960s were based on bimetallic heating elements and required the addition of a voltage stabilizer. The original Smiths voltage stabilizer is a mechanical device that reduces battery voltage to a steady 10 volts; however, over time they fail for a variety of reasons. We have developed a replacement voltage stabilizer that combines modern electronics inside a vintage style housing. Instructions provided which include a gauge troubleshooting section.

Negative Ground	131-555	\$12.99
Positive Ground	131-556	16.99



MORE
INFO
ONLINE



MAGNECOR[®] 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. These require that a #163-810 plug-in distributor cap be used on early MGBs in place of the side entry cap.

1967-80	143-565	\$109.99
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Hi-Torque Starter

Modern design and reliability make these all new 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	\$279.99
1968-80	131-215	279.99



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.

1962-74 (2 req.)	241-040	\$46.99
1975-80 (1 req.)	241-050	54.99



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.

Acid Mat	241-025	\$7.69
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Sports Coil by Intermotor



Intermotor was the original manufacturer of the renowned Sports Coil. Extensive testing has proven the Intermotor Sports Coil to be exceedingly dependable. A 40,000 volt output provides reliable starting power, along with greater performance at higher RPM. Made in England.

Note: These coils require a push-in type coil wire.

Non-ballasted systems	143-201	\$42.99
Ballasted systems	117-264	42.99
End Clip for solid core wire	571-037	0.79
Boot for push-in wire end	571-047	1.49



Battery Cut-Off Switches

Battery cut-off switches simplify servicing and long-term auto storage. A strategically placed remote switch deters theft. A negative post mount switch is quickly accessed.

Remote Switch - 1" shaft	145-770	\$49.99
Remote Switch - 1/2" shaft	145-771	49.99
Negative Post Mount	145-795	5.99



Racing Battery Switch

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

Racing Battery Switch	145-785	\$29.99
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Performance Tappet Sets

The tappet takes the brunt of the punishment in the engine as it rides on a thin film of oil on the cam lobe. In an effort to offer the engine builder alternatives we carry a range of tested and uprated tappets. These are the later, lightweight bucket design originally supplied in the 18V MGB engine. They can be retrofitted to earlier engines by using stock 18V pushrods #460-615 or lightweight tubular pushrods #460-616.

Tested Tappet Sets

These tappets are inspected for dimensional accuracy, and then hardness tested to ensure a hardness of HRC 54-58. The face of the tappet is crowned slightly to ensure rotation and then polished. Finally, the tappet is Parkerized for improved oil retention during startup. The lifter set is supplied with installation instructions and #221-565 assembly lube. These processes are time intensive, but result in a tappet that meets all known original specifications.

APT Super Duty Tappet Sets

These tappets have a typical surface hardness of above HRC 60 and feature an oil lubrication hole and precision ground face.

Lightened Tappet Sets

These tappets are machined for a thinner side wall and are drilled to reduce oil retention. Lightening the tappet reduces load on the cam and makes them suitable for high lift cams and/or high rpm.

Tappet Set, Tested	460-604	\$199.99
Tappet Set, Super Duty	460-601	199.99



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 1½" 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 the MGB stainless header #459-015 as the manifold is highly visible. The head requires a new four-branch intake manifold and matching carburetors. You may choose from the three choices of manifolds and carburetors below. The 1¾" 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.

Cross Flow Cylinder Head	451-690 ¹	\$1,679.00	May not be legal on emission controlled vehicles. Check your local laws for compliance.
Inlet Manifold Gasket (2 req.)	451-705	4.99	
Weber DCOE Man. & Linkage	373-985	289.99	
Weber 40DCOE Carb (2 req.)	378-675	649.99	
Weber 45DCOE Carb (2 req.)	378-680	649.99	
Air Injection Port Plug	052-242	1.29	



Alloy Cylinder Heads

Improved cylinder head flow means more power. Our Alloy Cylinder Heads for MGBs 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, no smog fittings	451-806 ¹	\$1,489.00
1968-80, drilled for smog	451-816 ¹	1,449.00
Water Choke Block Off Plate	052-341	16.99
Air Injection Port Plug	052-242	\$1.29

Bare Heads

1962-67, no smog fittings	451-805 ¹	\$1,299.00
1968-80, drilled for smog	451-815 ¹	1,269.00
Water Choke Block Off Plate	052-341	16.99
Air Injection Port Plug	052-242	\$1.29

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



Cylinder Head Gasket

These are .032" thick solid copper. They can be modified for over-bored engines and have been a secret ingredient of many high-performance racing engines. Not recommended for use with alloy heads.

Copper Gasket

387-505 \$149.99



Super Duty Valve Spring Set

Higher tension springs increase your rev. limit beyond 7000 RPM! Designed for race-tuned engines.

Valve Spring Set	423-455	\$64.99
Valve Stem Seal, each	290-890	0.99

Gas Flowed Intake & Exhaust Valves

Larger diameter intake valve with smooth flowed back face and tapered stem. Valve size is 1.70" compared to early valve size of 1.563" or 1973-74 valve 1.625". Gas flowed exhaust valve made from EN214 stainless steel 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, 1.70", each	423-137	\$15.99
Exhaust Valve, 1.34", each	423-166	21.29



Offset Cam Keys

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

4° Offset	327-005	\$25.99
6° Offset	327-015	28.99
8° Offset	327-025	28.99
10° Offset	327-035	30.99



Alloy Valve Covers

Polished ribbed cover (no breather vent). Includes grommets and cap.

Polished No Vent	224-508	\$96.99
Black No Vent	224-490	119.99
Replacement Chrome Cap	460-145	12.39

Crested Brass Valve Cover Nut

Solid polished brass. Sold individually.

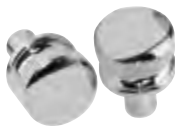
Brass Valve Cover Nuts	460-119	\$17.99
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Valve Cover Thumb Nuts

Improve the appearance and functionality of your engine compartment. Set of two. Can't be used with alloy valve covers.

Chrome Thumb Nuts, pair	460-118	\$12.99
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Chrome Valve Cover Cap

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

Chrome Caps	460-111	\$4.69
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Dura-Bond Cam Bearings

Add confidence and life to your engine with Dura-Bond precision Camshaft Bearings. These are the first choice of professional engine builders. They are solid, not split, and are easier to install, and offer superior durability.

Dura-Bond Cam Bearings	425-001	\$29.99
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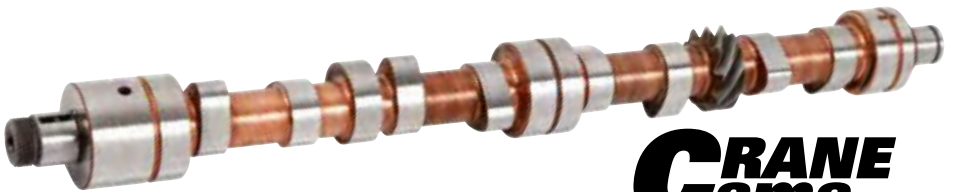


Pressure-fed oiling to distributor drive gear

Performance Camshaft

The camshaft is the heart of your engine. This is the best street cam for the MGB currently being manufactured anywhere. The nominal duration of 260 degrees gives a smooth idle and the higher than stock lift improves power. The cam is precision cut on a new chilled iron core which is drilled through to deliver improved oiling to the all-important distributor drive gear. The cam specification may look mild, but it is optimized for street, not race track performance. On the street, you want usable power below the normal 6500 rpm redline. Most "hot" cams just rip up lifters and valves and only really deliver power at too high speed to be usable on the street. Will accept stock tach drive gear.

	Duration	Lift at Cam	Power Range	RPM	Part #	Price
Performance Camshaft	260/260	.286/.293	1200-6200 rpm	6800	222-273	\$599.99



CRANE
Cams

Performance Camshaft by Crane

This performance camshaft was made by Crane specifically for the MGB engine. This billet ground cam was designed for daily usage, autocross and supercharge applications. It will provide you with excellent performance, yet maintain good drivability.

- Intake timing: Open 24, Close 56, Duration 260
- Exhaust: Open 69, Close 21, Duration 270

Fast Road	222-270	\$629.99
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Fidanza
PERFORMANCE

Alloy Flywheel by Fidanza

Fidanza Performance lightweight aluminum flywheels are designed, engineered and manufactured right here in the USA. These flywheels have been CAD designed/engineered and precision CNC machined from top quality billet 6061 T6 aluminum to deliver optimum performance and reliability. All flywheels are balanced and thoroughly inspected for quality and fitment.

Fidanza aluminum flywheels deliver:

- Faster throttle response and quicker acceleration
- Additional horsepower to the wheels (reduced parasitic losses)
- Smoother, faster shifting
- Easier braking, better slowing (due to reduced rotational mass)
- Reduced clutch wear and improved efficiency (from better heat dissipation)
- Replaceable friction plate

1962-64 3 main	460-673	\$479.99
1965-67 5 main	460-674	479.99
1968-80 5 main	460-675	479.99



ARP
automotive racing products



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 exact specifications. All kits included ARP's ultra-torque assembly lube.

Head Stud Kit	322-858	\$172.99
Rod Bolt Kit: 18GB-18GF (angled rods)	322-845	58.99
Rod Bolt Kit: 18GG-18V (straight rods)	322-848	132.99
Main Cap Stud Kit, 3-Main	322-868	94.99
Main Cap Stud Kit, 18GB-GK	322-938	152.99
Main Cap Bolt Kit, 18V	322-948	139.99

High Ratio Roller Rocker Kits

Increased ratio opens the valves faster, higher and holds them open for an effectively greater period 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.

1963-74 Rocker Kit	451-460 ¹	\$1,499.00	🏆
1975-80 Rocker Kit	451-470 ¹	1,599.00	🏆

¹May not be legal on emission controlled vehicles. Check your local laws for compliance.



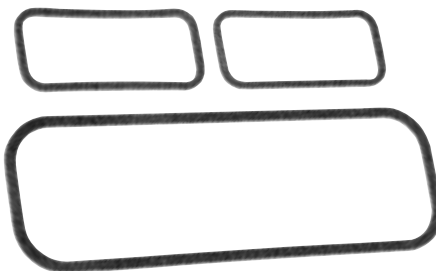
451-460



Strengthened Rocker Shaft Outer Pedestals

Allows the use of stronger valve springs and very high engine speeds without the rocker shaft flexing. Fits 1963-74 heads with in-line oiling hole.

1963-74 Pedestals	460-268	\$349.99
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Rocker Shaft Spacer Set

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

Spacer Set	460-365	\$39.99
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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.

Rocker Shaft	433-725	\$51.99
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Competition Manifold Gasket

Designed for use with modified heads with extra large ports. Careful port matching is recommended to ensure proper seal to the header flange.

Manifold Gasket	297-545	\$9.99
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Premium Manifold Gasket

- U.S. Sourced Premium Manifold Gasket
- Pattern taken from original heads
- Ports sized for street modified heads
- Cleanly cut with no deformation
- Excellent crush characteristics for the best seal
- Aerospace quality tin plated steel faces
- High temperature fiber core
- Material rated for 1,832 degrees F
- Manufactured domestically

Premium Manifold Gasket	297-535	\$8.99
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Nylatron Rocker Arm Spacer Kit

Very accurately machined rocker arm spacer kit. This kit replaces the power robbing original spring spacers allowing exact rocker arm spacing. Made from high strength Nylatron.

Rocker Arm Spacer Kit	460-362	\$38.99
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Uprated Tubular Pushrods

Stiffer and lighter than stock 18V pushrods. These stock length uprated pushrods can be used in any MGB engine when used with 18V lifters. 5/16" diameter.

Uprated Tubular Pushrod	460-619	\$16.99
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Silicone Valve & Side Cover Gaskets by Gasket Innovations

These premium silicone valve and side cover gaskets are stronger and more resilient than traditional cork. They will tolerate re-use far better as well, allowing you to remove the covers repeatedly without having to replace your gaskets each time. Two types of gaskets are offered, one for Stock covers, and one for Alloy covers. Select your application below. Instructions included.

Note: Red RTV Sealant is needed for proper installation.

MGB w/ Stock Valve Cover	296-311	\$19.99
MGB w/ Alloy Valve Cover	296-312	27.99
MGC w/ Stock Valve Cover	780-421	31.99
MGB Side Cover Gasket Set - Pair	296-377	27.99
RTV Sealant - Red - 3oz.	221-305	7.49

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.

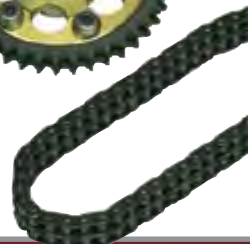
Silicone Gasket Set	296-425	\$19.79
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Adjustable Cam Sprocket Kit

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, crank sprocket, and fully adjustable cam sprocket.

Adjustable Cam Sprocket Kit	460-398	\$174.99
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Competition Oil Pan

Improve your 5-main MGB engine with a competition inspired aluminum oil sump. With input from multiple SCCA championship winner Kent Prather, we've built a high performance upgrade to the cheap original stamped steel oil pan. The Moss Competition sump features design and construction elements from established racing practice. Whether your engine is stock or highly modified, keeping the oil cool and reducing the chances of oil surge will pay benefits in longer engine life. Mounting hardware included.

Features include:

- Sturdy die cast construction with a heavy mounting flange - adds stiffness to the bottom of the engine block.
- Cast in cooling fins to maximize heat dissipation.
- Competition inspired baffling prevents oil surge away from the oil pump pickup during hard maneuvering.
- An optional windage tray kit keeps oil from splashing on the crank and reducing horsepower.
- Works with your existing dip stick.
- Used by professional vintage and SCCA racers to help protect their racing investment.

Competition Oil Pan	460-372	\$369.99
Windage Tray	460-373	74.99



MORE INFO ONLINE

with
Windage Tray



Oil Catch Can by Mishimoto

A running engine creates blow-by, which is an oil mist that is routed either back to your intake manifold or to the atmosphere under your engine. Not only does that make a mess of the underside of your sports car, it can also lead to carbon build-up in your combustion chamber which reduces performance. By installing an oil catch can between the engine and either your intake manifold or the atmosphere, you can trap all that oil and dispose of it properly. Much more information online.

Oil Catch Can - 16 oz.	223-075	\$139.99
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Magnetic Oil Drain Plug

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

Drain Plug	328-282	\$16.79
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Aluminum Engine Back Plate

Aluminum is stronger and lighter than steel, plate is jig drilled for easy installation.

1968-76 (to 18V 797)	460-701	\$479.99
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K&N Oil Filter

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

1970-80 Inverted	235-826	\$18.99
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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	\$33.99
MGC 67-69	235-941	99.99
Spin-On Filter - Fram	235-880	7.99
Spin-On Filter - Wix	235-855	10.99
Spin-On Filter - K&N	235-830	18.99



Upgraded Oil Pump & Spring

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

Upgraded Spring

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

Oil Pump	435-625	\$99.99
Upgraded Oil Pressure Spring	329-235	4.99



Crank Pulley

The Crank Pulley is made using the original MGB design, geometry and materials. Two sets of timing marks, at 28° and 180° relative to the key-slot, accommodate various MGB engine configurations.

1962-74	433-697	\$97.99
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Harmonic Crank Balancer

A rubber insulated crank damper dramatically smoothes out engine vibration, significantly reducing engine wear. Many original dampeners are now either delaminated with age or have become unbalanced if chipped or dented. These new units are produced in Australia and engineered to the highest standards.

Crank Balancer	433-707	\$299.99
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EXCLUSIVE



Manufactured by
MISHIMOTO

Aluminum Radiator

Our new MGB aluminum radiator is precision engineered for superb fitment and optimal cooling. Install this upgrade and experience a more efficiently running engine as well as increased reliability. This radiator is manufactured by Mishimoto to specifications provided by our team here at Moss. It is constructed from high-quality aluminum, featuring brazed aluminum cores for the best possible performing heat exchanger. Protect both your car and your piece of mind, with the bolt on performance of our MGB aluminum radiator.

Features:

- Increased cooling capacity
- 100% brazed aluminum core
- 15 louvered fins per inch
- Drain plug for easy coolant changes
- Tig welded construction
- Bare weight of 7.65 lbs.
- Core area measures 10 $\frac{3}{4}$ " x 18 $\frac{1}{2}$ "
- 5-Year Warranty

MGB 1968-76 459-663 \$349.99



Aluminum Radiator

Aluminum radiators are an excellent upgrade for those seeking to prepare their MGB for the rigors of modern traffic and conditions. Our 1962-67 MGB aluminum radiator is constructed from high-quality alloys, and has been precision engineered for excellent fitment. It features a brazed aluminum core to optimize heat transfer and provide efficient cooling in the worst of conditions.

Note: Not compatible with 3-blade fan.

Features:

- Tig welded construction
- 100% brazed aluminum core
- 18 louvered fins per inch
- Bare weight: 8 $\frac{1}{2}$ lbs.



Cooling Fan Kit by Revotec

Electronic fan kit co-designed by Moss and Revotec. Designed to replace the mechanical fan, to reduce engine load and noise and improve power and MPG. Not a universal kit, this kit comes with MGB specific installation instructions and laser cut brackets that mount directly to the radiator mounts. High efficiency fans and adjustable electronic controller. Negative Ground only.

1962-76	231-681	\$359.99
1977-80	231-682	359.99
Manual Override Switch	231-725	64.99



- Core area: 10 $\frac{3}{4}$ " x 18 $\frac{1}{2}$ "
- Core thickness: 2 $\frac{1}{4}$ "
- Radiator cap
- Drain plug for easy coolant changes

MGB 1962-67

456-881

\$239.99



Hayden Electric Fans

Designed to be set up to run in either "pusher" (in front of the radiator) or "puller" configuration. The 10" fan fits all MGBs. The 12" requires at least 11 $\frac{1}{2}$ " x 12 $\frac{1}{2}$ ". The 14" requires at least 13 $\frac{3}{8}$ " x 14 $\frac{3}{4}$ ". The preset temperature control will turn the fan on at 185°F and off at 170°F.

10" Electric Fan Kit, All	231-678	\$149.99
12" Electric Fan Kit, 1977-80	231-688	159.99
14" Electric Fan Kit, 1977-80	231-658	179.99



Thermostat 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.

Blanking Sleeve 434-135 \$11.89



Failsafe Thermostats

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

180°	434-205	\$16.99
160°	434-206	16.99



Braided Stainless Steel Oil Cooler Lines

Heavy duty (and attractive) option.

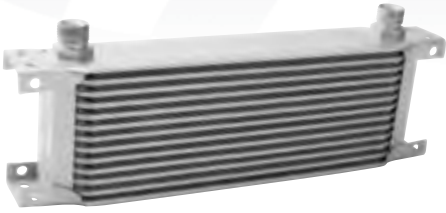
26" Braided Hose	435-690	\$33.99
39" Braided Hose	435-680	38.99
45 $\frac{1}{2}$ " Braided Hose	435-700	39.99
47 $\frac{1}{2}$ " Braided Hose	435-710	39.99



800-667-7872

*See ordering page for details

WWW.MOSSMOTORS.COM



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	\$44.99
13 Row 11" x 4"	235-925	52.99
16 Row 11" x 5"	235-995	83.99
19 Row 11" x 5 3/4"	235-845	114.99



1974 1/2-80 Oil Cooler Kit

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

Rubber Hoses	235-990	\$124.99
Stainless Steel Hoses	235-991	129.99



235-850

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. Oil cooler radiator is not included. Purchase separately from the radiators listed below.

Rubber Hoses		
1963-74 1/2 Kit	235-905	\$72.99
Stainless Hoses		
1963-74 1/2 Kit	235-906	\$78.99
1963-74 1/2 Kit w/Thermostat	235-840	399.99
1974 1/2-80 Kit w/Thermostat	235-850	359.99



Roll Bar

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. Does not fit with inward folding top frames.

1963-74	459-025	\$679.99	CS
MGB-GT	459-023	679.99	CS
Roll Bar Cover	236-000	98.99	



Camber Adjusting Bushing Sets

Offset nylon bushings allow for fine tuning of camber. Set of 4.

Camber Adj. Bushings	282-308	\$29.99
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Black Polyurethane Bushings and Pads

Polyurethane is impervious to deterioration from the effects of ozone and is inherently far more wear resistant than stock rubber. These polyurethane bushes are hard enough to eliminate 90% of unwanted suspension deflection, yet remain flexible enough for a firm and quiet ride. The dark color makes them very suitable for restorations where the red color of other brands would be out of place. These will outlast stock bushings by 2-3 times.

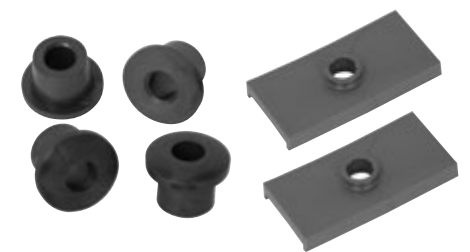
Upper Front Trunnion Bush Kit	281-405	\$7.99
Cross Member Pad Kit		
1963-74 1/2	281-410	\$21.99
1974 1/2-80	281-415	23.99



Castor Correction Kit by Frontline-Costello

These castor correction wedges slip between the front subframe and the body to reduce the built in castor angle to one more suitable for modern tires. The reduction in steering effort is dramatic, making this upgrade an absolute must for any MGB running radial tires.

Castor Correction Kit	264-855	\$226.99
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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.

Leaf Spring Shackle Bush		
8 Required	267-545	\$4.99
Leaf Spring Mounting Pad		
4 Required	267-555	\$6.49

SUSPENSION BUSHINGS:

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

Improved A-Arm Bushings

Replace short lived original rubber lower control arm inner bushings with improved designs that offer greater longevity and more stable location.

Improved Handling and Control

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



Prothane Gearbox Mounting Bushings

Gearbox Steady Rod Pad Set

All RD, GT 1968-80 282-335 \$16.99

Gearbox Center Pin Bush Set

RD 1968-80, all GT 280-056 \$12.99

Combination Kit

Includes both kits 1968-80 282-338 \$26.99



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 req. 281-400 \$29.99

Upper Control Arm Outer Bushing Set

1 kit req. 282-325 \$16.99

Front Cross Member Pad Set

Chrome Bumper, 1 kit req. 264-906 \$39.99

Front Cross Member Pad Set

Rubber Bumper, 1 kit req. 264-907 \$49.99

Complete Front Kit, includes all the Kits above.

Chrome Bumper Cars 264-918 \$85.99

Rubber Bumper Cars 264-928 92.99

Leaf Spring Front Eye Kit

1 kit req. 267-525 \$54.99

Leaf Spring Shackle Kit

2 kits req. 282-855 \$16.99

Leaf Spring Mounting Pad Set

1 kit req. 281-600 \$29.99

Complete Rear Spring Kit

includes all 3 items above 267-538 \$109.99

1/8" Front or Rear Sway Bar Mounting Bush Set
1 kit req. 280-935 \$14.99



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 280-498 \$8.49



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 280-485 \$3.89



683-166

SuperPro Polyurethane Bushings

An Australian based company, SuperPro, began manufacturing replacement bushings made from polyurethane after it was realized that OE rubber couldn't withstand the tough and extreme conditions found in the notorious outback. Rubber has been a traditional material for comfort, but is prone to vulnerabilities and deterioration. Polyurethane bushings ensure the suspension components will retain their desired geometry and last longer than rubber. SuperPro has tuned their bushings to work together on each car as a set, each location may be stiffer or softer than another location on the same car. This ensures the car as a whole has the absolute best handling possible.

Complete Car Suspension Kit

MGB - Chrome Bumper	683-166	\$279.99
MGB - Rubber Bumper	683-170	279.99
MGC - All	780-918	419.99

MGB Front Suspension

Complete Kit - Chrome Bumper	683-163	\$149.99
Complete Kit - Rubber Bumper	683-167	149.99
Subframe Pad Kit - Chrome Bumper	683-055	49.99
Subframe Pad Kit - Rubber Bumper	683-056	49.99
Upper Fulcrum Pin Bushing Kit	683-041	38.99
Lower Control Arm Bushing Kit	683-063	64.99

MGB Sway Bar Bushing Kits

1/8" O.E. Style Bushing Kit	683-060 ¹	\$19.99
3/8" O.E. Style Bushing Kit	683-027 ¹	23.99
3/4" O.E. Style Bushing Kit	683-062 ¹	19.99
3/4" Round Bushing w/Brackets	263-908 ²	59.99
7/8" O.E. Style Bushing Kit	683-071 ¹	22.99
7/8" Round Bushing w/Brackets	263-918 ²	59.99

MGB Rear Suspension

Complete Kit	683-165	\$159.99
Pad Seating Kit	683-046	68.99
Front Eye Bushing Kit	683-057	59.99
Shackle Plate Bushing Kit	683-032	44.99

3

²Round bushing, comes with brackets



Tube Shock Conversion Kits

The original Armstrong lever arm shocks were a good design and offer good value for the money under most street driving applications. Installing a tube shock conversion does give a wider choice of damping options for both fast road use with stiffer springs and also a more comfortable ride when the car is driven at slower speeds.

Front Conversion Kits

Front conversion kits use an upper bracket that mounts under the original lever arm shock, which is retained with the damping valve removed. Please note the original shock arm seals must be in good condition.

Rear Conversion Kits

The original lever shock is removed and an upper mounting plate bolted to the frame using the original shock bolts to maintain strength and prevent frame damage. The lower spring plates are switched side-to-side and used as the lower mounting point. Damping rates must be kept soft or ride quality and handling will suffer. These kits will improve rear axle location when cornering on bumpy surfaces.

Rear Springs

For best handling lowered rear springs are recommended to balance changes in front ride height. For best handling the same spring rate and design as original should be retained. The 1" lowered springs are de-arched and the 2" lowered springs have reversed eyes.

Note: ride heights are given for reference only. Final ride height is determined by many factors and can vary as much as 1" from car to car.

The standard spring rates and ride heights are:

Chrome Bumper MGB 93 lb./in. rate 14½"
Rubber Bumper MGB 110 lb./in. rate 15½"

Springs are sold each, but should be replaced as pairs

Roadster 6 Leaf Springs

93 lb./in.	2" lowered - Reverse Eye	456-225	\$199.99
93 lb./in.	1" lowered - De-Arched	456-205	149.99
110 lb./in.	1" lowered - De-Arched	456-215	209.99

GT 7 Leaf Springs

93 lb./in.	1" lowered - De-Arched	456-375	\$199.99
93 lb./in.	2" lowered - Reverse Eye	456-385	209.99



6-Leaf Rear Spring

Eliminate "Bachelor Lean" and poor handling with these premium quality stock replacement 6-leaf rear springs. Manufactured from premium steel, they provide the original spec ride height, with an optimized spring rate for a solid and comfortable ride that you can rely on. Sold individually.

1962-74 1/2	454-762	\$76.99
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Nylon Axle Straps

These rugged axle straps were engineered to last and are a substantial upgrade over the rubber straps currently on the market. Made from a nylon webbing, they offer some stretch properties, yet provide a tensile strength of over 4500 lbs. Sold in pairs. Metal tubes/sleeves should be reused on vehicles that originally required them.

1962-74	267-566	\$34.99
1975-80	267-616	34.99



Front Tube Shock Kit

Based on years of experience, the mounting brackets have been completely re-designed and the shock options updated. The Monroe Sensatrak shock provides a comfortable ride with less "jarring" over bumps and would be recommended for use on touring cars that are not intended for fast road use.

Front Kit w/Monroe Shocks	268-121	\$499.99
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Anti-Tramp Bar Kit

The rear leaf spring of the MGB is prone to windup under hard acceleration. These Anti-Tramp bars connect the front spring eye to the center spring plate and prevent the front of the leaf spring from distorting under load. Drilling through the floor of the car is required.

Tube Axle (1968-74.5 only)	454-935	\$369.99
Banjo Axle	454-936 ¹	369.99

¹Special Order - Allow 4-6 weeks for delivery.



Rear Tube Shock Kit

These shocks were carefully chosen to give improved control without being too stiff. They are suitable for fast road use with the original rate leaf springs.

Rear Kit w/Monroe Shocks	268-126	\$239.99
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Heavy-Duty Shock Valves

About 25% stiffer than stock valves. Sold individually.

Front	264-345	\$32.99
Rear	267-975	28.99



Springs & Lowering Kits

We carry a full line of stock and performance springs. Lowering a car will improve handling, but higher spring rates are necessary to prevent bottoming the suspension due to reduced travel. A large increase in spring rate requires an increase in shock rate, so we do recommend either up rated valves or tube shock conversions for spring rates of 550 or 660 lb./in.

How to Measure Ride Height

With your car on level ground, measure vertically from the center point of each front wheel hub to the bottom of the chrome strip. Take the average of the two measurements.

Note: ride heights are given for reference only. Final ride height is determined by many factors and can vary as much as 1" from car to car.

Standard Spring Rates and Ride Heights:

Chrome Bumper MGB 1962-'74½	348 lb./in. 14½"
Rubber Bumper MGB 1974½-'80	372 lb./in. 15½"

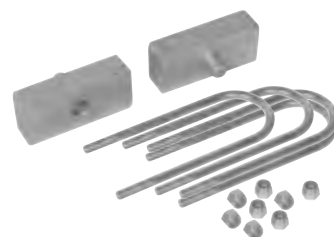
NEW



Rubber Bumper Suspension Lowering Kit

Lowering your Rubber Bumper MGB approximately an inch makes it look and handle better, while maintaining the benefits of comfort and practicality inherent to the Rubber Bumper MGB's. The Moss suspension lowering kit uses one-inch lowering springs with a higher spring rate that stiffen the front suspension to reduce body roll. The rear is also lowered an inch and our nylon rebound straps replace the existing straps. This combination has been fitted and tested by our tech department and is commonly regarded as the ideal setup when looking to lower a Rubber Bumper MGB.

Lowering Kit 264-399 \$249.99



Front Spring Sets by Suplex

We're asked what the big deal is with "those pricey Suplex springs." Here's the deal: They're that good. Simply put, they are made from chrome vanadium and silicon chrome alloy steels that make them lighter, smaller and more durable than conventional springs. One of the great advantages of a smaller diameter spring is that it can compress further—in some applications giving you an inch more suspension travel. Five-year warranty. **Sold as pairs.** GT ride heights where not specifically quoted will be slightly lower.



Measuring Ride Height:

We have quoted approximate ride heights as a guide. With the car on level ground, measure the ride height from the centre of the wheel hub vertically to the wheel arch lip. Ride heights may vary.

	Rate lb./in.	Ride Height		Part #	Price
		Chrome Bumper	Rubber Bumper		
RD Standard - to late 1972	348	14.4"	15.1"	264-376	\$159.99
RD Standard - late 1972 on	400	14.6"	15.3"	264-381	159.99
GT Standard - to 1974½	480	13.8"	n/a	264-391	154.99
GT Standard - 1974½ on	400	n/a	13.6"	264-381	159.99
Road - Up-rated	480	14.0"	14.7"	264-386	154.99
Road - Lowered	550	13.8"	14.5"	264-389	154.99
Road - Sprint	550	13.4"	14.1"	264-396	154.99
Race - All	660	13.2"	13.9"	264-336	154.99



Adjustable Front Shock Kit by Spax



Gas pressurized shocks have a screwdriver slot adjuster which can be accessed with the shocks installed. This kit allows adjustment of damping to match upgraded springs and sway bars or for lowered cars with limited suspension travel.

Front Kit w/Spax Shocks 264-677 \$689.99



Adjustable Rear Shock Kit by Spax

For road use these should be kept on the soft setting.

Rear Kit w/Spax Shocks 268-228 \$399.99

Rear Lowering Kits

This kit will lower the rear 1" and is a safe and simple way to reduce the height of rubber bumper cars. They may also be used on earlier cars for competition use. Kits include spacer blocks, longer u-bolts and nuts. We strongly recommend using the Polyurethane leaf spring mounting pad set.

Lowering Kit for Banjo Axles
1962-67, except GT 268-165 \$99.99

Lowering Kit for Tube Axles
1968-80, all GT 268-140 \$63.99

Polyurethane Leaf Spring Mounting Pad Set
Poly Leaf Spring Mount 281-600 \$29.99

Spring Spacers

These Nylon spring spacer rings raise the ride height ⅛" (5 mm). A maximum of two per side can be used. Sold individually.

Front Spring Spacer 264-325 \$15.99





Adjustable Hollow Sway Bar Kit by Tourist Trophy

This adjustable sway bar from Tourist Trophy has "multiple personalities" to suit any MGB driver's needs. Tuned one way, you'll experience a comfortable ride; tune it up and you've got a high-performance bar. The difference happens with the easy switch of two mounting bolts. The adjustable end link mounting points give the equivalent of a $\frac{3}{4}$ " bar for regular driving and a $\frac{7}{8}$ " bar for autocross or canyon carving. Tubular bar stock is used to cut weight, and the kit includes polyurethane mounts and heim-jointed end links with specially fabricated spacers.

Features:

- Lightweight design - bar weighs 3 lbs., 9 oz.
- Polyurethane mounting bushes
- Heim-jointed end links
- Adjustable, equivalent to $\frac{3}{4}$ " or $\frac{7}{8}$ " solid bar

Adj. Front Sway Bar Kit 454-962 \$389.99



Swaybar Mount Kit - $\frac{7}{8}$ "

Swaybar installation is a straightforward job with our Mounting Kit. Using high quality brackets and bushings, your swaybar will operate smoothly and reliably.

Mount Kit 263-919 \$34.99

Solid Sway Bar Mounts

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

For $\frac{7}{8}$ " Bars 263-445 \$77.99
For $\frac{3}{4}$ " Bars 263-435 79.99



Panhard Rod Kits by Frontline-Costello

A panhard rod bolts to the body of the car and the rear axle, positively locating the axle under the body to prevent lateral movement of the rear axle under hard cornering. If you run wider than stock tires and have rubbing problems, this is the fix. This kit is designed for street use with polyurethane bushings to reduce noise. For use with Bolt-On wheels.

Banjo Axle 264-885 \$799.99
Tube Axle 264-895 799.99



Coil Over Kit

This tried and tested conversion brings the MGBs front suspension up to modern standards of handling, road holding and ride comfort, by combining the spring and damper into a single unit.

This conversion enables the old lever arm dampers to be discarded and replaced with a sturdy top wishbone assembly (which can be removed at any time to return the car to standard). When fitted, the dynamic suspension offers the MGB owner a number of improvements including a more positive ride, lighter steering, responsive suspension when cornering at speed, and the ability to adjust the cars ride height. The road springs are retained by collars on the dampers allowing the spring and damper to work together, providing better ride and control. The lower collar on the damper is screw adjustable - allowing the ride height to be adjusted. All major components are coated in a corrosion resistant finish. Installation is straightforward and the whole conversion can be completed within 4-5 hours.

The kit comes complete with:

- New lower spring pans
- Upper wishbones and mounting blocks
- Neoprene upper wishbone and damper mounting bushings
- Shock absorber unit and spring
- Mounting hardware
- Fitting instructions.

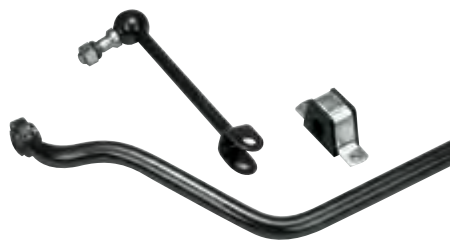
Road 268-198 \$1,099.00
Fast Road 268-208 1,099.00
Competition 268-218 1,099.00

Shortened Front Bump Stops

These are recommended when using lowering springs. Increases suspension travel lost by lowering the car. Sold individually.



Bump Stop 266-590 \$18.99



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:

- Increasing the bar diameter will reduce body roll. Too strong a bar will allow understeer to develop, and increase suspension harshness.
- Larger tires and wheels may allow use of a larger bar due to the increased unsprung weight.
- The amount of load transferred by the sway bar (ie., its stiffness) increases with the cross-sectional area. It is easily seen that a small increase in bar diameter produces a large increase in the load transfer capacity.
- Sway bar installation kits allow installation of front sway bars on cars to which sway bars were not originally fitted.

Front Sway Bars

$\frac{1}{2}$ " Bar (120% increase) 454-965 \$156.89
 $\frac{5}{8}$ " Bushing (2 req.) 021-767 1.39
 $\frac{3}{4}$ " Bar (280% increase) 454-945 139.99
 $\frac{3}{4}$ " Bushing (2 req.) 280-915 2.19
 $\frac{7}{8}$ " Bar (450% increase) 454-955 169.99

Sway Bar Installation Kits

Kit for $\frac{1}{2}$ " Sway Bar 454-978 \$79.99
Kit for $\frac{3}{4}$ " Sway Bar 454-948 63.99
Kit for $\frac{7}{8}$ " Sway Bar 454-958 89.99

A60

PERFORMANCE

BRAKES



Stainless Steel Brake Hose Set by Cobalt

COBALT
PRECISION AUTOMOTIVE

Stainless steel brake hoses provide a more direct and consistent brake feel. They won't expand like rubber hoses can. Order this complete set of long-lasting braided steel hoses for your next brake job. DOT approved.

MGB - All 180-898 \$63.89



Stainless Steel Brake Hose Set by Goodridge

GOODRIDGE

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

Brake Hose Set 182-228 \$78.99



CLASSIC GOLD
AUTHENTIC REPRODUCTION



Semi-Metallic Brake Pads by Classic Gold

- Shorter Stopping Distances
- Squeal Free
- Less Dusting than Organic Pads
- Asbestos Free Composition
- Best Value & Priced Right
- Anti-Squeal Compound bonded to brake pad backing plate

MGB 182-227 \$21.69
MGC 585-527 21.69

Premium Ceramic Brake Pads by Classic Gold

- Withstands High Braking Temps
- Less Fade
- Quicker Recovery
- Ultra Quiet Braking
- Nearly Dust Free
- Wheels Stay Cleaner Longer
- Anti-Squeal Compound bonded to brake pad backing plate

MGB 182-222 \$35.99
MGC 585-522 35.99



Brake Servo Unit - Single Line System

If your single-line brakes are working as they should but you'd like the pedal to require less foot pressure, install this servo manufactured to the highest standards. Includes detailed instructions for proper fitment of the servo.

Single Line System Brake Servo 182-290 \$164.99



HAWK
PERFORMANCE

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 rotor life may be decreased.

Hawk Brake Pads 585-610 \$149.99



586-630

EBC Greenstuff Pads

Made in the UK for "fast road" use. Kevlar brake pads for improved stopping, reduced fade and dusting. The MGB V8 pads can be used in the standard MGB caliper to add extra swept brake area. Combine these pads with our new slotted rotors for the ultimate in braking with the stock caliper.

Greenstuff Pads 585-630 \$86.99
MGB V8 Greenstuff Pads 585-650 124.99



800-667-7872

*See ordering page for details

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Front Brake Kits

When your MGB needs a brake job, ordering one part number and getting everything you need at once makes the job so much simpler.

There are four options available, Stock Replacement, Stage 1 Upgrade, Stage 2 Upgrade and Stage 3 Upgrade. See below for option details.

All Kits Include:

- 4x pad retaining clips
- 4x pad cotter pins
- 8x bolts
- 8x nuts
- 8x lock washers

Stock Replacement:

- 2x Stock front rotors
- 1x Classic Gold semi-metallic front pad set

Stage 1 Upgrade:

- 2x TRW slotted & drilled front rotors
- 1x Classic Gold ceramic front pad set

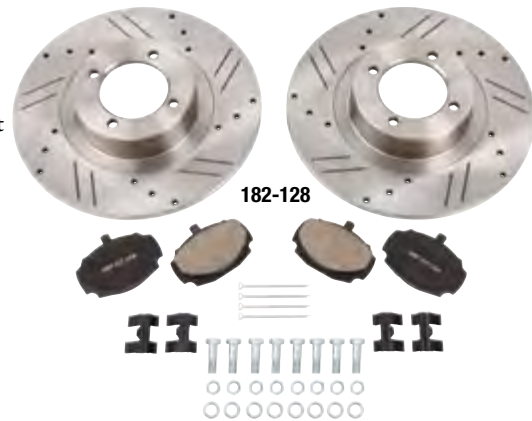
Stage 2 Upgrade:

- 2x TRW slotted & drilled front rotors
- 1x EBC Greenstuff V8 front pad set

Stage 3 Upgrade:

- 2x DBA slotted & drilled front rotors
- 1x EBC Greenstuff V8 front pad set

Stock Replacement	182-118	\$56.99
Stage 1 Upgrade	182-128	124.99
Stage 2 Upgrade	182-135	229.99
Stage 3 Upgrade	182-138	319.99



Wilwood Big Brake Kit

Combine Wilwood aluminum four-piston calipers, with a brand new set of quality 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.

Note: Will not fit "LE" Limited Edition wheels.

Wilwood Brake Kit - Standard	586-660	\$1,199.00
Wilwood Brake Kit - DBA Cross		
Drilled & Slotted	586-628	1,299.00
Replacement Standard Rotors - Pair	182-245	84.99
Replacement DBA Rotors - Pair	586-606	199.99
Replacement Wilwood Pad Set	772-095	149.99



Cross Drilled & Slotted Rotors by TRW

TRW is a leader in aftermarket car parts and these slotted brake rotors are a performance upgrade option for your MGB. Slots channel gasses away from the rotor surface to reduce fade and reduce pad material build-up which minimizes glazing. Sold as a pair.

1962-80 MGB	586-635	\$98.99
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Cross-Drilled & Slotted Rotors by DBA

Get the stopping power you need! 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	\$199.99
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Permatex Disc Brake Quiet

Apply to the back of your brake pads to eliminate brake squeal. Compatible with anti-lock brake systems and brake pads that do not have anti-squeal shims. Protects against corrosion. Comes in a package of two .25 oz. packets.

Disc Brake Quiet	583-825	\$6.99
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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 900°F. Kits come complete with two component high tech paint system, one can of brake caliper cleaner, one mixing cup, and one application brush. Ground shipping only.

Red	216-800	\$59.99
Black	216-804	59.99



Connolly Hide Care

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 Care 220-210 \$38.99



Novus Plastic Polish

#1 polish is for light scratches and aging. #2 polish is for restoring clarity by removing discoloration, haze and fine scratches. The #3 polish removes heavy scratches and abrasions. The #2 polish is required to finish after the #3 polish is used. Perfect for convertible top plastic windows.

#1 Clean & Shine 220-605 \$6.99
#2 Fine Scratch Remover 220-610 9.99
#3 Heavy Scratch Remover 220-615 11.49



Simichrome Metal Polish

Highly recommended polishing paste for brass, aluminum and chrome. Leaves a super shine with a protective film for lasting brightness.

Simichrome 225-350 \$18.99



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.



Convertible Top Maintenance

The textured surface of a convertible top is challenging to keep clean and protected from the elements. The professional strength of Raggtop products extends the life of your top and keeps it looking new.

Top Cleaner 221-505 \$16.99
Fabric Protectant 221-510 27.99
Vinyl Protectant 221-515 21.89



Auto Dry Blade

This 11½" water wand swipes away surface water. The soft silicone contours to your vehicle's shape and glides over any paint surface without scratching the finish. Produces 15% less friction than terrycloth.

Auto Dry Blade 231-674 \$18.99

Fabric Top Dry Cleaner	220-260	\$14.99
Water & Stain Proofer, 1 L	220-265	26.99
Water & Stain Proofer, 500 mL	220-280	15.99
Vinyl Top Cleaner, 500 mL	220-285	13.99
Vinyl Top Protector, 500 mL	220-290	13.99
Black Fab. Top Reviver, 1 L	220-250	44.99
Black Fab. Top Reviver, 500 mL	220-270	24.99



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.

Professional Duster 231-670 \$20.99



Convertible Top Cleaning Brush

Natural horse hair brush is nonabrasive, naturally soft, durable and exclusively designed to gently remove exterior debris from fabric and vinyl convertible tops.

Horse Hair Cleaning Brush 221-530 \$19.99



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 light work of cleaning your wire wheels.

Wire Wheel Brush 386-940 \$6.89

Corroaseal Rust Converter

Rust. Is there a more deplorable four-letter word? Corroaseal is the best way to deal with rust because it is less expensive, less time consuming and is more environmentally friendly than sandblasting. Corroaseal Rust Converter chemically alters rust (iron oxide) into magnetite, a stable substance. It also primes the surface with a high-quality latex metal primer at the same time. Corroaseal truly provides one-step corrosion control.

- Water-based rust converter with high-quality latex metal primer
- Non-flammable
- Non-corrosive
- Easy to apply (brush, roll or spray)
- Easy to clean-up with soap and water

Corroaseal Rust Converter 232-205 \$33.99



Spray Adhesive

Our contact adhesive has a very high heat resistance and bonds firmly to insulation and sound-deadening material, carpet, headliners and many automotive surfaces. One advantage of this spray that we really like is that it goes on as a web rather than a stream for a more complete and consistent coverage. 12 fl. oz.

Spray Adhesive 409-037 \$19.99



"Ultra Slick" Engine Assembly Lube

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

Assembly Lube 221-565 \$9.99



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. oz.

Shock Fluid 220-304 \$17.99



WaterWetter

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

WaterWetter 220-115 \$19.99



Supercool by Dynolite

Supercool coolant additive is specially formulated to enhance cooling system performance.

- Improves heat transfer properties of your coolant
- Suitable for cast iron, aluminum, copper-brass and bronze cooling systems
- Formulated with a corrosion inhibitor
- Compatible with all water base coolants

Supercool 220-117 \$14.99



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 to 1972	220-540	\$21.69
Black - Engine 1972 on	220-575	16.99
Lt-Green - Engine MGC	220-550	21.69
Engine Primer	220-576	14.99
Silver-Grey - Disc/Wire Wheel	220-560	21.69
Black Wrinkle-Finish	220-570	19.99



Ultra-Torque Lubricant by ARP

ARP's Ultra-Torque lubricant has been specifically designed to reduce tension, preload scatter and eliminate the need to cycle high performance engine fasteners before final installation.

Ultra-Torque Lubricant - .5 oz. 322-815 \$3.89



ACCESSORIES

CARE & MAINTENANCE

A63

Brake Fluids

Castrol LMA & Lockheed Brake Fluid:

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

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.

Lockheed 500 mL	220-400	\$6.99
Castrol 12 oz.	220-455	6.59
Castrol 1 gal. can	220-505	64.99
Silicone Brake Fluid - 1 liter	220-412	24.99



Brake Lube

This grease aids in the assembly of natural and/or synthetic rubber components.

Brake Lube, 5 g.	220-443	\$2.59
Brake Lube, 500 g.	220-444	19.99



Copaslip Anti-Seize Compound

This anti-seize 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.

57 g. (2 oz.) Tube	221-405	\$13.99
250 g. (8.8 oz.) Jar	221-410	27.99

800-667-7872



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moSS



HYLOMAR®

Hylomar Sealants & Assembly Adhesives

Hylomar Limited manufactures a wide range of high-performance sealants and adhesives used by some of the leading OEMs in the world. Hylomar products are also widely used and respected in the automotive, aerospace and industrial aftermarkets.

Hylomar M was originally the Racing Formulation. It is acetone-based, stiffens slightly over time and can be used in place of a gasket between finely machined surfaces. This product comes in a tube and an aerosol.

Hylomar Advanced Formulation (AF) is solvent-free, won't harden and is perfect for use with gaskets on parts that need to be removed regularly for service. AF fills imperfections on mating surfaces, thus forming a seal.

Hylotype RED is a semi-hardening gasket and jointing compound offering improved gap-filling capabilities. The product is resistant to a wide range of fluids, especially water (including salt water and steam), anti-freeze and synthetic oils. It forms an instant seal, has a heat-activated curing system and is methylene chloride free.

Hylomar Exhaust Assembly Paste (EAP5) seals joints in exhaust systems and lubricates joints during fitting.

Hylomar Cleaner removes used Hylomar gasket and jointing compound from disassembled joints. The unique mix of solvents also make it perfect for cleaning and degreasing surfaces prior to use with any of Hylomar's range of adhesives and sealants. It is also very effective at removing uncured anaerobic adhesives, uncured silicone and uncured epoxy products.

Hylomar M - 80ml Tube	232-220	\$21.99
Hylomar M - 200ml Aerosol	232-225	29.99
Hylomar AF - 85g Tube	232-215	26.99
Hylotype RED - 80ml Tube	232-230	23.99
Hylomar EAP5 - 140g Tube	232-235	7.99
Hylomar Cleaner - 400ml Aerosol	232-240	14.99



Fuel Tank Restoration

Step 1: Cleaner

We recommend using this bio-degradable cleaner in conjunction with the etching liquid when planning to seal a fuel tank. 1 gal.

Step 2: Etcher

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.

Step 3: Slushing

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.

Cleaner	220-620	\$48.99
Etcher	220-630	22.99
Slushing	220-450	53.99

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 five points depending on the type of gasoline.

Lead Substitute - 12 oz.	220-366	\$10.89
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ReLead & Stor-N-Start

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

ReLead	220-390	\$24.99
Stor-N-Start	220-375	9.99



ZDDP ZPaste™ Camshaft & Lifter Assembly Lube

ZPaste™ Camshaft & Lifter Assembly Lube is specifically intended for the special break-in requirements of flat-tappet engines. ZPaste™ is a proprietary formulation of Zinc Dialkyl DithioPhosphate (ZDDP) types with a Molybdenum DiSulfide (MoS2) additive in a new formulation Calcium Sulfonate base. It's extreme adhesion allows it to remain in place on critical engine parts for long periods of time. ZPaste™ is designed to be used along with ZDDPlus™ for initial engine break-in. Single use packets are enough paste for a single camshaft installation, paste is designed for use on cam lobes and tappets only.

Single Use, 1 Camshaft	220-806	\$8.99
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ONLINE

ZDDPlus Engine Oil Additive

After 70+ years of trouble-free, metal to metal engine protection, the E.P.A. is forcing ZDDP (Zinc Dialkyl Dithio Phosphate = Zinc and Phosphorus) out of domestic motor oil. If your engine was designed prior to the 1990s, your non-roller lifters require ZDDP in your motor oil to avoid premature deterioration. Don't let your lifters run metal-to-metal. Add the 4 fluid ounce contents of this ZDDPlus bottle at every 4 to 5 quart oil change. Not for use with catalytic converters.

ZDDPlus, each	220-805	\$12.99
ZDDPlus, case of 25	220-908	274.99



MORE
INFO
ONLINE

Dashpot Oil

Specifically designed for both SU and Zenith carbs, this oil will ensure your car's proper performance. 125 mL.

Dashpot Oil	220-225	\$11.99
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800-667-7872

*See ordering page for details

WWW.MOSSMOTORS.COM

Collector's Choice Engine Oil

MORE INFO ONLINE



Collector's Choice engine oil is a must for your classic engine. Contains higher zinc and phosphorus levels to help prevent premature camshaft lobe wear, additives to help prevent seals from becoming hard and leaking from infrequent use, and antioxidants to combat the effects of humidity changes during storage that can lead to moisture and even rust in an engine. 12 quarts in a case. Not for use with catalytic converters.

20W-50, quart	220-815	\$9.99
20W-50, case of 12	220-810	\$99.99

NEW

SAE 90 GL4 Gear Oil by Dynolite

Our classic cars require special fluid and oil formulations, in particular, gear oil. Newer GL5 oils have too high of a sulfur content which erodes yellow metals such as bronze or brass, which are commonly used in British applications. Our cars require a GL4 type oil and this Dynolite Gear Oil is perfect for our classics.



SAE 90 GL4 - 1 Liter	225-306	\$9.99
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Transmission 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.

Trans. Oil (non-OD trans.)	220-145	\$27.99
Trans. Oil (OD trans.)	220-122	27.99



Cooling System Air Purge Tool

Ensuring all the air is purged out of the later cooling systems can be tricky without this handy tool. Tool threads into the filler plug hole and allows easy topping off of the cooling system to ensure all air is evacuated.

Air Purge Tool	384-965	\$53.99
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Steering Column Alignment Tool

This tool duplicates the function of the factory tool referenced in the workshop manual that ensures correct shaft alignment with steering columns.



Alignment Tool - w/o shims	453-622	\$29.89
Alignment Tool - w/shims	453-628	39.99



Tube Type Axle Puller

This tool substitutes for the factory tool 18G284D called for in the workshop manual to remove axle shafts from the housing. Must be used with a slide hammer fitted with a hook (your workshop manual charmingly refers to the slide hammer as an "impulse extractor").

Axle Puller	384-945	\$34.99
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Grease Cap Puller for Wire Wheel Hubs

A clever solution to a difficult task, thread this puller onto a grease cap, put a screwdriver through the hole and simply pull it out. Saves time and frustration. For use on wire wheel grease caps with threaded stud.

Grease Cap Puller	384-935	\$39.99
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ACCESSORIES

GARAGE & TOOLS

A65

Water & Gas Don't Mix

If you use modern gas that has Ethanol blended in, and you don't drive your classic very often, the ethanol attracts water in your vented tank which in turn forms rust and sludge, impairing performance. We've got three products to help:

Prevent with PEP Fuel Treatment

PEP fuel treatment is a fuel preservative formulated with antioxidants and de-gumming agents to help fight sludge, resin deposits and gum from forming in your fuel tank. Modern ethanol-blended gasoline has a shelf life of 30-45 days in a vented tank, PEP fuel treatment increases that to 60 days. PEP fuel treatment should be mixed with the fuel every time you buy gas. Keep a bottle handy in your trunk. An 8 oz bottle treats 80 gallons. If you are storing your vehicle with gasoline in the tank, use 1 oz for every five gallons.



MORE INFO ONLINE

Test with Water Probe Indicator

Using a dip stick that will pass all the way to the bottom of your fuel tank, apply the Indicator to the very tip of the dip stick. The Indicator will turn red to show the exact level of water in your tank. Water collects at the very bottom of your tank.



Emulsify with E-Zorb Treatment

E-Zorb emulsifies the water you've found in the bottom of your fuel tank, and mixes the water and ethanol back into the fuel. The water will pass with the gasoline through your filter and into your engine, finally leaving as steam. E-Zorb should be mixed in the ratio 1 ounce to 20 gallons of gasoline, so one pint bottle of E-Zorb will treat 320 gallons. It will be necessary to agitate the fuel treatment in your tank by rocking your car from side to side and up and down.



PEP Fuel Treatment	220-361	\$13.99
Water Probe Indicator	220-362	12.99
E-Zorb Fuel Treatment	220-355	29.99

Steering Wheel Nut Socket



An absolute necessity for removing steering wheel retaining nuts. A worthwhile investment - 2-sided, 1 1/4" and 1 1/2".

Wheel Nut Socket	384-906	\$32.99
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800-667-7872



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moSS

SU Maintenance Tool Sets



SU Tool Kit

An assortment of handy tools for the home mechanic. Instructions included. Suitable for all cars with SU carbs. Includes jet wrench #386-400.

SU Tool Kit 386-300 \$21.99

SU Jet Centering Tool

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

Centering Tool 386-500 \$34.99

SU Carburetor Piloted Throttle Shaft Bush Reamer

This special reamer is designed to open up worn $\frac{3}{16}$ " throttle shaft bushings to accept .010" oversize throttle shafts. For SU carburetors only.

Reamer 386-385 \$269.99



SU Jet Wrench

Mixture adjustments on SU H and HS carburetors are much easier with the proper tool. $\frac{3}{16}$ " W (.600" nut) fits original carbs. 17 mm (.669" nut) fits new upgraded carbs.

(A) $\frac{3}{16}$ " W Wrench 386-400 \$2.29
(B) 17 mm Wrench 386-401 5.99

MGB GT Door Seal Clip Installation Tool

The clips used to hold the door window seal on a GT are very tricky to install without this tool. The magnetic strip holds the clip in place while maneuvering between the glass and the door.

Door Seal Clip Tool 384-950 \$34.99



Brake Caliper Piston & Seal Tool

The right tool for the job makes life much easier. Duplicating the functions of the factory tool 18G590, this allows easier installation of brake caliper pistons, seals, and seal retainers.

Brake Caliper Tool 386-280 \$41.99



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.

King Pin Reamer 386-370 \$319.99



Zenith-Stromberg Mixture Tool

Essential for tuning adjustable needle Zenith-Strombergs.

Mixture Tool 386-310 \$9.69



Grease Gun

For all those maintenance tasks.

Grease Gun 386-710 \$34.99



Lift-the-Dot Hand Punch

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

Lift-the-Dot Hand Punch 226-105 \$74.99

Snap Installation Tool

Install button snaps without damage.

Snap Tool 386-980 \$5.79



▶ WATCH

Clikadjust Valve Adjuster

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 $\frac{1}{2}$ " drive socket to fit tappet adjustment nut.

Clikadjust 386-205 \$109.99



1977-80 Steering Wheel Puller

Removing the steering wheel from a 1977-80 MGB can be an almost impossible task as the hub often freezes to the shaft. The rubber wheel does not have any provision for a puller, so many times the wheel is destroyed during removal. This protective puller plate is secured to the wheel by a pair of C clamps (not included, available at a reasonable price from most hardware stores). The drive bolt then is tightened against the steering shaft applying a load which is usually enough to allow the splines to free with a hammer tap. This U.S. manufactured part is well made and suitable for professional or car club use.

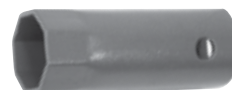
Wheel Puller 384-930 \$54.99



Clutch Alignment Tool

Accurately aligns your clutch disc for easy engine/transmission assembly.

MGB 3-Main 387-210 \$2.69
MGB 5-Main 387-235 2.89



Rear Axle Hub Nut Socket

Special 8-sided $1\frac{1}{4}$ " socket for the rear axle hub nut. This invaluable tool is a modern and affordable replacement for the expensive and hard to find Churchill tool.

Requires $\frac{3}{4}$ " drive 384-905 \$49.99



Ignition Wrench Set

High quality ignition wrench set by King Dick. Sizes 0 to 10 BA will handle most fasteners smaller than 1/4" on the car.

Wrench Set 385-000 \$66.99



Phillips/Pozidriv All-In-One Screw Driver Set by King Dick

Our revolutionary all-in-one screwdriver set features a patented tip design optimized for both Phillips head and Pozidriv patterns. All four screwdrivers are made from hardened and plated high-grade steel, and have soft-feel grips for comfort and control. Take the guesswork out of your British car tasks and save yourself the frustration of stripped screwheads. All four screwdrivers work with PH1-2-3 or PZ1-2-3 and vary only in length.

Phillips/Pozidriv 384-850 \$58.99



7-Piece Ratcheting Combination Wrench Set

Make quick work of tough jobs with this professional quality ratcheting combination wrench set. Made in England these wrenches have all the quality, performance and reliability you've come to expect from King Dick Tools.

Whitworth Sizes:

1/8" w, 3/16" w, 1/4" w, 5/16" w, 3/8" w, 7/16" w, 1/2" w

7-Piece Ratcheting Wrench Set 383-308 \$279.99



8-piece Wrench Sets

These quality Whitworth and Standard wrench sets were manufactured from a satin finished chrome vanadium, and feature a traditional oiled leather tool roll.

Whitworth Set sizes:

1/8" w, 3/16" w, 1/4" w, 5/16" w, 3/8" w, 7/16" w, 1/2" w, 5/8" w

Standard Set Sizes:

1/4", 3/8", 1/2", 5/8", 3/4", 1", 1 1/4", 1 1/2"

Whitworth Wrench Set 384-800 \$86.99
Standard Wrench Set 384-805 \$66.99



Drum Brake Adjusting Wrench

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

Brake Wrench 386-160 \$9.89



Ball Joint Puller & Separator

These heavy-duty forged tools are the easiest way to split ball and taper joints, such as track rod ends from steering arms.

Puller 386-025 \$36.99
Separator, Scissors Type 386-026 \$69.99



Scissor Type Ball Joint Separator

This scissor type ball joint separator has a 19mm jaw capacity and has a chemically blackened forged steel body with thrust bolt.

Scissor Type Ball Joint Separator 386-027 \$25.99



No-Mar Tool Set

Using the right tool for the job is a must if you don't want broken parts or scratched paint. This set of 5 pieces is perfect when you're removing fasteners, trim or molding and don't want to damage your paint or those expensive fasteners. No-Mar means the tools won't hurt your car or the parts you're removing. The small price is great insurance, and every tool box is incomplete without this set.

No-Mar Tool Set 231-830 \$23.99



Tube Bender

Bend fuel and brake lines exactly where you need them to go. This Tube Bender works great for brass, copper, steel and aluminum tubes of the following diameter: 3/16", 1/4", 5/16" and 3/8".

Tube Bender 385-905 \$20.99



220-386 & 220-387 On Car



Seat Rail Fire Extinguisher Bracket & Quick-Release Mount

A fire extinguisher is a common sense necessity for any MG owner. Having it both stationary and close at hand is critical. A lot of damage can occur in the time it takes you to retrieve it from the trunk, or fish it out from beneath the seat. Mounting your extinguisher to the front of the passenger seat rail frame keeps it secure, visible and accessible, while at the same time tucked conveniently out of the way of everyday use.

The Fire Extinguisher Seat Rail Bracket Set was designed to accept most fire extinguisher manufacturer metal brackets or the Quick-Release Mount. Premium hardware, L-Brackets and a purpose-made center bracket, allow for adjustment in both height and lateral positions. Installation instructions are included.

The Quick-Release Fire Extinguisher Mount attaches readily to the seat rail bracket, or will bolt to any flat surface. It is machined from billet aluminum, and has been anodized black. The quick-release mount uses a stainless steel lock pin (5 lbs release) with a red lanyard for better visibility and grabbing. The mount will accept extinguishers ranging from 2- $\frac{3}{8}$ " to 3- $\frac{1}{4}$ " in diameter. Installation instructions are included.

Fire Extinguisher Seat Bracket	220-386	\$69.99
Fire Extinguisher Quick-Release Mount	220-387	64.99
Chrome Fire Extinguisher - HalGuard	220-383	239.99



Carburetor Synchronizer

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

Carb Synchronizer	386-200	\$28.99
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Circlip Installation Tool

The wheel cylinder circlip is notoriously difficult to install. This easy-to-use tool changes all of that. You can now change wheel cylinders in a snap, while avoiding damage to parts or yourself.

Circlip Installation Tool	386-185	\$33.49
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Chrome Halon Fire Extinguisher

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



Extinguisher	220-383	\$239.99
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Carburetor Air Flow Meter

An Airflow Meter allows you to quickly tune your engine's carburetion. These precision instruments are designed to measure the airflow directly on the air intake of the carburetor and can be used at low and high RPM on down draft and side draft engines. The sensitivity and accuracy of the Airflow Meter is much greater than any other type of synchro tool or gauge. And the range of indication is very broad on the lower end of the scale to ensure precise adjustment at idle RPM. While a single instrument is sufficient, the use of one per carburetor is advantageous. The airflow of each carburetor can be constantly observed until the tune-up is completed. Made in Germany the BK Model is supplied with an adapter that is ideal for all ram pipes and intake bores of 1 $\frac{1}{4}$ " to 2 $\frac{1}{4}$ " (32 to 55mm Diameter) and provides an easy-to-read indication from 1 to 30 kg/h.

Carburetor Air Flow Meter	375-324	\$84.99
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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	\$11.99
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Gunson's Colortune

A glass topped spark plug allows you to see the color of combustion in your cylinders. Comes with special glass topped spark plug, viewing system for difficult plug locations and tuning procedure complete with troubleshooting guide.

Gunson's Colortune	386-210	\$84.99
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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 \$229.99



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.

Mityvac 386-215 \$79.99



Eezibleed Kit

Kit includes a pressure vessel to hold new fluid, a pipe with interchangeable caps to fit 1962-67 and 1975-80 master cylinders and an air hose to connect to a tire. Instructions included.

Eezibleed Kit 386-860 \$59.99



X-Treme Quick Fix Tape

X-Treme tape was developed for the military and has some very unique properties. The silicone-based tape will stick only to itself, and only when placed under tension. Once wrapped around an object, it forms a non-conductive, air- and water-tight, insulating seal that remains flexible within a temperature range of -60°F to 500°F and has a tensile strength of 600 psi. The tape can be repositioned within two minutes of wrapping and will start to bond immediately upon application. Black roll is 1" wide and 10' long (stretches to 3 times its length).

X-Treme Quick Fix Tape 221-590 \$8.99



Brass Tire Gauge

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

Brass Tire Gauge 225-715 \$19.99



On-Board Battery Charger

Every sports car owner who only uses his car part of the year needs one of these, because deep discharge appreciably shortens battery life.

- Attaches permanently to battery tray or fender well, mounting hardware included
- Molded plastic sealed case resistant to water, gasoline, oil, solvents and acids
- Charges and maintains 12 volt batteries
- Totally automatic, if the battery drops 1 volt, the charger switches on, when fully charged it switches itself off
- Operates from any regular 110 volt outlet
- Dimensions: 5 1/2" x 3 1/2" x 1 1/2"

Battery Charger 386-245 \$68.99



Moss Gripper Fender Cover

Protective fender cover grips the paintwork and will not slip.

Moss Fender Cover 990-991 \$38.99



Fender Covers

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

MG Fender Cover 241-725 \$23.99



Mini Jumper Cables

Just like our cars our jumper cables are small but surprisingly practical—they're 8-feet long. You may want to order a few of these. When you pull the pint-sized cables from their sturdy plastic case, the new road-side friends you're helping will want one of their own.

Mini Jumper Cables 900-061 \$22.99

Battery Filler

Correct topping up of your battery is ensured with this vintage style battery filler. Simply insert the nozzle into the battery and press down onto the separators. The valve opens and automatically fills the battery cell to the correct level.

Vintage Battery Filler 163-400 \$8.99



ACCESSORIES

A70 GARAGE & TOOLS

Form-A-Funnel

Patented tool diverts oil from the filter around skid plates, cross members, headers, or other obstacles for no-mess oil-changes. Quickly bends, molds and holds any shape so you can create the perfect channel for draining liquids.

- Moldable alloy core encapsulated in thick, pliable nitrile rubber can be reshaped and reused thousands of times
- Easy to clean and store
- Creates a leakproof seal around filters or drains
- Impervious to automotive fluids and works in temperatures from -30°F to 425°F
- Use with nearly any vehicle or equipment.

Form-A-Funnel 221-755 \$19.99



Castrol Oil Collectables

Classic Castrol oil cans look great in your den or garage.

2 Pint	216-565	\$27.99
1 Pint	216-555	21.99
1/2 Pint	216-545	14.79



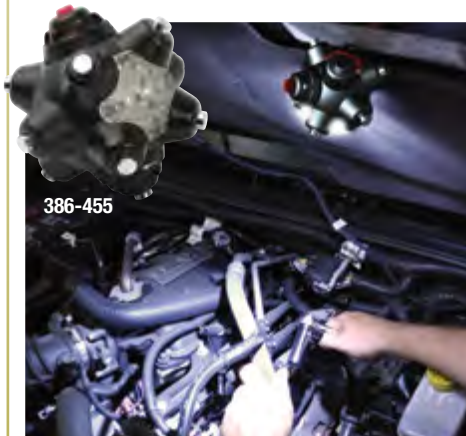
Kleenguard Disposable Coveralls

Remove some of the pain of roadside repairs with these disposable, convenient coveralls. Liquid and particle protection means you won't get grease on your clothes, and when your repairs are done, you can just throw the coveralls away and keep on motoring. Keep a spare in the trunk and you'll be covered.

Disposable Coveralls 219-481 \$14.99



386-470



386-455

Lighting Solutions by Striker Concepts

Striker products have been designed, engineered and deliver to our professional customers innovation, technology and the best functionality. Striker products produce a crisp bright white light that illuminates a large surface area making them the most versatile of task lights.

TriLight Motion-Activated LED - The TriLight screws into a regular light bulb socket, but is 3.8 times brighter than a conventional bulb. It has three individually adjustable panels, each delivers 3,000 lumens, and has a life of 50,000 hours. You can use it with a wall switch or its built-in ultra-sensitive motion sensor.

FLEXiT LED Light - The FLEXiT Light is a hands free, flexible LED task light. The base holds two large magnets for attaching the light to metal surfaces. Or hang it or wrap FLEXiT to an object. FLEXiT uses 16 LEDs and can operate in low, medium and high settings. Includes 3 AAA batteries. Size: 0.85" x 7" x 13"

TriLight Motion-Activated LED	386-470	\$129.99
FLEXiT LED Light	386-460	39.99



386-460

FLEXiT LIGHT™



368-475

STRIKER

Light Mine Professional Magnetic Light - A super-bright work light, a red beacon light, a magnetic pick up tool - all in the palm of your hand! The Light Mine Pro is about the size of a baseball, has 8 bright white LEDs on one side and 4 red LEDs on the reverse, and has 11 magnets. The 4 light functions are low power spot, high output flood, red night vision, and red signal beacon. Powered by 3 AAA batteries included.

Rover Mobile Task Light - The Rover is compact, lightweight, and of course is extremely durable. It features a aluminum head that acts as a fully functional heat sink. The steel exoskeleton also acts as a stable base, or frame to hang the light. There is a universal tripod mount. It is powered by dual lithium-ion rechargeable batteries for plenty of power, and long run times. Recharge by simply inserting the supplied USB cable into the plug on the back. Once aimed, it can be cycled through 4 modes (High, Low, Strobe and SOS).

Light Mine Professional Magnetic Light	386-455	\$27.99
Rover Mobile Task Light	386-475	49.99



Oil Spill Mat

Don't let oil stain your garage or driveway. Roll out an absorbent Oil Spill Mat to catch the daily dribbles and engine maintenance spills.

Oil Spill Mat 221-605 \$23.99



Logo Shop Apron

Logo shop apron with adjustable straps and three deep pockets.

MG Logo 217-200 \$23.99



800-667-7872

*See ordering page for details

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Tire Flat Spot Protectors

Flat Spot Protectors are essential for any owner looking to protect the lifespan and performance of their tires. Designed to increase the tire contact area and spread vehicle load, flat spot protectors minimize stress exerted on the tire, preventing sidewall cracks and flat spots forming during storage; offering additional benefits their ramped design also means that flat spots protectors function as effective vehicle chocks, avoiding the need to apply the handbrake (which can lead to binding of the rear brakes) and can also be secured to the floor to provide a garage parking stop function. Suitable for vehicles up to 8800lbs with 10"-18"x 7" wide wheels. Our Flat Spot Protectors benefit from a durable, high visibility, interlocking design and are supplied in pairs.

Tire Flat Spot Protectors - Pair 221-600 \$24.99



Auto Dolly

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

Set of 4 Dollies 900-163 \$189.99 OS



Before



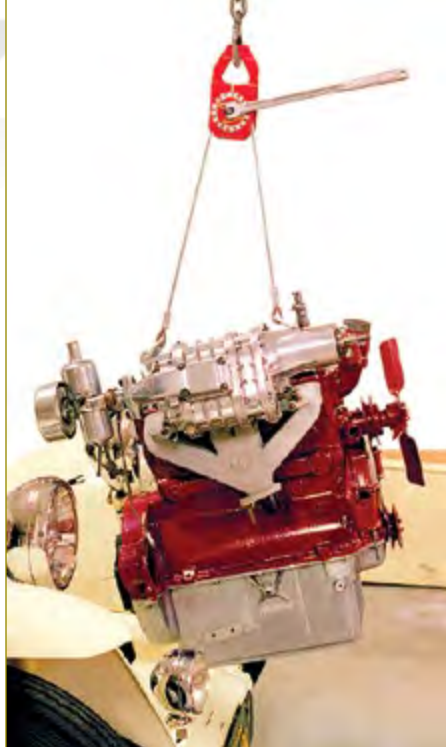
After

Shoulder Strap Adjuster

Sliding clip adjusts a seat belt shoulder strap off of the neck and provides travel comfort for both drivers and passengers.

- Installs with a snap!
- Helps maintain upright position upon impact (U of Mich. Impact Tests)

Shoulder Strap Adjuster 231-860 \$6.99



Oberg Tilt Lift

Allows easy adjustment of an engine's lift angle through a full 90° of movement. Adjust with ½" ratchet; 2,000 pound capacity with a 3:1 safety load factor. A positive lock ensures the engine stays put. All steel construction and small size.

Oberg Tilt Lift 386-730 \$99.99



Roll Around Engine Stand

This stand makes storing and moving that spare engine assembly easy. Disassembles for storage between engine builds. Engine not included...

1962-74 Stand 384-915 \$134.99



ACCESSORIES

GARAGE & TOOLS

A71



Wire Harness Repair Kit

Our Wiring Harness Repair Kit makes fast, secure wiring connections a snap. Just crimp a bullet to each wire end using the included Bullet Crimping Tool. Push bullet ends into the connector sleeve. Snap firmly into place with the Closing Tool for a permanent repair.

The high quality, Bullet Crimping Tool ratchets closed to put a secure hexagonal crimp in bullets. The Closing Tool presses bullets firmly into both single and two-wire connectors.

161-751 Repair Kit with Tools Includes:

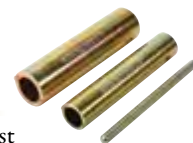
- Bullet Crimping Tool
- Closing Tool
- 30 each 18GA, 16GA, 14GA Crimp Bullets
- 10 Single-sleeve Connectors
- 6 Double-sleeve Connectors

161-752 Repair Kit without Tools Includes:

- 30 each 18GA, 16GA, 14GA Crimp Bullets
- 10 Single-sleeve Connectors
- 6 Double-sleeve Connectors

Repair Kit with Tools	161-751	\$199.99
Repair Kit No Tools	161-752	38.99
Crimp Bullets - 18GA Wire (10 Pack)	161-771	5.99
Crimp Bullets - 16GA Wire (10 Pack)	161-772	5.99
Crimp Bullets - 14GA Wire (10 Pack)	161-773	5.99
Bullet Crimp Tool	161-759	129.99
Closing Tool	161-761	39.99

Bezel Remover Tool Set



The round bezels on most Lucas Switches have two slots, and nobody has the special tool you need to take them off. Using a screwdriver results in a scratched dash and colorful language. These tools have two teeth for the slots in the bezels and are made from hard steel so the teeth will last; critical for this application so you don't mar your bezels. The set includes tools for ¾" diameter and 1" diameter bezel nuts.

1962-67 Toggle & Ignition Switches 384-960 \$29.99

800-667-7872



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MG Octagon 45mm Chronograph Watch

This great looking chronograph style watch has a 45mm precision machined silver alloy case, sport a mineral glass crystal face, stainless steel bezel and a stainless steel positive clasp band for great looks, easy viewing and durability. It comes packaged in an elegant black tin presentation case for easy gift giving.

Features:

- High quality quartz movement from Japan for accuracy and longevity.
- Fully functional $\frac{1}{10}$ second chrono capability up to 60 minutes that provides accurate timing at home or at the track.
- Self-luminous hour markers, hour hand and minute hands with a red second hand for a sporty look and great night-time visibility.
- Logos are raised/embossed and high polished to a jewelry finish for premium good looks.
- Includes a 3 year limited factory warranty. See the enclosed factory warranty papers for specific details and conditions.

MG Octagon 231-311 \$139.99



MG Octagon Embroidered Performance Polo's

Stay in your comfort zone with our light weight Performance Polo. Moisture-wicking and highly breathable, our polo will keep you dry and cool whether you're out for a drive, at a show or just working in the garage. This navy-blue polo comes sporting the classic MG Octagon logo. It features tag-less construction and is machine washable.

Medium	217-360	\$49.99
Large	217-361	49.99
X-Large	217-362	49.99
XX-Large	217-363	49.99



Logo Earrings

Brightly enameled miniature marque logos.

MG Logo 219-730 \$12.99

MG Octagon Decorative Magnet

Bring some of your passion for the MG into your garage or home with this MG Octagon logo magnetic badge. Their classic charm makes these black and white enameled badges a great way to personalize your toolbox, refrigerator or whatever you like. Badges measure approximately 2 $\frac{1}{4}$ " x 2 $\frac{1}{4}$ ".

MG Octagon 201-037 \$8.99



Classic Flying Helmet & Goggles

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

RAF Goggles	219-945	\$179.99
RAF Helmet, Large	219-990	179.99
RAF Helmet, X-Large	219-995	179.99



BMC Service & Sales T-Shirt

The "retro style" is in fashion so show off your BMC loyalties with this 100% cotton t-shirt that features a logo based off a vintage dealership sign.

Medium	013-705	\$21.99
Large	013-706	21.99
X-Large	013-707	21.99
XX-Large	013-708	24.99



Embroidered Patches

Add a splash of British pride to jackets, sweaters, caps, and anything else you can think of.

Large MG - 5"	229-505	\$9.89
Small MG - 2 $\frac{3}{4}$ "	229-500	6.89
Brown MG - 3"	229-495	5.89
British Leyland - 2 $\frac{1}{2}$ " x 3"	229-560	7.49
Union Jack - 3 $\frac{1}{2}$ " x 2 $\frac{3}{4}$ "	229-510	5.89
BMC Rondell - 2 $\frac{3}{4}$ "	229-570	6.79



229-896

229-897

229-898

Engraved Metal Key Fobs

You'll love the sleek beauty of our latest Keychain Fobs. Engraved with your favorite British icon and available in three distinctive styles.

Leather & Bar

MG Logo	229-896	\$13.69
Union Jack	229-886	13.69

Leather & Teardrop

MG Logo	229-897	\$13.69
Union Jack	229-887	13.69

Solid Metal

MG Logo	229-898	\$13.69
Union Jack	229-888	13.69



Key Fobs

Union Jack Black Leather	229-885	\$6.79
MG Brown	229-802	8.99
MG Black	229-801	8.99
MG Black and Chrome	229-804	8.99



Cloisonné Pins

Colorful cloisonné pin of your favorite marque or other cool logos, perfect for your hat or jacket.

MG Octagon Pin - Red	229-250	\$8.99
MG Octagon Pin - Black	229-245	8.99
Lucas Prince of Darkness Pin	229-255	6.99



Warning Labels

These warning labels can help protect your vehicle from people who aren't quite as familiar with these cars as you are. Capture their attention, before potentially expensive mistakes, with these traditionally styled, 4"x1", glossy decals.

Positive Earth	215-010	\$3.49
Silicone Brake Fluid	215-005	4.49



Puff Embroidered MG Logo Hats

These four top-quality hats feature a puff embroidered MG Octagon logo. The tan and black hats have a seamed front panel with a full buckram backing that creates a neat formed appearance, while the white and navy hats were designed with a soft crown for a more rounded soft appearance. All three hats provide a deep low fit that allows them to stay on at high speed, and feature an adjustable velcro closure.

Common features:

- 100% Cotton Construction
- 6 Embroidered Eyelets
- Matching Visor Edge Color
- Pro Stitch on Crown
- Matching Fabric Under visor
- Matching Color Sweatband
- Matching Fabric Adjustable Velcro Closure

Soft Crown - White/Navy	219-816	\$19.99
Soft Crown - Navy/White	219-819	19.99
Firm Front Panel - Tan/Forest Green	219-817	19.99
Firm Front Panel - Black/White	219-818	19.99



219-952

Premium Embroidered MGB and MGB/GT Hats

These superbly crafted navy blue hats feature either a red embroidered MGB or MGB/GT along with the Union Jack flag and bold lettering. They have a seamed front panel with a soft crown that provides a deep low fit, allowing them to stay put even in heavy winds. The adjustable velcro closure ensures a secure, personalized fit.

Features:

- 100% Cotton Construction
- 6 Embroidered Eyelets
- Contoured Sandwich Visor (navy/red)
- Matching Color Sweatband
- Matching Fabric Adjustable Velcro Closure
- Moss Block embroidered logo on back

MGB	219-936	\$19.99
MGB/GT	219-952	19.99



Back

Embroidered MG Safety Fast Logo Hat

These top-quality hats feature an "MG Safety Fast!" embroidered logo. The tan and navy hats have a seamed front panel with a soft crown that provides a deep low fit which allows them to stay on at high speed. The adjustable velcro closure ensures a secure, personalized, fit.

Features:

- 100% Cotton Construction
- 6 Embroidered Eyelets
- Solid Color Contoured Visor
- Matching Color Sweatband
- Matching Fabric Adjustable Velcro Closure
- Moss Block and Union Jack embroidered logos on back

MG Safety Fast Logo Hat	219-933	\$19.99
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Back

ACCESSORIES

A74

REGALIA



MG Octagon Wine Glass Set

When raising a toast with friends, share your MG passion etched in glass. A set of four wine glasses makes for an amazing gift.

MG Octagon Wine Glass Set - 4 pc. 230-969 \$29.99



MG Octagon Beer Glass Set

This set of 4, full-pint, traditional beer glasses is great for those hot garage days - from Guinness to Lemonade. The guys will appreciate your pub-like style and ample serving size.

MG Octagon Beer Glass Set - 4 pc. 230-951 \$29.99



Heated Blanket

Keep your passenger toasty with this 12V heated blanket. 42" x 58". Requires negative ground lighter socket.

Electrically Heated Blanket 002-842 \$46.99



MG Octagon Scarf

Brave the elements while showing appreciation for your LBC with one this knit scarf. Made from an 80% cotton blend, their sturdy knit construction offers a feel as soft as a sweater. They are machine washable and made in the USA. Measures 8 1/2" x 80"

MG Octagon Scarf 231-340 \$49.99



Thermal Mugs

Hot or cold drinks maintain their temperature in our new, British themed, brushed metal mugs. Spill and slip resistant, and available in travel and desktop styles.

Travel Mug

MG Logo	230-856	\$23.69
Union Jack	230-946	23.69

Desk Mug

MG Logo	230-857	\$23.69
Union Jack	230-947	23.69



Castrol Tin Coffee Cup

Branded with the period Castrol logo this classic style tin mug has an enamel coating in Castrol classic green with white inner. Great for the garage, camping or out at your next car show.

Features:

- Rugged Enamel Coating
- Chrome Polished Rim
- Dishwasher Safe
- 16 oz. Capacity

Castrol Coffee Cup 216-570 \$11.99



MG Octagon Logo Knit Blankets

Keep the chill away while relaxing at home, or after a brisk night drive, with one of these heavy knit blankets. Made from an 80% cotton blend, their knit construction offers a feel as soft as a sweater. Yet, these heavy weights measure 50" x 60" and weigh in at 3 1/2 pounds, providing you with a substantial buffer against the cold. These blankets are machine washable and made in the USA.

MG Octagon 231-320 \$109.99



Waterproof Picnic Blankets

These waterproof blankets bring a touch of comfort to any roadside picnic. Folded into a parcel, it can be easily stored and transported using its durable handle. When opened up, this blanket spreads out to a respectable 51" w x 70" l. They are constructed of gray acrylic with a foam layer and waterproof PEVA backing. Offered with your choice of either the MG, or Moss logo.

MG Logo	231-375	\$29.99
Moss Logo	231-370	29.99



Pendleton Motor Robe

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

Red Lap Robe 231-400 \$129.99



800-667-7872

*See ordering page for details

WWW.MOSSMOTORS.COM



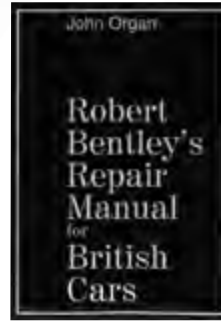
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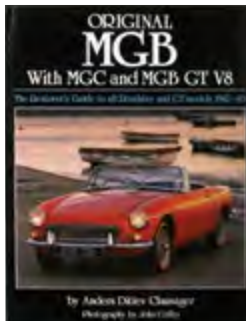
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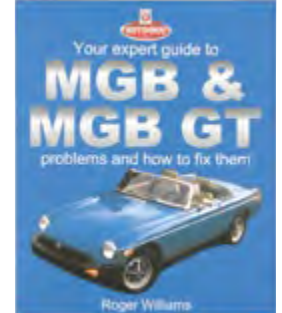
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A. Owner's Manual Reprints

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

MGB 1963-67	210-840	\$22.99
MGB 1968-69	210-910	22.99
MGB 1970-72	210-920	22.99
MGB 1973-74	210-930	26.99
MGB 1975-76	210-940	19.89
MGB 1978-80	210-965	19.89

B. MGC Factory Manual Reprint

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

MGC Factory Reprint	212-360	\$59.99
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C. 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 5½" x 8½" books.

MGA/MGB 1955-68	212-460	\$34.99
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D. Robert Bentley's Repair Manual for British Cars

Written in 1970, this book is a wealth of fault-finding and repair references for the British car owner. Covering a wide range of cars from Minis to Cortinas and all the sports car range, this book explains how the cars work and how to repair them. Softcover, 7" x 9". 380 pages, 225 b&w photos, 152 illustrations and diagrams.

Bentley Repair Manual	213-785	\$52.99
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E. Weber Carburetors: Tuning Tips and Techniques

A distillation of many years' experience of working with Weber carbs. Setting the carburetor to suit a particular engine, fault-finding and the maintenance and repair of older carburetors are all topics which receive detailed attention. 128 pages, 200 b&w illustrations.

Weber Carbs, Tuning	213-431	\$27.99
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F. MGB: The Complete Story by Brian Laban

A recent release in the growing Crowood Auto Classic Series, the author has an easy-to-read style and covers the history, technical background and enjoyment of the MGB. 208 pages, softcover.

MGB: The Complete Story	212-230	\$34.99
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G. Original MGB/MGB-GT/MGC

The Restorer's Guide series has the information needed to determine how a restored car should look and what parts it should contain. Find out what the color of an engine block, interior piping or carpet was originally. Drawing from factory records, parts lists and catalogues, as well as the knowledge of a panel of experts, these books provide what constitutes an "original" car. Hardbound, 9" x 12", 112 pages, over 200 color photos.

Original MGB/MGB-GT/MGC	211-355	\$49.99
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H. Practical Classics

This book covers all aspects of restoration, including body work, mechanical repair, electrical, paint and trim. Softbound, 7¼" x 10¼", with over 370 illustrations.

Practical Classics	212-370	\$28.89
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I. SU High Performance Manual

Who wouldn't benefit from knowing the secrets that SUs hold? If you are looking to increase your SU repertoire, this is the book for you. Lots of pictures and illustrations. 96 pages.

SU High Performance	211-466	\$34.99
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J. Bentley Shop Manuals

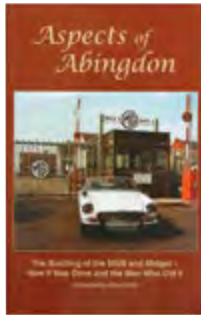
Robert Bentley manuals contain reprints of the factory workshop manual, plus the owner's manual. The most complete and authoritative manual available.

MGB 1962-74	212-320	\$79.99
MGB 1975-80	215-325	74.99

K. Guide to MGB/GT Problems

The collected knowledge of many MGB experts put together for both novice and experienced owners.

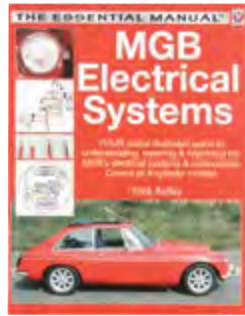
Problems Guide	212-995	\$71.99
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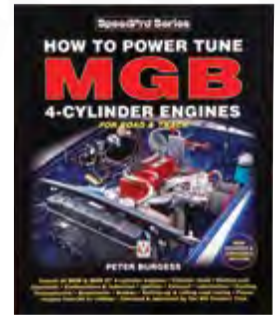
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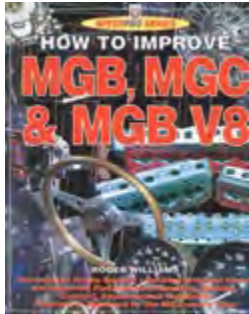
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L. Aspects of Abingdon by Ken Smith

This is the 2nd edition reprint of a tribute to the workers who built the MGBs, MGCs and Midgets at the MG factory in Abingdon-on-Thames. With updated text, revised chapters and new photos. Learn how the cars were assembled and the changes needed to meet Federal safety and smog requirements.

Aspects of Abingdon 213-025 \$21.79

M. Don Hayter's MGB Story

As the Chief Design & Development Engineer, Don Hayter tells the inside story of the MG Design office, from 1956 until its closure in 1980. He explains how the various models were drawn, planned and developed by a small team of engineers with personal anecdotes and never-before-published photos. 96-page paperback with 76 color and black & white photos.

Don Hayter's MGB Story 213-795 \$29.99

N. MGB Electrical Systems by Rick Astley

This is the book that MGB owners have been waiting for. Based on the information that was on his definitive web site, Rick has produced a book that covers everything from understandable theory to recommendations for upgrades and replacement of troublesome components. The 185-page book is filled with color photos of components and simplified diagrams of electrical circuits. Both early and late model cars are covered, as are differences between the UK and export models. We rate this a "must-have" book.

MGB Electrical Systems 211-615 \$71.99

O. How to Restore Automotive Interiors

A major part of any auto restoration is bringing the interior back to life. With nearly 200 pages and 500 color photos, this step-by-step guide walks you through restoring seats, door panels, floor coverings and headliners, as well as adding sound dampening and thermal insulation.

Interior Restoration Guide 213-865 \$29.99

P. 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.

Power-Tune MGB 213-175 \$44.99

Q. How to Improve MGB, MGC & MGB V8: 2nd Edition

Covers all aspects of improving these cars for today's conditions and for higher performance generally. How to improve power, braking, appearance and comfort. Checked and approved by the MG Owners Club, written by expert Roger Williams. Softbound, 8" x 10", 176 pages.

How to Improve - 2nd Edition 213-171 \$69.99

R. Lucas Fault Diagnosis

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

Lucas Fault Diagnosis 990-035 \$7.99

S. Competition Preparation Manual

Reprint of the original factory competition manual. Get the most out of your MGB.

1968-80 211-010 \$19.89

T. SU Tuning Tips & Techniques by G.R. Wade

Factory information to help you solve all standard SU problems.

SU Tips and Techniques 211-345 \$28.99

U. SU Workshop Manual

Factory workshop manual for SU carburetors and fuel pumps.

SU Workshop Manual 211-305 \$29.99

V. Haynes Workshop Manuals

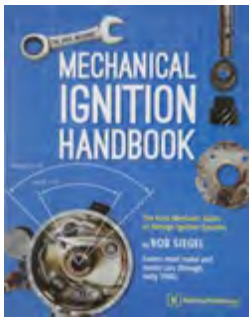
Excellent guides for tune-up and maintenance.

Carburetor Manual	211-430	\$29.99
MGB Manual	212-405	29.99

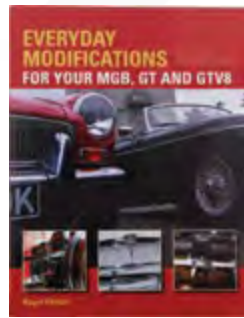
W. Mechanical Ignition Handbook

Mechanically timed ignition is easy to understand and wonderfully straightforward to diagnose and repair, which is good because it's one of the most likely things on an older car to die and leave you in the lurch. Author Rob Siegel explains how mechanical ignition works and discusses in detail how to set timing and advance. There is also a full chapter on troubleshooting mechanical ignition problems. Illustrated with over 100 photos and diagrams and supported by clear, step-by-step instructions, the Mechanical Ignition Handbook features sections on: Mechanical ignition basics and components, common repairs and recommended tools, adjusting point gap, finding top dead center, using both a standard and an advance timing light and much more. 150 pgs; Soft Bound; Color Images; 8"x10".

Mechanical Ignition Handbook 215-110 \$22.99



W.



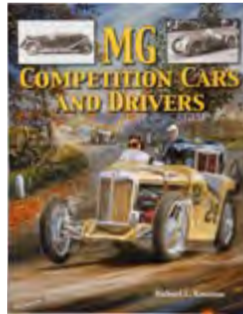
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X. Everyday Modifications For Your MGB, GT and GTV8

MG expert Roger Parker gives his advice on maintaining and modifying MGB, GT and GTV8 cars, with some additional reference to the MGC and MG RV8 models. With safety information throughout, the book covers regulations, insurance and market value for all models; routine maintenance; body and interior changes; brakes, suspension and steering; engine improvements for the original 1798cc B-series engine and other engine alternatives; and, finally, installing and updating electrical equipment and lighting. A practical and instructional new guide to classic car modifications and maintenance for MG enthusiasts, illustrated with over 350 color photographs and case studies.

Everyday Modifications For Your MGB 212-880 \$34.99

Y. BMC Competitions Department Secrets

The inside story of a legendary works, Competition Department is told by the three competition managers of the highly successful BMC/British Leyland race and rally teams based at Abingdon. This book reveals the inner workings of one of the most successful motorsport teams Britain has ever seen. Based on previously unpublished internal factory memos, other documents, and the recollections of the prime movers, it describes the ups and downs and the politics of big-time competition. An excellent and entertaining read, no motorsport enthusiast should be without this book. 192 pgs; Soft Bound; 8"x10".

BMC Competitions Department Secrets

210-250 \$39.99

Z. Rule Britannia

When British Sports Cars Saved a Nation, celebrates this compelling story with authoritative text from John Nikas and his team of dedicated researchers and contributors; historic imagery from archives maintained by marque clubs, manufacturers, and museums; and modern portraits artfully captured in a studio setting by Michael Furman, the world's most renowned automotive photographer. 300 pgs; Hard Bound; Color Images, 10"x12".

Rule Britannia 215-105 \$89.00

AA. MG Competition Cars and Drivers

MG established its winning reputation through competition. In 1925, Cecil Kimber set out to build sports cars knowing full well that racing and competition had to be a prime focus. This epic story by Knudsen, a well-known author/historian on MGs, documents every competition car in extreme and careful detail, starting with Old Number One and finishing with MG record cars. The drivers and the cars are shown in time-period photographs, many never published before.

MG Competition Cars and Drivers 210-240 \$34.99

BB. MG Record Breakers from Abingdon Photo Archive

MG established its reputation as a world-class sports car manufacturer by winning races and breaking class speed records. This is the first book to provide in-depth coverage on these record-breaking cars. Including International Class Record Summary charts for the EX 120, EX 127, EX135, EX 179, and EX181 as well as driver summaries.

MG Record Breakers from Abingdon 210-245 \$29.99



Guide to Replacing the MGB Convertible Top by Dr. Doolin

This video contains all the information required to remove and install a convertible top to a MGB. Divided into four chapters the video will walk you through removal of the old top, replacement of the header rail, repairing of the hardware, and installation of the new top.

DVD 211-152 \$34.99

Total MG Engine Rebuild DVD

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

Engine Rebuild DVD 211-141 \$95.99

SU Carb Rebuild DVD

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

SU Rebuild DVD 211-036 \$52.99

DVD Video Guide to MGB Maintenance

This video covers all of the regular maintenance and operational services that you can do yourself with regular hand tools. It's very handy to see these jobs performed by a professional, so you can determine ahead of time if it's something you want to try. Better understanding of your car means more driving enjoyment.

Guide to Maintenance 211-071 \$32.99

Vintage Metal Signs

Add a bit of nostalgia to your garage or den with any one of these classic British metal signs. Made by hand in the USA, these heavy duty signs are manufactured from 24 gauge steel, and printed using dye-sublimation for a durable and very detailed finish. Take your pick from several vintage designs. All signs measure 12" x 16" except where noted.



MG Class of it's Own - MGB
214-550



Road Racing at Brooklands
214-572



British Classics
214-570



RAC (12"x12")
214-567



Weber Carburetors
214-562



Keep Calm and Motor On
214-568



BP
214-561

Only **\$19.99**



Union Jack
214-552



Lockheed
214-563



Avon Tyres
214-566



MG Service
214-553



Lucas
214-564



Motul
214-565



MG Sales & Service
214-555



MG Safety Fast
214-556



Lighted Signs

These distinctive lighted signs are sure to catch the eye of your fellow LBC enthusiasts. Their classic look and exceptional quality make them perfect for displaying anywhere from the den, office or garage. Their steel box housing is powder coated in a durable black satin finish. Backlit with modern LED's, the sign emits a clean and even light that will reservedly enhance either of these two classic British designs. Measures: 21 3/4" x 6 3/4" x 3 1/4" with a 48" cord length. Made in the USA.

MG Safety Fast	231-350	\$199.99
MG Car Company	231-352	199.99



Union Jack Flag

Made of lightweight polyester with metal grommets on the hoist.

Union Jack Flag - 5' x 3' 217-070 \$21.99

Parking Only Sign

9" x 12" silk-screened aluminum.

MG Parking 215-761 \$19.99



Factory Dealer Signs

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

MG Service (12" x 16")	214-321	\$22.99
BMC Dealer (18" x 27")	214-241	\$59.99

Logo Bar Stool

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

MG Logo 231-800 \$129.99



ORDERING & Shipping

SHIPPING

- Shipping is calculated on the regular retail price before any discounts.
- Orders received by 3 p.m. local time are normally shipped same day when shipped by UPS Ground Preferred or UPS Air.
- We will ship by Ground Saver unless an alternate shipping method is specified.
- Alaska, Hawaii, Puerto Rico must choose either AK/HI/PR Saver or UPS Air (see info below shipping chart).

OVERSIZE PARTS FEE

Some items are oversized and are indicated by the oversize parts fee icon. An oversize parts fee (per item) will be applied to your order. This fee will still be charged on free shipping orders. You can find the amount of the fee by visiting MossMotors.com or calling 800-667-7872. The oversize parts fee will not be charged on orders that ship by truck freight (under \$1,400) or those that qualify for free truck freight (over \$1,400).

TRUCK SHIPMENT FEE

- Some parts must be shipped truck freight. Orders under \$1,400 will be charged a flat \$159 shipping fee.
- ORDER OVER \$1,400 AND MOSS PICKS UP THE SHIPPING!**

PO BOX, A.P.O. OR F.P.O.

- A.P.O., F.P.O. and P.O. Box orders are not guaranteed and will be shipped via USPS.

GUARANTEED UPS AIR DELIVERY SERVICE (48 STATES)

- Moss guarantees that orders received before 3 p.m. your local time will arrive on time or shipping and handling charges will be refunded (barring weather problems, or "Acts of God").
- UPS 2nd Day Air** - Guaranteed to be delivered by end of day the second business day.
- UPS Next Day Air** - Guaranteed to be delivered by 10:30 a.m., noon or end of day the next business day, depending on destination.
- Saturday Delivery** - Available on UPS Next Day Air and UPS 2nd Day Air orders for an additional \$16.00 and is not available in all areas.
- Orders shipped by air that are over 40 lbs., by weight or dimensions, we reserve the right to charge actual shipping and will notify you in advance.

FOREIGN ORDERS

Foreign orders are charged actual shipping charges. Shipping quotes provided on request on orders over \$100. Duties and taxes are your responsibility. First time foreign orders may need to be paid by wire transfer. 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.

CANADIAN ORDERS

Canadian orders are shipped by Air Post if possible. For shipping charges on orders under \$700 please see the last column of the shipping chart below. Orders under \$700 that are heavier than 40 lbs. (by weight or dimensions) and orders over \$700 will be charged actual shipping. If you require a shipping method other than Air Post we will provide a quote upon request on orders over \$100. Duties and taxes are your responsibility. First time Canadian orders may need to be paid by wire transfer.

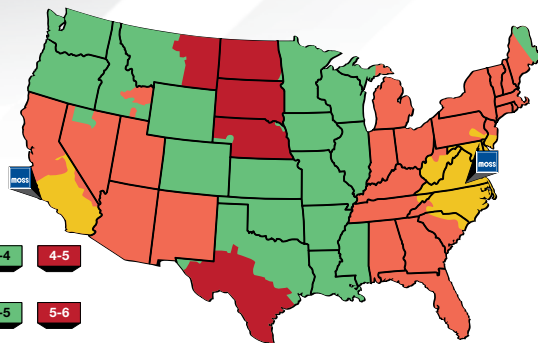
DELIVERY DAYS:

Ground Preferred

1-2 2-3 3-4 4-5

Ground Saver

2-3 3-4 4-5 5-6



AREAS / APPROXIMATE GROUND DELIVERY TIME (In Working Days)

- This map represents approximate working days for Ground Delivery. (As quoted by our carriers, not guaranteed.)
- It also assumes we can ship from the nearest warehouse. Items shipped from an alternate warehouse will take longer.

Shipping, Insurance & Handling Chart US Rates - 48 States (AK*, HI* & PR*)

Order Total	Ground Saver†	Ground Preferred††	2nd Business Day Air	Next Business Day Air	Canada Air Post**
\$10.00 to 20.00	\$5.99	\$12.49	\$24.99	\$42.99	\$12.99
20.01 to 50.00	7.99	15.49	32.99	52.99	16.99
50.01 to 75.00	9.99	18.49	39.99	61.99	22.99
75.01 to 100.00	13.99	20.99	46.99	74.99	27.99
100.01 to 150.00	18.49	24.99	55.99	86.99	35.99
150.01 to 200.00	22.99	27.99	62.99	97.99	43.99
200.01 to 300.00	24.99	30.99	73.99	108.99	55.99
300.01 to 500.00	24.99	33.99	84.99	119.99	74.99
500.01 to 700.00	24.99	35.99	93.99	129.99	94.99
700.01 and Up	Free UPS (1)	Free UPS (1)	73.99	108.99	TBD
1,400.01 and Up	Free Truck (2)	Free Truck (2)	84.99	119.99	TBD

† Ground Saver (default shipping method) - Ships by most economical method. May add 1-2 days.

†† Ground Preferred - Ships by UPS and is normally shipped same day if ordered by 3pm local time.

* Alaska, Hawaii and Puerto Rico

UPS Air - Add \$8 to the 2nd Business Day & Next Business Day Air Rates.

AK/HI/PR Saver - Subtract \$9 from the 2nd Business Day Air Rates

(Ships by most economical method and may take longer.)

1 Free Ground UPS Shipping in the contiguous 48 states. Truck Shipments under \$1,400 will be charged a flat \$159 shipping fee.

2 Free Ground UPS/Truck Shipping in the contiguous 48 states only.

** Canada Chart Shipping rate is for orders under \$700 and less than 40lbs. Orders under \$700 that are heavier than 40lbs. and orders over \$700 will be charged actual shipping.

PAYMENT

- We have a \$10 minimum parts order, excluding tax and shipping.
- We accept certified check, money order, and the following credit cards:
- CA and VA residents add sales tax.
- Due to increasing fraud, some foreign orders may require additional documentation to process your order.



WHEN YOUR ORDER ARRIVES

- Please remember to inspect your parts immediately upon receipt of your order.
- Should your order arrive in damaged condition, immediately inform a Moss Motors customer service representative at 1-800-689-9313.
- Claims for damage during shipping must be reported within 3 days of receipt of order.
- 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 are any other questions about your order, contact customer service within 10 days.

SPECIAL ORDER & DIRECT SHIP PARTS

- Require pre-payment by cashiers check or credit card and may not be cancelled or returned.

BACKORDERS

- Occasionally, we are out of stock on some items, which we will ship to you as soon as available.
- Backorders are shipped free but carry a handling charge of \$2.29 per \$25 of value. (The combined total for original order shipping, and all backorder handling fees, shall never exceed the total shipping charges quoted on the shipping chart on this page.)
- You may request "No Backorders" or cancel backorders at any time prior to shipping.
- We do not backorder to any foreign countries, including Canada.
- Backorders are sent by the most cost effective method, not necessarily the same method as the original order.

WARRANTY - THE LONGEST IN THE BUSINESS!

- All Classic British products are warranted to be free from defects in material and workmanship for 2 years from the date of invoice.
- All superchargers, supercharger components, and supercharger hardware are warranted to be free from defects in material and workmanship for 1 year from date of invoice.
- Moss Motors, Ltd. will, at its discretion, repair or replace any part that fails in service within the warranty period. This warranty does not cover labor, failure of related components, normal wear of brake or clutch components or failure resulting from alteration, misuse, accidental damage, faulty installation, or faulty repair.
- Warranty requests should be submitted to our sales department and must be supported by the original Moss Motors purchase invoice and documentation of the failure.

PRICES

We do everything possible to hold prices. Prices occasionally change without prior notice.

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, in-house credit will be given on account usable on future orders. 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 to stock.
- Items over 12 months old are not returnable.
- 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 and ship to our California address.
- Refunds will not be issued for installed, damaged, incomplete, "Custom", or "Special Order" or "Direct Ship" 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. We reserve the right to correct typographical errors and will not be held liable for inaccuracy of pricing, descriptions or applications.

TERMS AND CONDITIONS & PRIVACY POLICY

See inside back cover for more information.

FREE SHIPPING

Free Ground shipping in the contiguous 48 states. Oversize Parts Fee still applies. Truck shipments will be assessed a one time fee of \$159. Truck shipments over \$1,400 ship free.

SAME DAY SHIPPING

Orders received by 3 p.m. local time are normally shipped same day when shipped by UPS Ground Preferred or UPS Air. Does not apply to special orders and some oversized items.

OVERSIZE PARTS FEE

Some items are oversized and are indicated by the oversize parts fee icon or an underlined part number. An oversize parts fee (per item) will be applied to your order. This fee will be charged on free shipping orders. You can find the amount of the fee by visiting MossMotors.com or calling 800-667-7872. The oversize parts fee will not be charged on orders that ship by truck freight.

PHONE ORDERS

US 800-667-7872 INTL 805-681-3400

FAX ORDERS

805-692-2525

ONLINE ORDERS

MossMotors.com

CUSTOMER SERVICE

800-689-9313

moSS

ORDER WORKSHEET

Please Print

Customer No. _____

Name _____

Street _____

City/State _____ Zip _____

Daytime Phone _____ Fax _____

Email _____



Mail To: Moss Motors
440 Rutherford St.
Goleta, CA 93117
Fax To: 805-692-2525

Ship To _____

Street _____

City/State _____ Zip _____

	Part No.	Description	Qty.	Unit Price	Ext. Price
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					

Charge My: ☐ Visa ☐ Mastercard ☐ Amex ☐ Discover

Card Number _____

Date Card Expires _____

Enclosed Is \$ _____

For Terms and Conditions & Privacy Policy see inside back cover.

Check YES if you wish to backorder any items not currently stocked. You will not be charged for backordered items until they are shipped.

☐ Yes ☐ No

Parts Total

Sales Tax
(CA & VA Only)

Shipping

Oversize Fee

Total

FREE CATALOGS

- Austin Healey 100
- Austin Healey 100-6
- Austin Healey 3000
- Austin Healey Sprite
- Triumph TR2, 3, 4 & 4A
- Triumph TR250 & TR6
- Triumph TR7 & TR8
- Triumph Spitfire & GT6
- MG TC, TD & TF
- MGA
- MGB & MGC
- MG Midget
- Classic Mini (Online)
- Jaguar XK120-140-150, XJ6-12, XJS, E-Type (Online)
- Mazda Miata/MX-5

Get your FREE catalog by calling 800-667-7872 or request one online at www.mossmotors.com



MGB/MGC Restoration Parts Catalog

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About This Catalog

This catalog covers parts for U.S.-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 U.S. 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. When an indented component is "NA", it is still included in the assembly, but not available separately.

Supersession and Rationalization of Parts

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



This "no airplane" symbol indicates that the item(s) may not be shipped by air, and must be shipped by ground.



MORE INFO ONLINE

More information on this product is found at www.mossmotors.com



This truck symbol indicates that the item(s) will be shipped by truck, freight collect, payable on delivery.

123-456

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

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

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MGB/MGC Parts Catalog

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





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 \$79.99
215-325 MGB, 1975-'80 \$74.99

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 \$29.99



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 MGBs 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 \$71.99



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 NA
211-010 MGB 1968-'80 \$19.89



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 \$34.99
212-470 MGB 1968-'80 NA



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 1963-'67 \$22.99
210-910 MGB 1968-'69 \$22.99
210-920 MGB 1970-'72 \$22.99
210-930 MGB 1973-'74 \$26.99
210-940 MGB 1975-'76 \$19.89
210-960 MGB 1977 (use 1978-'80) NA
210-965 MGB 1978-'80 \$19.89



MGB Essential Buyer's Guide

by Roger Williams

Written for the UK market, this handy buyers guide gives great information for any prospective buyer in a small package. Learn how to spot a bad car quickly with tips on typical problem areas and what is reasonable to fix and what you should walk away from. Covers MGB and MGB GT from 1962-'80. Softcover, 64 pages.

213-765 \$24.99



Original MGB/MGB-GT/MGC

The Restorer's Guide series has the information needed to determine how a restored car should look and what parts it should contain. Trying to find out what the color of an engine block, interior piping, or carpet was originally might have been a problem in the past. Drawing from factory records, parts lists and catalogs, as well as the knowledge of a panel of experts, these books provide what constitutes an "original" car. Hardbound, 8" x 12", 112 pages, over 200 color photos.

211-355 \$49.99



MOSS MOTORS, LTD.
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1-800-667-7872

Vehicle Identification MGB Roadster '62-'70, GT '67-'70

MGB Roadster & GT '71-'74

MGB Roadster '75-'80

Vehicle Number Location Top left-hand side of the front bulkhead
 Engine Number Location Metal plate right-hand side of cylinder block
 Gearbox Number Location Top of gearbox, left of dipstick and filler plug
 Rear Axle Number Location Front 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 10° BTDC @ 1500 rpm w/ cat
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	
Ground Polarity	Positive (1962-'67), Negative (from 1968-on)	Negative	Negative
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/in ² (.7 to 1.7 kg/cm ²)	10 to 25 lb/in ² (.7 to 1.7 kg/cm ²)	10 to 25 lb/in ² (.17 to 1.7 kgf/cm ²)
Oil Pressure Normal	50 to 80 lb/in ² (3.5 to 5.6 kg/cm ²)	50 to 80 lb/in ² (3.5 to 5.6 kg/cm ²)	50 to 80 lb/in ² (3.5 to 5.6 kgf/cm ²)
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	14 gal, 12 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

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 Moss Motors website (www.mossmotors.com) is the best indication of availability.

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 Accessory Catalog, with hundreds of items that make British sports car driving more fun, is now bound into the front of this catalog.

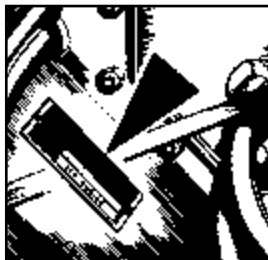
MGB Modifications

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.



Identification Numbers

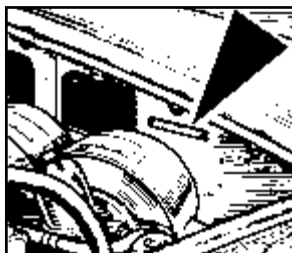
When ordering parts, it is essential that your car is identified exactly, by model year and serial number. Since many part changes were made during model years, the car number, engine number and body number provide the only positive identification. Quite often a car's title will not show the correct 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.



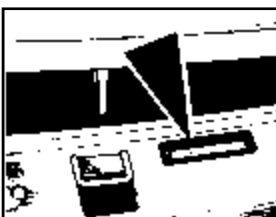
The **Car Number** for cars from 1970 on is stamped on a plate secured to the left hand door post, and to a plate on top of the fascia.



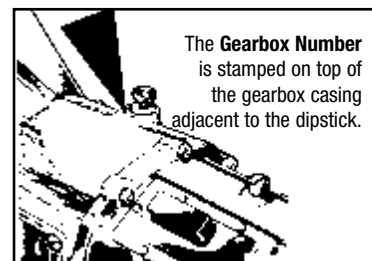
The **Body Number** for early chrome-bumpered cars is stamped on a plate on the left front valance behind the radiator diaphragm as illustrated, or in some cases, in front of the radiator diaphragm.



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 _____



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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

Model Year	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 ★ (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	18GB/UH (con't.)	-	-
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/368082 (N.Amer.) GHN5/UF/367901 (non-N.A.)	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	GU23T/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	GU23T/984080‡
		GT	N/A	GVGEJ2AG/507309	N/A	N/A	N/A

* **"1974-1/2"** - The so-called "1974-1/2" model year began with roadster number 360301 and GT no. 361001 in September, 1974 and continued to the beginning of the 1975 model year.

* 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.

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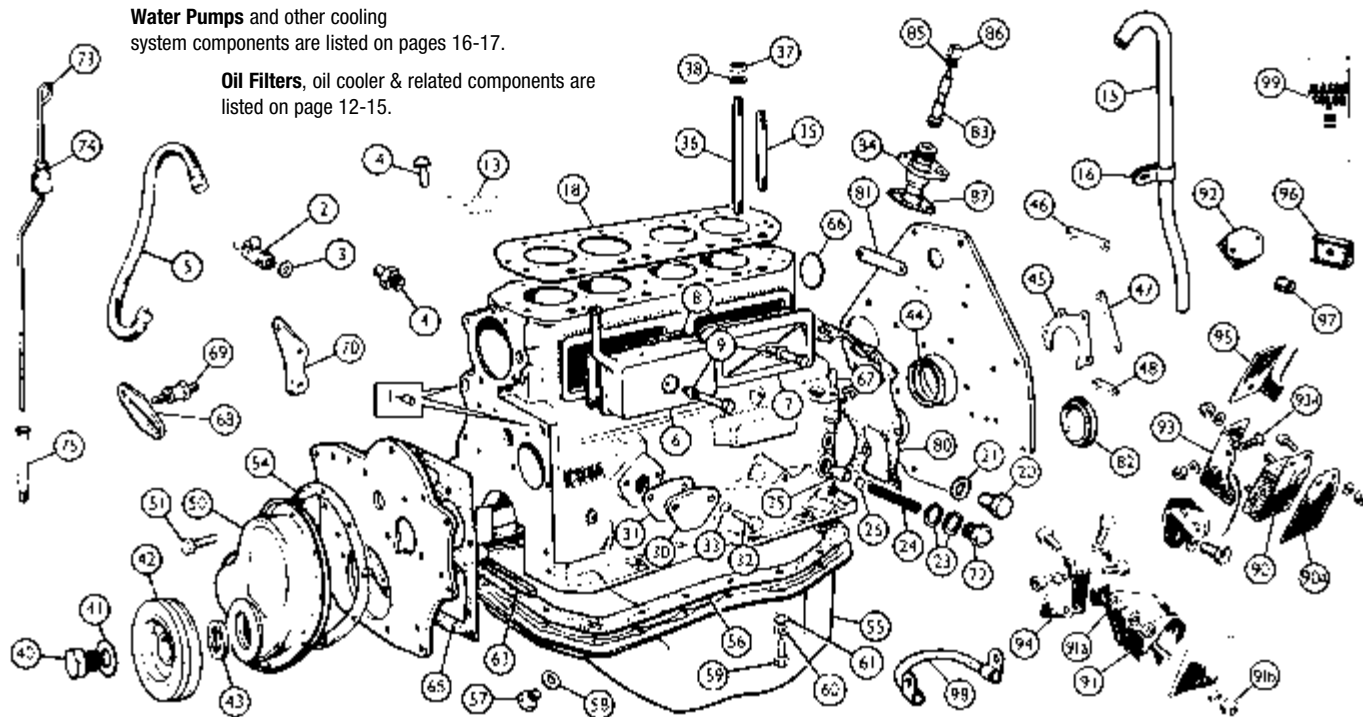


Note: Engines were painted red through 1971, after which they were black.

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	\$5.79	OIL GALLERY PLUG		4
2	470-240	\$19.79	TAP, water drain, in block	} alternatives	1
3	328-180	\$13.79	DRAIN PLUG		1
3	324-671+	\$0.89	WASHER, drain tap		1
4	460-015	\$6.99	UNION, oil gauge pipe		1
	324-626	\$0.79	WASHER, oil pipe union		1
5	376-180	\$10.99	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 thru '76	1
	460-085	NA	COVER, front, w/oil separator	from (e)18V/883/AEL/12545	1
7	460-050	NA	COVER, rear (stock type)	1977 on	1
	460-051	\$99.99	COVER, rear, alloy replacement	} 1962-'77	1
	460-055	NA	COVER, rear, w/tab		1
8	296-370	\$1.69	GASKET, cork, front & rear covers	18G thru GK engines	2
	296-375	\$2.99	GASKET, rubber, ft. & rear covers	18V engines	2
	296-377	\$27.99	GASKET PAIR, silicone	all	1
9	324-315	\$0.29	WASHER, fiber	18G engines	2
	367-055	\$0.89	WASHER, copper, front cover	} 18GA thru V engines	1
	365-720	\$0.29	WASHER, plain, front cover		1
	324-335	\$1.39	BUSHING, cover fixing, rear cover		1
	324-345	\$1.19	CUP, cover fixing, rear cover		1
13	117-571	\$2.89	ENGINE NUMBER PLATE (blank)	18G-GK engines	1
14	325-245	\$0.89	RIVET, engine number plate		2
15	451-050	\$38.99	BREATHING PIPE		1
16	460-070	NA	CLIP	18G engines	1
18	296-415	\$16.99	HEAD GASKET, copper	1962 - '74, fits all years	1
	296-405	\$24.99	HEAD GASKET, composition, Payen	1975 - '80, fits all years	1
20	328-180	\$13.79	PLUG, oil hole	18G thru GB engines	1
	328-345	NA	PLUG, oil hole	18GD thru 18V engines	1
21	324-626	\$0.79	WASHER, for plug	18G thru GB engines	1
	324-660	\$0.89	WASHER, for plug	18GD thru 18V engines	1
22	460-870	\$3.99	CAP NUT, oil release valve		1
23	324-650	\$0.39	WASHER, cap nut	18G/GA engines use 2	2/1
24	329-210	\$1.29	SPRING, oil release valve		1
25	460-155	\$1.79	VALVE, oil release		1
26	460-165	\$1.49	PACKING, oil release valve	18GB engines on	1
30	460-095	\$6.89	FUEL PUMP BLANKING PLATE	} 18V engines	1
31	296-220+	\$0.69	GASKET, pump blanking plate		1
32	313-000	\$0.24	BOLT, blanking plate		2
33	365-730	\$0.25	LOCKWASHER		2
35	328-950	\$6.79	STUD, cylinder head, 4 1/2"		7
36	328-940	\$7.99	STUD, cylinder head, 6 1/4"		4
37	310-280	\$0.59	NUT, cylinder head		11
38	324-725	\$0.89	WASHER, cylinder head stud		11

No.	Part No.	Price (each)	Description	Application	Qty. Req.
40	322-120	\$16.99	BOLT, crank pulley		1
41	460-470	\$0.79	WASHER, pulley bolt (must pre-bend slightly to fit bolt head)		1
42	460-450	\$119.99	PULLEY, crankshaft (no damper)	to (e)18G-UH/5571 ('62-'63)	1
	433-697	\$97.99	PULLEY, crankshaft, with damper	all thru 1974 (5-1/8" OD)	1
	433-705	NA	PULLEY, crankshaft (6" dia.)	18V engines from 1975	1
43	120-000	\$1.49	OIL SEAL, crank, front		1
44	120-821	\$13.19	OIL SEAL, crank, rear (upgraded)	} 5 main engines	1
	120-820	\$4.29	OIL SEAL, crank, rear (stock type)		1
45	120-830	\$2.89	RETAINER, rear oil seal	5 main engines '65-'76	1
	120-831	\$7.99	RETAINER, rear oil seal (use 120-830)	5 main engines '77-'80	1
46	460-711	NA	LOCKTAB, upper	} 5 main engines '65-'76	1
47	460-712	\$6.69	LOCKTAB, side		1
48	460-713	\$1.69	LOCKTAB, lower		2
50	455-380	NA	TIMING COVER	18G-18GF engines '62-'68	1
	455-390	NA	TIMING COVER	18GG-18V thru 1974	1
	455-400	NA	TIMING COVER	18V engines from 1975	1
51	323-568	\$11.99	BOLT & WASHER SET, timing cover	1962-'76	1
	323-558	\$8.99	BOLT & WASHER SET, timing cover	1977-'80	1
	322-645	\$0.49	BOLT, to front plate, 1/4", short		4
	322-230	\$0.19	BOLT, to front bearing cap, 1/4", long		2
	322-040	\$0.49	BOLT, to block, 5/16"		4
	324-855	\$0.20	LOCK WASHER, 1/4"		6
	365-730	\$0.25	LOCK WASHER, 5/16"		4
	324-765	\$0.79	WASHER, oval, 1/4"		6
	460-360	\$0.89	WASHER, oval, 5/16"		4
54	296-340+	\$2.29	GASKET, timing cover		1
55	460-370	NA	OIL PAN	18G - 18GA engines	1
	460-375	NA	OIL PAN	18GB thru V engines	1
56	296-330+	\$2.79	GASKET, oil pan	3 main engines	1
	291-010+	\$2.89	GASKET, oil pan	5 main engines	1
57	328-280	\$1.79	PLUG, oil drain		1
	328-282	\$16.79	PLUG, oil drain, magnetic		1
58	324-626	\$0.79	WASHER, oil drain plug		1
	323-548	\$10.79	BOLT & WASHER SET, oil pan		1
59	322-210	NA	BOLT, oil pan	18G & GA use 19	19/18
60	462-385	\$0.19	LOCK WASHER		19/18
61	324-590	\$0.19	PLAIN WASHER (orig. for 1975-'80, may use on all)		19/18
63	296-360+	\$0.69	SEAL, main bearing cap	} 18G/GA, front & rear	2
					18GB thru GK, front only 1
	296-365+	\$1.19	SEAL, main bearing cap	} 18GB thru GK, rear only	1
					18V, front & rear 2
65	296-000	\$1.49	GASKET, front plate to block		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
66	328-248	\$2.69	CORE PLUG SET, steel		1
	328-249	\$19.29	CORE PLUG SET, brass		1
	328-230	\$0.79	CORE PLUG, steel		4
	328-231	\$4.99	CORE PLUG, brass		4
67	318-030	\$0.89	STUD, tach. drive	18G/GA engines	2
	310-140	\$0.24	NUT		2
	365-720	\$0.29	WASHER		2
68	460-330	\$8.79	LINK, generator adjusting	18G/GA/GB engines	1
	460-330	\$8.79	LINK, alternator adjusting	18GF to V eng. to (c)410000	1
	460-325	\$9.79	LINK, alternator adjusting	18V eng. from (c)410001 on	1
69	460-320	\$6.89	PILLAR, adjusting link		1
70	460-310	\$28.99	BRACKET, generator mount	18G/GA/GB engines	1
	460-315	\$23.69	BRACKET, alternator mount	18GF engines on	1
73	451-350	\$49.99	DIP STICK, engine oil	18G thru GF engines	1
	451-355	NA	DIP STICK, engine oil	18GH thru 1976	1
	451-345	NA	DIP STICK, engine oil	1977 on	1
74	460-040	\$1.49	DUST CAP		1
75	460-030	\$11.89	TUBE, dip stick, in block	18G thru GF engines	1
	460-035	\$8.79	TUBE, dip stick, in block	18GG thru V engines	1
80	297-500‡	\$1.39	GASKET, rear engine plate, main	in lower gasket sets	1
81	297-480‡	\$0.79	GASKET, rear engine plate, top		1
82	297-495	\$3.69	COVER, gearbox mount plate		1

83	460-660	NA	PINION, tachometer drive	3 main engines	1
84	460-665	\$118.99	HOUSING, tachometer pinion		1
85	460-670	\$9.99	SEAL (replaces orig. "O" ring & clip)		1
86	460-680	NA	RING CLIP, O-ring retaining		1
87	460-690‡	\$2.89	GASKET, pinion housing		1

90	413-024	\$8.99	ENGINE MOUNT, L/H front	RD to (c)360300 GT to (c)361000	1
	413-021	\$11.99	ENGINE MOUNT, L/H front, uprated		1
	413-012	\$8.99	ENGINE MOUNT, R/H front		1
	413-011	\$11.99	ENGINE MOUNT, R/H front, uprated		1
90a	413-022	\$11.79	PLATE, packing (LH mount only)		1
91	413-060	\$6.89	ENGINE MOUNT, front	RD from (c)360301 on GT from (c)361001 on A/R	2
	413-065	\$13.99	ENGINE MOUNT, front, heavy duty		2
91a	413-062	\$2.39	SHIM, engine mount		2
91b	310-050	\$0.59	NUT		2
92	413-050•	\$5.79	ENGINE MOUNT, rear (gearbox)	RD	2
	413-070•	\$6.19	ENGINE MOUNT, rear (gearbox)	GT to (c)139471, thru '67	2
	413-050•	\$5.79	ENGINE MOUNT, rear (gearbox)	GT from (c)139472, '68 on	2

93	460-180	\$24.99	BRACKET, L/H, engine mount	RD to (c)360300 GT to (c)361000	1
	460-170	\$24.99	BRACKET, R/H, engine mount		1
93a	323-235	\$0.49	SCREW, bracket to LH engine plate		2
94	460-185	\$5.99	BRACKET, L/H, engine mount	RD from (c)360301	1
	460-175	\$5.99	BRACKET, R/H, engine mount	GT from (c)361001	1

95	413-075	\$12.99	RECOIL BRACKET	RD to (c)339094 GT to (c)339471	2
	413-085	NA	RECOIL BRACKET		2

96	282-330•	\$0.99	BUFFER, engine stay rod	RD only	2
97	280-050•	\$1.19	BUSH, rear gearbox extension		2
	280-055•	\$1.19	BUSH, rear gearbox extension	GT only	2

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

98	332-070	\$22.99	CABLE, engine ground		1
99	220-540	\$21.69	ENGINE PAINT, red	1962-'71	1
	220-575	\$16.99	ENGINE PAINT, black	1972-'80	1
	220-576	\$14.99	PRIMER, high-temp, for engine paint		1

Gasket Sets

297-302*	\$43.99	GASKET SET, head, "Payen" brand (includes downpipe gaskets)	1962 - '74	1
297-301*	NA	GASKET SET, head, "Payen" brand (does not include downpipe gaskets)		1
297-303*	\$18.69	GASKET SET, head **	1975 - '80	1
297-321*	\$42.99	GASKET SET, head, "Payen" brand		1
297-322*	\$16.89	GASKET SET, head **		1
297-510‡	\$13.49	GASKET SET, lower **	3 main engines	1
297-521‡	\$44.99	GASKET SET, lower, "Payen" brand	5 main engines	1
297-522‡	\$15.19	GASKET SET, lower **		1

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

**Products of various manufacturers supplied.

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

During engine overhauls, have your machine shop check that the block surface is flat. The studs pull the topmost thread up out of the block, which makes it hard to get a good head gasket seal. Countersink 1/32" or so into each threaded hole to prevent this problem.

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External Engine



Engine Hardware Kits:

Timing Cover Screw Set Fits 1962-'76 with oval washers.	323-568	\$11.99
Timing Cover Screw Set Fits 1976 on with plain washers.	323-558	\$8.99
Sump Screw Set Fits all 1962-'80.	323-548	\$10.79
Engine to Gearbox Nut & Bolt Set Fits 1962-'67 with 3-Synchro gearboxes.	322-428	\$8.99
Engine to Gearbox Nut & Bolt Set Fits 1968 on with All-Synchro gearboxes.	322-438	\$7.79



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 \$99.99



MGB Engine Rebuild DVD

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

211-141 \$95.99

"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 \$9.99



Hylomar Gasket Sealant

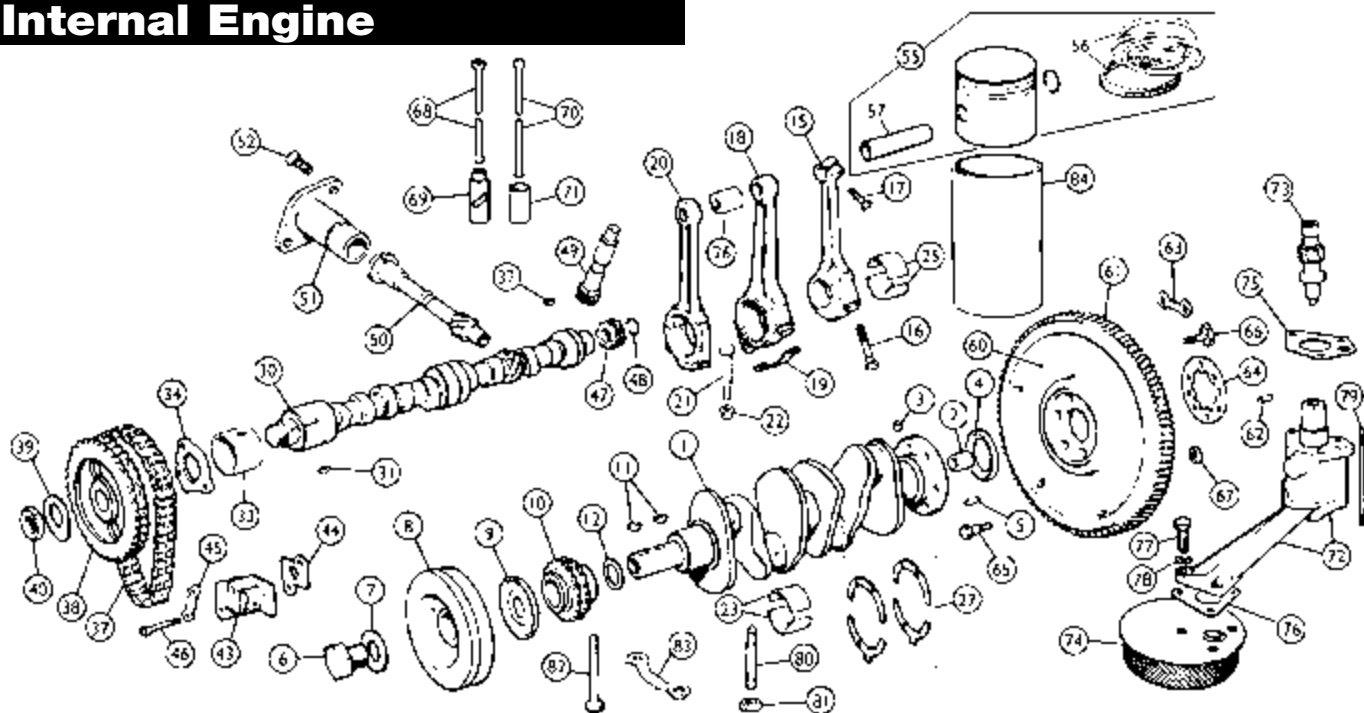
Hylomar "M" was originally the Racing Formulation, is acetone based, stiffens slightly over time and can be used in place of a gasket between finely machined surfaces. Hylomar Advanced Formulation or "AF" is solvent-free, won't harden and is perfect for use with gaskets on parts that need to be removed regularly for service. Both are perfect for shop use, and are ethanol and fuel proof.

232-215 \$26.99 Hylomar AF, 85 gram tube
232-220 \$21.99 Hylomar M, 80ml tube



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	328-630*	\$12.89	LOCKTAB SET, engine	18GB-GF engines	1
	328-640*	NA	LOCKTAB SET, engine (can use 328-630)	18GG-18V engines	1
	* Items included in Locktab Sets are marked with an asterisk (*).				
	451-580	NA	CRANKSHAFT	3 main engines	1
	451-615	NA	CRANKSHAFT	5 main engines	1
2	451-670	NA	CRANKSHAFT, reground, w/brgs.	5 main engines	1
	330-160	\$2.39	BUSHING, spigot, 5/8" long	3 main engines	1
	330-420	\$5.99	BUSHING, spigot, 1-1/2" long	5 main engines	1
	330-415	\$5.79	BUSHING, spigot, 1" long	5 main engines	1
	330-570†	\$36.99	BUSHING, spigot, 1-1/2" long	5 main eng. w/3 main gbx.†	1
	† for adapting a 5 main engine for use with 3 main gearbox				
3	460-410	NA	PLUG, restrictor		4
4	120-820	\$4.29	OIL SEAL, crank, rear	5 main engines	1
	120-821	\$13.19	OIL SEAL, crank, rear, upgrade		1
5	325-045	\$2.49	PEG, flywheel to crankshaft		2/1
6	322-120	\$16.99	BOLT, pulley retaining		1
7	460-470*	\$0.79	WASHER, tab		1
8	460-450	\$119.99	PULLEY, crankshaft (no damper)	to (e)18G-UH/5571 ('62-'63)	1
	433-697	\$97.99	PULLEY, crankshaft (with damper)	fits all thru 1974	1
	(2 sets of timing marks for all MGB engines thru 1974)				
9	433-705	NA	PULLEY, crankshaft	18V engines from 1975	1
10	433-815	\$6.59	OIL THROWER		1
11	460-420	\$14.89	SPROCKET, crank, double row	18G thru GK engines	1
	460-425	\$15.99	SPROCKET, crank, single row	18V engines	1
12	327-100	\$0.99	KEY, crank	18G thru GK engines	2
	327-105	\$2.09	KEY, crank	18V engines	2
13	460-440	\$0.89	SHIM, 0.006"		A/R
15	460-500	NA	CONNECTING ROD, #1, 3	18G/GA engines	2
	460-510	NA	CONNECTING ROD, #2, 4		2
16	322-840	\$17.99	BOLT, connecting rod	(3-main engines)	8
	322-140	\$3.29	WRIST PIN BOLT		4
18	460-515	\$98.99	CONNECTING ROD (rebuilt)	18GB thru GF engines	4
	322-130	\$17.69	BOLT, connecting rod		8
19	460-520*	\$0.99	LOCKPLATE	(5-main "angled" rods)	4
20	437-000	\$129.99	CONNECTING ROD (rebuilt)	18GG thru 18V thru '71	4
	437-005	\$1.89	BOLT, connecting rod		8
	437-020	\$2.89	NUT, connecting rod bolt		8
21	437-030	\$106.99	CONNECTING ROD (rebuilt)	18V engines from '72	4
	437-005	\$1.89	BOLT, connecting rod		8
	437-020	\$2.89	NUT, connecting rod bolt		8
23	425-061	\$51.99	MAIN BEARING SET, std.	Tri-metal	1
	425-071	\$51.99	MAIN BEARING SET, .010"		1
	425-081	\$51.99	MAIN BEARING SET, .020"		1
	425-091	\$51.99	MAIN BEARING SET, .030"		1
	425-096	\$51.99	MAIN BEARING SET, .040"		1
24	425-060	\$27.99	MAIN BEARING SET, std.	Bi-metal	1
	425-070	\$27.99	MAIN BEARING SET, .010"		1
	425-080	\$27.99	MAIN BEARING SET, .020"		1
	425-090	\$27.99	MAIN BEARING SET, .030"		1
	425-095	\$27.99	MAIN BEARING SET, .040"		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.		
25	425-700	\$46.99	ROD BEARING SET, std.	} 3 main engines 18G, 18GA Tri-metal bearings	1		
	425-800	\$46.99	ROD BEARING SET, .010"		1		
	425-850	\$46.99	ROD BEARING SET, .020"		1		
	425-900	\$46.99	ROD BEARING SET, .030"		1		
	425-950	\$46.99	ROD BEARING SET, .040"		1		
26	425-761	\$54.99	ROD BEARING SET, std.	} 5 main engine 18GB - on Tri-metal bearings } 5 main engine 18GB - on Bi-metal bearings	1		
	425-771	\$54.99	ROD BEARING SET, .010"		1		
	425-781	\$54.99	ROD BEARING SET, .020"		1		
	425-791	\$54.99	ROD BEARING SET, .030"		1		
	425-796	\$54.99	ROD BEARING SET, .040"		1		
	425-760	\$27.89	ROD BEARING SET, std.		1		
	425-770	\$27.89	ROD BEARING SET, .010"		1		
	425-780	\$27.89	ROD BEARING SET, .020"		1		
	425-790	\$27.89	ROD BEARING SET, .030"		1		
	425-795	\$27.89	ROD BEARING SET, .040"		1		
	26	330-428	\$11.49		WRIST PIN BUSHING SET (4 ea.)	5 main thru '71	1
	27	425-660	\$10.99		THRUST WASHER SET, std.	(4 pieces)	1
30	425-670	\$14.89	THRUST WASHER SET, .005"	(4 pieces)	1		
	451-320	\$219.99	CAMSHAFT	18G/GA engines	1		
	451-335	\$174.99	CAMSHAFT	1965-'80	1		
	222-273	\$599.99	CAMSHAFT, fast street grind	(all)	1		
31	327-050	\$0.59	KEY, cam sprocket	(all)	1		
32	327-120	\$0.99	KEY, tach. drive	3 main engines	1		
33	425-000	\$19.49	CAM BEARING SET, stock type, split	📄 MORE INFO ONLINE "Dura-Bond" bearings are solid for accuracy and easy installation.	1		
	425-001	\$29.99	CAM BEARING SET, "Dura-Bond"		1		
34	460-530	\$17.89	PLATE, cam locating	} 18G thru GK engines double row chains 18V engines single row chains	1		
	322-230	\$0.19	BOLT, plate to block		3		
	462-385	\$0.19	LOCKWASHER for bolt		3		
37	460-591*	\$43.99	TIMING CHAIN, heavy duty upgrade	} 18G thru GK engines double row chains 18V engines single row chains	1		
	114-077*	\$13.89	TIMING CHAIN, orig. manufacturer		1		
	460-590*	\$8.49	TIMING CHAIN, aftermarket		1		
	460-596*	\$32.99	TIMING CHAIN, heavy duty upgrade		1		
	460-595*	\$5.99	TIMING CHAIN, aftermarket		1		
38	460-540*	\$15.99	SPROCKET, camshaft, double row	18G thru GK	1		
	460-545*	\$28.99	SPROCKET, camshaft, single row	18V engines	1		
	• Note: Late engines with single row chains can use double row sprockets & chains.						
39	460-550*	\$0.89	LOCKTAB, cam		1		
40	311-500	\$2.19	NUT		1		
43	460-561	\$54.99	TENSIONER, timing chain, Premium quality	} 3 main engines	1		
	460-560	\$8.19	TENSIONER, timing chain		1		
44	460-580	\$0.39	GASKET, tensioner		1		
45	460-570*	\$0.79	LOCKTAB, tensioner		1		
46	322-250	\$0.39	BOLT, tensioner		2		
47	460-650	\$69.99	GEAR, tachometer drive	} 3 main engines	1		
48	326-150	\$0.49	CLIP, tachometer drive gear		1		
49	460-660	NA	PINION, tachometer drive		1		
50	460-640	\$76.99	SPINDLE, distributor drive		1		
51	460-300	NA	HOUSING, distributor mounting		1		
52	323-250	\$0.39	SCREW		1		

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Internal Engine

No.	Part No.	Price (each)	Description	Application	Qty. Req.
55	420-300	\$299.99	PISTON SET, std.	} 3 main engines 8.75:1 CR	1
	420-320	\$299.99	PISTON SET, .020"		1
	420-330	\$299.99	PISTON SET, .030"		1
	420-340	\$299.99	PISTON SET, .040"		1

NOTE: 18GB-GF 4-ring 3" long pistons are obsolete. Use 2.4" floating pin pistons below.

420-390	NA	PISTON SET, std., 2.4" long	} 5 main engines floating pin thru '71 (pin uses Seeger rings)	1
420-400	\$359.99	PISTON SET, .020", 2.4" long		1
420-410	NA	PISTON SET, .030", 2.4" long		1
420-415	\$359.99	PISTON SET, .040", 2.4" long		1
420-392	\$219.99	PISTON SET, std., 2.4" long	} 5 main engines, floating pin thru '71 (pin uses Seeger rings)	1
420-402	\$219.99	PISTON SET, .020", 2.4" long		1
420-412	\$219.99	PISTON SET, .030", 2.4" long		1
420-416	\$219.99	PISTON SET, .040", 2.4" long		1
420-422	\$219.99	PISTON SET, .060", 2.4" long	} 8.75:1 CR Aftermarket brand	1
420-375	\$219.99	PISTON SET, std., 2.4" long		1
420-385	\$219.99	PISTON SET, .020", 2.4" long		1
420-395	\$219.99	PISTON SET, .030", 2.4" long		1
420-405	\$219.99	PISTON SET, .040", 2.4" long	} 8.0:1 CR Aftermarket	1
420-431	\$329.99	PISTON SET, std., 2.4" long		1
420-436	\$329.99	PISTON SET, .020", 2.4" long		1
420-441	\$329.99	PISTON SET, .030", 2.4" long		1
420-446	\$329.99	PISTON SET, .040", 2.4" long	} 8.7:1 CR AE-Nüral brand	1
420-451	\$329.99	PISTON SET, .060", 2.4" long		1
420-430	\$209.99	PISTON SET, std., 2.4" long		1
420-435	\$209.99	PISTON SET, .020", 2.4" long		1
420-440	\$209.99	PISTON SET, .030", 2.4" long	} 8.7:1 CR Aftermarket brand	1
420-445	\$209.99	PISTON SET, .040", 2.4" long		1
420-450	\$209.99	PISTON SET, .060", 2.4" long		1

56	421-420	\$58.69	RING SET, std.	} 4 rings 3 & 5 main engines 1962 - '71 Hastings brand	1
	421-430	\$58.69	RING SET, .020"		1
	421-440	\$58.69	RING SET, .030"		1
	421-450	\$58.69	RING SET, .040"		1
	421-455	\$58.69	RING SET, .060"		1

	421-500	\$81.49	RING SET, std.	} 5 rings 3 & 5 main engines 1962 - '71 Hastings brand	1
	421-510	\$81.49	RING SET, .020"		1
	421-520	\$81.49	RING SET, .030"		1
	421-530	\$81.49	RING SET, .040"		1

	421-580	\$57.89	RING SET, std.	} 3 ring - 5 main engines 1972 on Hastings brand	1
	421-590	\$57.89	RING SET, .020"		1
	421-600	\$57.89	RING SET, .030"		1
	421-610	\$57.89	RING SET, .040"		1
	421-615	\$57.89	RING SET, .060"		1

57	422-040	NA	WRIST PIN	3 main engines	4
60	460-695	NA	FLYWHEEL ASSEMBLY, 1962-'64	18G/GA engines (3 main)	1
	460-705	NA	FLYWHEEL ASSEMBLY, 1965-'67	18GB engines (5 main)	1
	460-685	NA	FLYWHEEL ASSEMBLY, 1968-'80	18GD-V engines (5 main)	1
61	190-040	\$23.69	RING GEAR, 10.75" dia.	18G/GB engines	1
	190-050	\$17.89	RING GEAR, 11.5" dia.	18GD-V engines	1
62	325-090	\$2.39	PIN, clutch cover to flywheel	3 main uses 3	3/2
63	460-710	\$1.89	LOCKPLATE	3 main engines	3
64	460-715*	\$1.69	LOCKPLATE	5 main engines	1
65	322-850	\$6.99	BOLT, flywheel attaching	3 main engines	6
66	322-160	\$1.89	BOLT, flywheel attaching	5 main engines	6
67	310-050	\$0.59	NUT, flywheel attaching	3 main engines	6
	460-638	\$72.99	TAPPET & PUSH ROD SET		1
68	460-610	\$3.59	PUSH ROD	} 18G thru GK engines	8
69	460-600	\$5.79	TAPPET		8

70	460-615	\$3.49	PUSH ROD	} 18V engines	8
71	460-612	\$39.99	TAPPET SET, AE brand		1
	460-604	\$199.99	TAPPET SET, stock type, 54-58 HRC		1
	460-601	\$199.99	In-house tested, incl. ass'y lube.		1
	460-601	\$199.99	TAPPET SET, APT brand, 60+ HRC		1
	460-608	NA	with oil drain hole		1
	460-608	NA	TAPPET SET, lightened, with oil drain hole		1

72	460-730	\$68.99	OIL PUMP	3 main engines	1
	435-600	\$66.99	OIL PUMP	5 main engines	1
73	460-720	\$96.99	SPINDLE, oil pump		1
74	460-760	\$33.89	STRAINER, oil		1
75	460-725	\$0.99	GASKET, pump to crankcase	3 main engines	1
	460-745	\$0.69	GASKET, pump to crankcase	5 main engines	1
76	460-735	\$0.59	GASKET, strainer to pump		1
77	314-265	\$0.49	BOLT, oil strainer		3
78	324-020	\$0.20	LOCKWASHER		3

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

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79	328-960	\$4.49	STUD, oil pump		3
	365-720	\$0.29	WASHER, flat		3
	365-730	\$0.25	LOCKWASHER		3
	310-140	\$0.24	NUT		3
80	328-195**	NA	STUD, main bearing cap **	} 18G thru GK engines	6/10
81	311-000	\$1.49	NUT, main bearing cap		6/10
	** Stud kit 322-938 may be used - see "Heavy Duty Bolt & Stud Kits" below				
82	322-145	\$4.69	BOLT, main bearing cap	18V engines	10
83	425-005	NA	LOCKPLATE, main bearing cap	some 1965 engines	3/5
84	426-080	\$39.89	CYLINDER LINER (professional machining required)		4
Cylinder liners are used to repair a damaged bore. Block is bored to accept the liner, liner is pressed into block, trimmed flush with block deck, then bored and honed to fit the piston					

Cylinder liners are used to repair a damaged bore. Block is bored to accept the liner, liner is pressed into block, trimmed flush with block deck, then bored and honed to fit the piston.

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.



Speedi-Sleeves

When a new seal cannot compensate for excessive damage, these ultra-thin sleeves provide new sealable surfaces. Instructions and installation tool are included.

Crankshaft pulley/timing cover seal 520-515 \$53.99
Rear crankshaft (5-main engines) 520-525 \$69.99



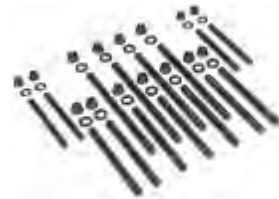
Aluminum Alloy Flywheels

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 \$479.99
 1965-'67 (5-main engine) 460-674 \$479.99
 1968-'80 (5-main engine) 460-675 \$479.99

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 \$58.99
Rod Bolt Kit Fits 18GG thru 18V engines. 322-848 \$132.99
Cylinder Head Stud Kit 322-858 \$172.99
Main Bearing Cap Stud Kit 3-main engines 322-868 \$94.99
Main Bearing Cap Stud Kit 18GB - 18GK 5-main engines 322-938 \$152.99
Main Bearing Bolt Kit 18V 5-main engines 322-948 \$139.99

Offset Cam Keys

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

2° offset 327-005 \$25.99 **3° offset** 327-015 \$28.99
4° offset 327-025 \$28.99 **5° offset** 327-035 \$30.99

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 row timing chain which wears more quickly than the earlier double row chain and sprockets. Our kit includes the double row chain, along with fully adjustable cam sprocket.

460-398 \$174.99



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 \$99.99

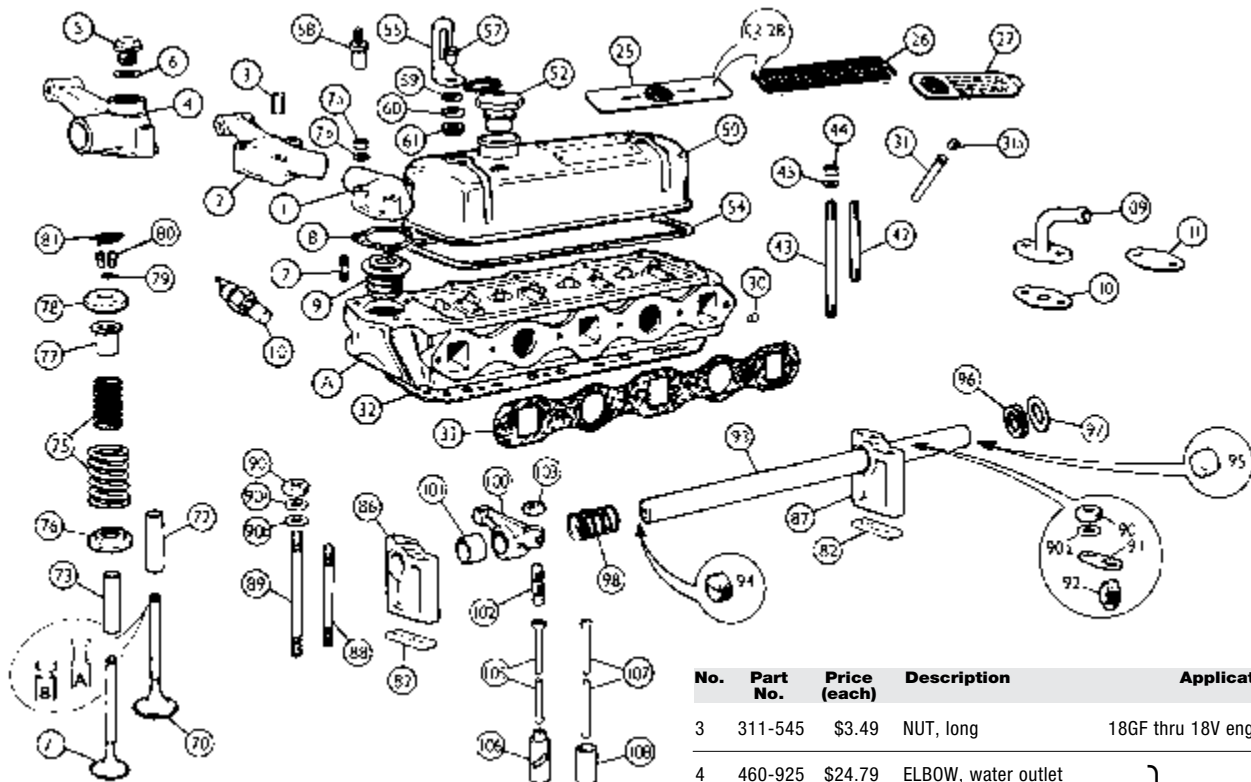
Upgraded Oil Pressure Relief Spring

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 \$4.99



Cylinder Head



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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All MGB cylinder heads are more or less interchangeable. 1962 - '67 heads have no pollution control features. 1968 - '80 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. (Our alloy heads may be used with either rocker shaft pedestal due to a minor design change.) All heads had an original thickness of 3.177" to 3.192".

A 451-518 \$899.99 CYLINDER HEAD, cast iron, assembled, unleaded 1962-'67 1
No smog fittings, 1.625" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, cast iron guides, single valve springs, steel valve spring caps, late (narrow) keepers.

451-555 \$899.99 CYLINDER HEAD, cast iron, assembled, unleaded 1968-'80 1
Drilled for smog fittings and water choke, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, cast iron guides, single valve springs, steel valve spring caps. (1968-74 requires replacing the rear rocker pedestal with the off-set oil feed 460-245)

451-805 \$1299.00 CYLINDER HEAD, alloy, bare [MORE INFO ONLINE](#) 1962-'67 1
No smog fittings. Includes hardened valve seats & silicon-bronze guides. Uses stock valves.

451-806 \$1489.00 CYLINDER HEAD, alloy, assembled [MORE INFO ONLINE](#) 1962-'67 1
No smog fittings, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, silicon-bronze guides, double valve springs, steel valve spring caps, late (narrow) keepers.

451-815 \$1269.00 CYLINDER HEAD, alloy, bare [MORE INFO ONLINE](#) 1968-'80 1
Drilled for smog fittings. Incl. hardened valve seats & silicon-bronze guides. Uses stock valves.

451-816 \$1449.00 CYLINDER HEAD, alloy, assembled [MORE INFO ONLINE](#) 1968-'80 1
Drilled for smog fittings, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, silicon-bronze guides, double valve springs, steel valve spring caps, late (narrow) keepers.

451-690 \$1679.00 CYLINDER HEAD, alloy, crossflow [MORE INFO ONLINE](#) 1962-'80 1
No smog fittings, 1.563" intake valves, EN214 stainless steel exhaust valves, hardened valve seats, silicon-bronze guides, double valve springs, steel valve spring caps, late (narrow) keepers. May be used with either inline or offset oil hole rear rocker shaft pedestals.

ALLOY CYLINDER HEADS require coarse threaded fasteners:

328-765	\$1.09	STUD, manifold	6
322-381	\$0.29	BOLT, heater valve	2

HEAD GASKET SETS* are listed on page 7.

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

1	460-845	\$7.99	ELBOW, water outlet	18G/GA/GB engines	1
2	460-945	\$34.99	ELBOW, water outlet	18GF thru V engines to(c)410000	1
	460-955	\$15.79	ELBOW, water outlet	Euro-spec, w/o air pump brkt.	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
3	311-545	\$3.49	NUT, long	18GF thru 18V engines	1
4	460-925	\$24.79	ELBOW, water outlet	from (c)410001 on, 1977 on 1 alternative 1	1
5	328-480	NA	PLUG, outlet elbow, plastic		1
6	459-760	\$5.39	PLUG, outlet elbow, brass (repl.)		1
	328-486	\$0.39	O-RING (replaces orig. gasket)		1
7	328-605	\$1.49	STUD, outlet elbow		3
7a	310-140	\$0.24	NUT		3
7b	365-720	\$0.29	WASHER		3
8	296-380*	NA	GASKET, outlet elbow	stock type cork	1
	296-381	\$1.99	GASKET, outlet elbow	MORE INFO ONLINE "Klingersil" material	1
9	434-189	\$4.49	THERMOSTAT, 180°	standard	1
	434-180	\$4.49	THERMOSTAT, 160°	hot climates	1
	434-190	\$4.69	THERMOSTAT, 192°	cold climates	1
10	760-180	\$7.49	TEMPERATURE SENDING UNIT	1968 - '76	1
	131-565	\$8.99	TEMPERATURE SENDING UNIT	1977 - '80	1
25	408-800	\$3.89	"MG" PLATE	18G & GA engines	1
	215-620	\$2.79	"MG" DECAL	1965-'72 (approx.)	1
26	408-810	\$4.39	PATENT NUMBER PLATE	18G engines	1
27	408-815	\$6.99	EMISSIONS LABEL	18GF thru V engines	1
	215-660	\$1.99	BRITISH LEYLAND DECAL	approx. 1973 on	1
28	458-765	\$0.39	RIVET, valve cover plates	18G engines	4
	325-245	\$0.89	DRIVE RIVET, engine # plate		2
30	328-270	\$1.49	PLUG, oil hole (included with cylinder heads)		1
31	360-700	\$17.49	AIR INJECTION TUBES	18GF thru V engines	4
31a	052-242	\$1.29	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	\$16.99	HEAD GASKET, copper	1962-'74, fits all years	1
	296-405	\$24.99	HEAD GASKET, composition, Payen	1975-'80, fits all years	1
33	297-535	\$8.99	GASKET, manifold, premium upgrade		1
42	328-950	\$6.79	STUD, cylinder head, 4 1/2"		7
43	328-940	\$7.99	STUD, cylinder head, 6 1/4"		4
44	310-280	\$0.59	NUT, cylinder head, stock type		11
	114-122	\$2.99	NUT, cylinder head, flanged upgrade replacement		11
45	324-725	\$0.89	WASHER, cylinder head		11
50	454-680	NA	VALVE COVER, w/breather	18G engines	1
	224-508	\$96.99	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	\$10.19	CAP, oil filler, steel	18G engines	1
	460-102	NA	CAP, oil filler, vented, OE type	18GA thru GH engines	1
	460-105	\$5.99	CAP, oil filler, vented, replacement	18GA thru GH engines	1
	460-125	\$4.89	CAP, oil filler, non-vented	18GJ thru V engines	1
54	296-310*	\$2.29	GASKET, valve cover, stock type		1
	296-311	\$19.99	GASKET, valve cover, silicone	MORE INFO ONLINE	1
55	386-745	\$5.79	BRACKET, engine lifting		2
57	460-110	\$2.39	CAP NUT, valve cover	18G - GB and 18V from '77 on	2
	460-045	\$4.99	CAP NUT, valve cover, chrome		2

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
58	460-112	\$2.89	CAP NUT, valve cover	} 18GF, GD and 18V thru '76	2
59	460-115	\$1.39	DISTANCE PIECE		2
60	460-130	\$0.69	WASHER, cupped		2
	460-135	\$1.89	WASHER, cupped, chromed		2
61	460-120	\$0.39	BUSHING, rubber		2
70	423-140	\$6.89	VALVE, intake, 1.563", stem "A"†	see note "A" below	4
	423-125	\$5.49	VALVE, intake, 1.563", stem "B"†	"B" below; 18V 1975-on	4
	423-135	\$6.99	VALVE, intake, 1.625" (stock)	} 18V engines 1972-74	4
	423-137	\$15.99	VALVE, intake, 1.70", gas flowed		4
71	423-151	\$7.49	VALVE, exhaust, stainless steel	} stem "B"†	4
	423-155	\$32.99	VALVE, exh., stainless/stellite tip		4
	423-145	\$7.49	VALVE, exhaust, stainless steel	} stem "A"† 1962-'68	4
	423-165	\$26.99	VALVE, exh., stainless/stellite tip		4
	423-166	\$21.29	VALVE, exh., 1.34", s/s, gas-flowed		4
72	423-240	\$2.39	GUIDE, intake valve, stock type	} stem "B"† 1968-'80	4
	423-245	\$7.69	GUIDE, intake valve, manganese-bronze		4
73	423-250	\$2.39	GUIDE, exhaust valve, stock type	} see note "A" below	4
	423-255	\$7.69	GUIDE, exhaust valve, manganese-bronze		4
75	423-430	\$28.89	SPRING SET, valve, double, stock	} 18G thru GK engines	1
	423-455**	\$64.99	SPRING SET, valve, double, uprated 20%		1
**Use with high lift cams, increased ratio rockers, and up to 7,000 rpm.					1
Double spring sets may be used on 18V engines if valve cups 460-195 are used.					
	423-445	\$14.69	SPRING SET, single, stock	18V engines	1
76	460-220	\$3.99	COLLAR, valve spring	18G thru GK engines	8
	460-225	\$1.99	COLLAR, valve spring	18V engines	8
77	433-020	\$7.99	DEFLECTOR, valve	} to (e) 18G/4384	8
			(use with original cups #78 only)		
78	460-200	NA	CUP, valve spring (stem A)		8
			(use 460-205 without deflectors)		
	460-205	\$3.39	CUP, valve spring (stem A)	from above - see note "A"	8
	460-195	\$2.89	CUP, valve spring (stem B, dbl. spg.)	see note "B2" below	8
	460-235	\$4.89	CUP, valve spring (stem B, sgl. spg.)	18V engines	8
† Valve stem "A" has a 0.352" wide groove, stem "B" has a 0.082" wide groove.					
A - 18G, 186A, 186B engines, and to 18GF/2158 (non-overdrive), 18GF/530 (overdrive)					
B - from engine 18GF/2159 (non-overdrive), 18GF/531 (overdrive), 18GH, 186K, 18V					
B2 - from engine 18GF/2159 (non-overdrive), 18GF/531 (overdrive), 18GH, 186K (not 18V)					
79	297-108*	\$0.99	SEAL SET, valve stem, stock type o-ring		1
	290-890	\$0.99	SEAL, valve stem, umbrella type upgrade		8
80	460-210	\$4.79	VALVE COTTER (set of 2)	} see note "A"	8
			1962 - '68, stem "A"		
	460-215	\$1.19	VALVE COTTER, 1968 - '80, stem "B"	} see note "B"	16
81	326-120	\$1.29	CLIP, valve cotter	used w/460-210 cotter	8
82	460-255	\$3.99	SHIM, center rocker brackets	from 18GB engines on	2
86	460-240	NA	ROCKER BRACKET, plain hole		3
87	460-230	\$22.89	ROCKER BRACKET, tapped	thru 1974	1
	460-245	\$19.89	ROCKER BRACKET, tapped	from 1975 on	1
88	328-970	\$2.79	STUD, rocker bracket, short		2
89	328-980	\$2.89	STUD, rocker bracket, long		2
90	310-140	\$0.24	NUT, rocker bracket studs		4
90a	365-730	\$0.25	LOCKWASHER		4
90b	365-720	\$0.29	WASHER		3
91	460-280	\$3.39	LOCKPLATE		1
92	460-270	\$1.79	SCREW, rocker shaft locating		1
93	451-340	\$25.99	ROCKER SHAFT	stock type	1
	433-725	\$51.99	ROCKER SHAFT	tuftrided for longer wear	1
94	328-080	NA	PLUG, threaded		1
95	328-290	\$15.99	PLUG, plain		1
96	329-470	NA	WASHER, double coil		2
97		NA	WASHER, plain		2
98	329-220	\$3.29	SPRING		3
100	460-250	\$15.79	ROCKER ARM		8
	325-240	NA	PLUG, oil drilling		8
101	330-150**	\$1.69	BUSHING, rocker arm		8
102	460-260	\$1.09	SCREW, adjusting		8
103	310-150	\$0.39	NUT, adjusting screw		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.					
	460-638	\$72.99	TAPPET & PUSH ROD SET	} 18G thru GK engines	1
105	460-610	\$3.59	PUSH ROD		8
106	460-600	\$5.79	TAPPET		8

Cylinder Head

107	460-615	\$3.49	PUSH ROD (stock type)	} 18V engines	8
	460-619	\$16.99	PUSH ROD, tubular, uprated		8
108	460-613	\$4.69	TAPPET, AE brand		8
	460-604	\$199.99	TAPPET SET, 54-58 HRC		1
			In-house tested, includes assembly lube		
	460-601	\$199.99	TAPPET SET, APT brand, 60+ HRC	}	1
			with oil drain hole		
	460-608	NA	TAPPET SET, lightened, with oil drain hole	}	1
109	470-245	\$12.99	OUTLET, for auto choke	} 1975 on	1
110	295-040*	\$6.99	GASKET		1

111 052-341 \$16.99 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.



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 \$1499.00

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

451-470 \$1599.00

Rocker Shaft Spacer Set

These spacers replace the springs on the rocker shaft which to some extent impede the rotation of the rockers and produce excess friction and power loss. They also better locate the rockers over the valve stems. Supplied as an engine set of spacers. Rocker pedestals must be at least 0.875" wide to use these solid spacers.

460-365 \$39.99

Tuftrided Rocker Shaft

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

433-725 \$51.99

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 \$349.99

Heavy-Duty Valve Springs

These heavy-duty valve springs are highly recommended for all high performance MGBs. (If engine has single valve springs, dual spring valve spring cups 460-195 must be used.)

423-455 \$64.99

Competition Manifold Gasket

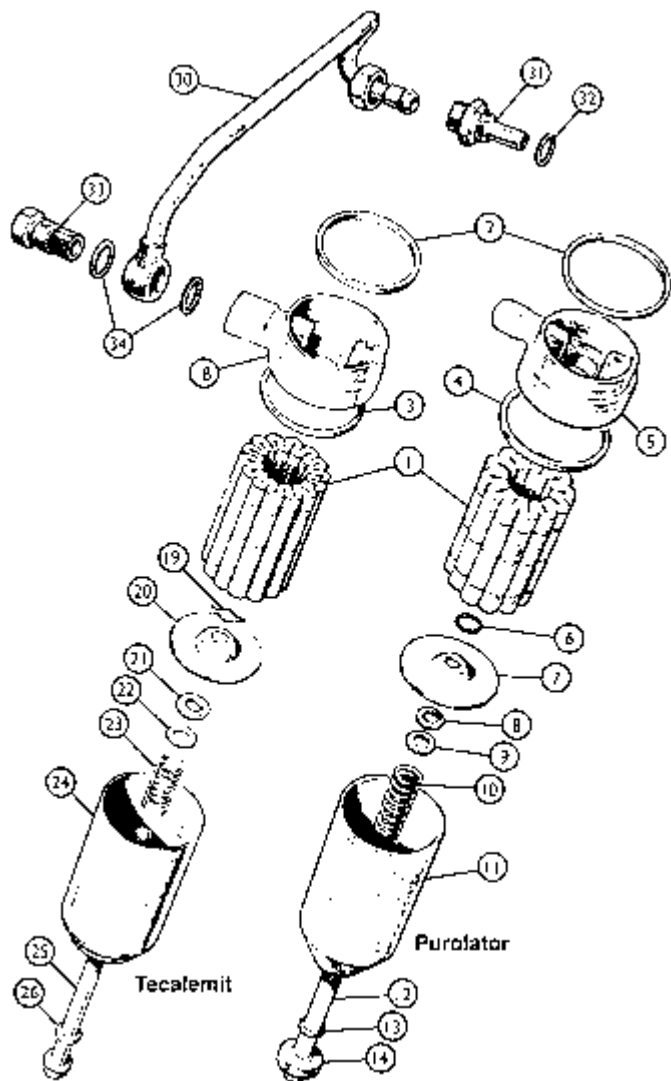
This special gasket has enlarged holes to match the inlet and exhaust port dimensions on modified cylinder heads.

297-545 \$9.99

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



Oil Filters



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Hanging Canister

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	NA	FILTER ELEMENT, felt, "Crosland" brand		1
	950-510	\$8.99	FILTER ELEMENT, felt (various manufacturers)		1
	950-030	NA	FILTER ELEMENT, paper, "Crosland" brand		1
	950-530	\$4.69	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 canister and the filter head.

2	435-335	\$0.99	SEAL, filter head to block		1
3	021-467	\$1.79	SEAL, canister to filter head	Tecalemit	1
4	435-335	\$0.99	SEAL, canister to filter head	Purolator	1

5	460-850	NA	HEAD ASSEMBLY	Purolator	1
6	326-205	\$0.79	CIRCLIP (replacement)		1
7	435-150	\$12.99	PLATE		1
8	435-560	\$0.69	WASHER, felt		1
9	435-570	\$0.59	WASHER, steel		1
10	329-120	\$4.99	SPRING		1
11	435-327	NA	CANISTER		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	326-205	\$0.79	CLIP		1
20	435-150	\$12.99	PLATE		1
21	435-560	\$0.69	WASHER, felt		1
22	435-570	\$0.59	WASHER, steel		1
23	329-230	\$4.99	SPRING		1
24	460-770	NA	CANISTER		1
25	460-790	NA	BOLT		1
26	460-805	\$0.99	SEAL		1
30	460-830	NA	PIPE ASS'Y., filter head to block		1
31	460-820	\$26.79	ADAPTOR, pipe to block		1
32	324-800	\$0.49	WASHER, copper		1
33	460-840	NA	BANJO BOLT		1
34	324-800	\$0.49	WASHER, copper		2

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

Spin-on Oil Filter Adapter

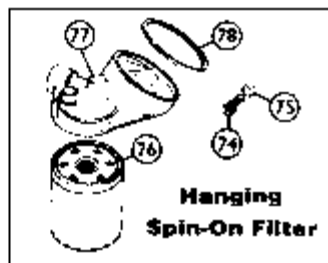
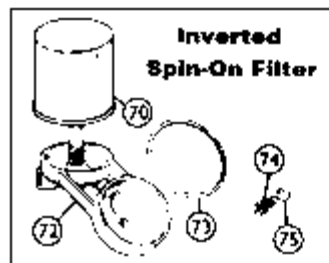
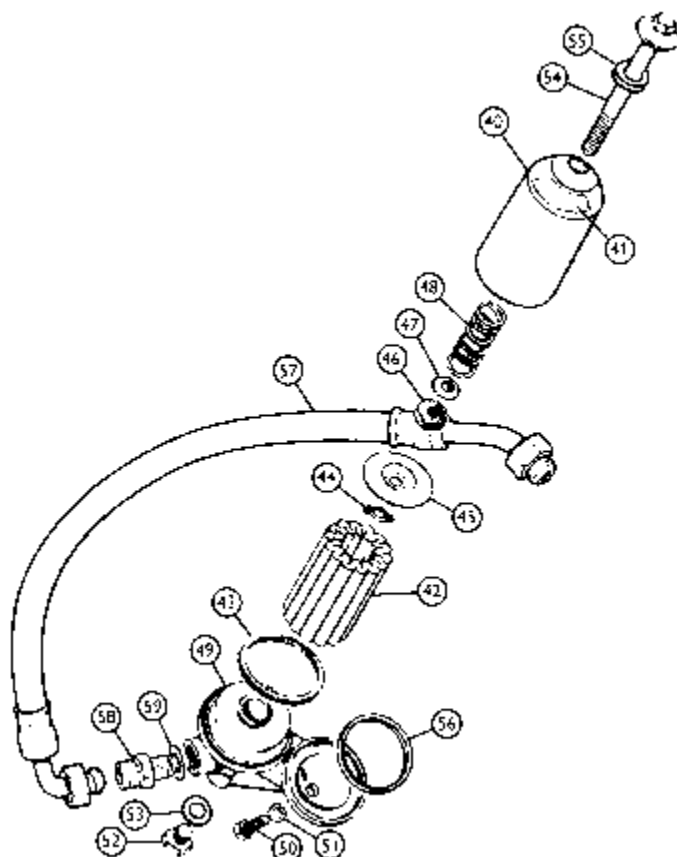
This Moss- designed pressure die cast adaptor looks nearly identical to the factory aluminum filter heads, and directly replaces the original unit. This conversion is extremely well-designed and makes future oil changes much cleaner and easier. The factory canister design is prone to leakage due to failed 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 MGBs from 1968-'80 unless a gear reduction starter (eg. 131-215) is fitted, as the filter conversion will not clear the original starter.

235-940	\$33.99	Spin-on Oil Filter Adapter
235-830	\$18.99	Filter, K&N
235-855	\$10.99	Filter, Wix
235-880	\$7.99	Filter, Fram



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Note: Inverted spin-on filters were used from March 1970 to November 1973, and from approximately 1976 through 1980. In the interim, the hanging filter was used.

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

These use hose, adaptor, and washer nos. 57-59 in the "Inverted Canister" listing to the left. 1979-'80 cars used a hard metal pipe which is not available - use the hose for these cars.

70	235-826	\$18.99	FILTER CARTRIDGE, "K&N"	inverted spin-on filter (3-1/4" dia.)	1
	235-835	\$10.99	FILTER CARTRIDGE, heavy-duty, "Wix"		1
	950-000	NA	FILTER CARTRIDGE, spin-on, "Crosland"		1
	950-500	\$6.29	FILTER CARTRIDGE, spin-on, "Classic Gold"		1
72	460-910	\$97.99	FILTER HEAD		1
73	435-335	\$0.99	SEAL, filter head to block		1
74	460-835	\$1.49	BOLT, filter head to block	inverted & hanging spin-on filters	1
75	435-567	\$1.19	WASHER		1
76	950-045	NA	FILTER CARTRIDGE, spin-on, "Crosland"	hanging spin-on filter (3" dia.)	1
	950-545	\$4.49	FILTER CARTRIDGE, spin-on, various brands		1
77	460-915	NA	FILTER HEAD		1
78	435-335	\$0.99	SEAL, filter head to block		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Inverted Canister

Fitted approx. 1968 to March 1970.

40	460-785	NA	CANISTER		1
41	215-670	\$2.29	"TECALEMIT" DECAL		1
42	950-510	\$8.99	FILTER ELEMENT, felt		1
	950-530	\$4.69	FILTER ELEMENT, paper		1
43	021-467	\$1.79	SEAL		1
44	326-205	\$0.79	CLIP		1
45	435-150	\$12.99	PLATE		1
46	435-560	\$0.69	WASHER, felt		1
47	435-565	\$0.39	WASHER, steel		1
48	329-230	\$4.99	SPRING		1
49	460-905	NA	FILTER HEAD		1
50	460-835	\$1.49	BOLT, filter head to block		1
51	435-567	\$1.19	WASHER		1
52	328-180	\$13.79	DRAIN PLUG		1
53	324-755	NA	WASHER, drain plug		1
54	460-795	NA	BOLT		1
55	680-020	\$1.29	SEAL		1
56	435-335	\$0.99	SEAL, filter head to block		1
57	435-585	\$25.99	HOSE, filter head to block	used when oil cooler not fitted	1
58	435-590	\$4.89	ADAPTER, hose to filter head		1
59	324-800	\$0.49	WASHER, copper		1



Collector's Choice Engine Oil

Collector's Choice engine oil is a must for your classic engine. Contains higher zinc and phosphorus levels to help prevent premature camshaft lobe wear, additives to help prevent seals from becoming hard and leaking from infrequent use, and antioxidants to combat the effects of humidity changes during storage that can lead to moisture and even rust in an engine. 12 quarts in a case. Not for use with catalytic converters.

20W-50, case	220-810	\$99.99
20W-50, quart	220-815	\$9.99

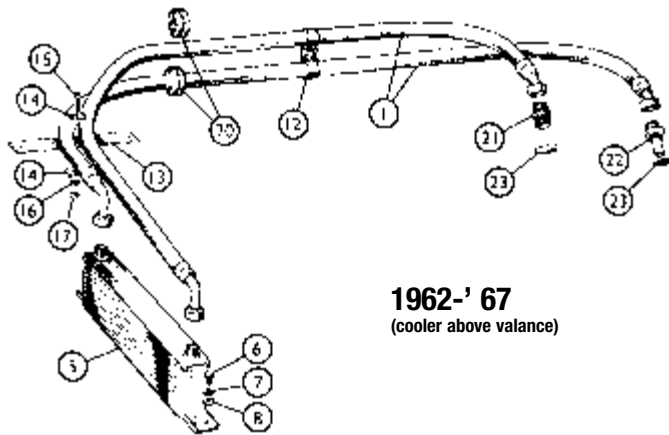
ZDDPlus Engine Oil Additive

After 70+ years of trouble-free, metal to metal engine protection, the E.P.A. is forcing ZDDP (Zinc Dialkyl Dithio Phosphate = Zinc and Phosphorus) out of domestic motor oil. If your engine was designed prior to the 1990s, your non-roller lifters require ZDDP in your motor oil to avoid premature deterioration. Don't let your lifters run metal-to-metal. Add the 4 fluid ounce contents of this ZDDPlus bottle at every 4 to 5 quart oil change. Not for use with catalytic converters.

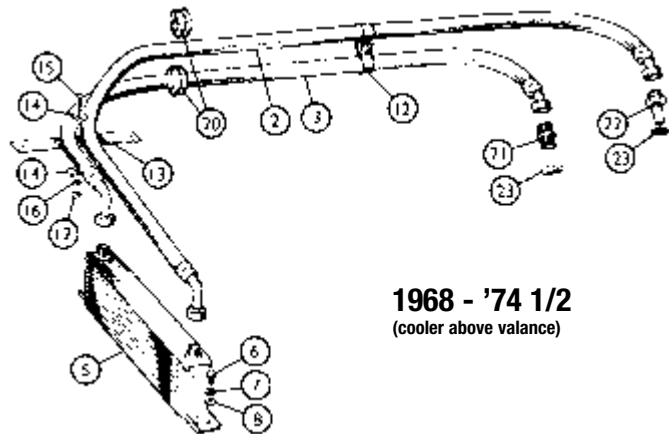
each	220-805	\$12.99
case of 25	220-908	\$274.99



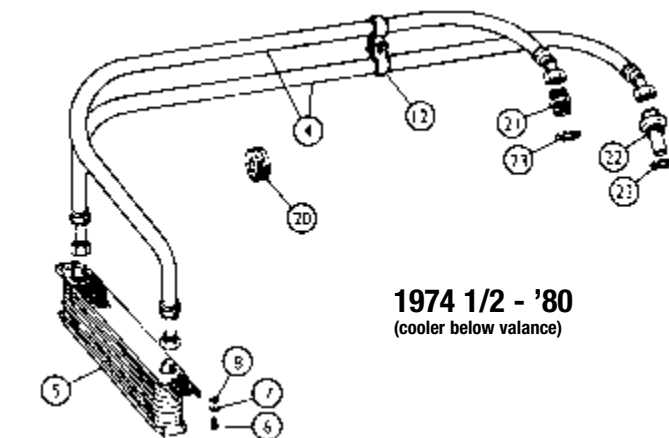
Oil Coolers



1962-' 67
(cooler above valance)



1968 - '74 1/2
(cooler above valance)



1974 1/2 - '80
(cooler below valance)

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Oil Coolers					
1	435-580	\$34.99	OIL HOSES, 39 1/2", 45/ 90 ends	1962 - '67	2
2	435-660	\$38.99	OIL HOSE, 45 1/2", 45/90 ends	1968 - 74 1/2	1
3	435-650	\$32.99	OIL HOSE, 26", 45/90 ends		1
4	435-595	\$35.99	OIL HOSES, 47 1/2", 45/straight ends	1974 1/2 - '80 (rubber bumper cars)	2
5	235-925	\$52.99	OIL RADIATOR, 13 row	chrome bumper cars	1
	235-915	\$44.99	OIL RADIATOR, 10 row	rubber bumper cars	1
6	322-645	\$0.49	BOLT, oil radiator mounting		4
7	324-020	\$0.20	LOCKWASHER		4
8	324-590	\$0.19	WASHER, plain		4
12	235-988	\$4.19	STRAP ASSEMBLY, hose	quantities reduced for rubber bumper cars	2/1
13	235-980	\$2.49	STRAP, rubber		2/1
14	235-985	\$2.39	CLAMP PLATE		4/2
15	322-945	\$0.49	SCREW		2/1
16	324-010	\$0.19	LOCKWASHER		2/1
17	310-040	\$0.19	NUT		2/1
20	282-975	\$0.99	GROMMET, in radiator support		2
21	435-590	\$4.89	UNION, hose to filter head		1
22	460-820	\$26.79	ADAPTOR, in engine block		1
23	324-800	\$0.49	WASHER, union & adaptor		2



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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 \$119.99**
(includes 1968-on style hoses)

MGB '74 1/2-'80 Complete Orig. Style Oil Cooler Kit **235-990 \$124.99**
Complete Oil Cooler Kit, stainless steel hoses **235-991 \$129.99**



Braided Stainless Steel Oil Cooler Hoses

Heavy duty (and attractive) alternatives to the stock plain rubber ones. Numbers in parenthesis are the angles of the ends.

39" Braided Hose (45/90)	1962-'67 (2 req'd.)	435-680	\$38.99
26" Braided Hose (45/90)	}'68-'74-1/2 (1 ea req'd.)	435-690	\$33.99
45 1/2" Braided Hose (45/90)		435-700	\$39.99
47 1/2" Braided Hose (45/straight)	1974-1/2-'80 (2 req'd.)	435-710	\$39.99



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 \$399.99**
for rubber bumper cars* **235-850 \$359.99**

*1974.5 - '76. Does not fit '77-'80.

Oil Cooler Radiators

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

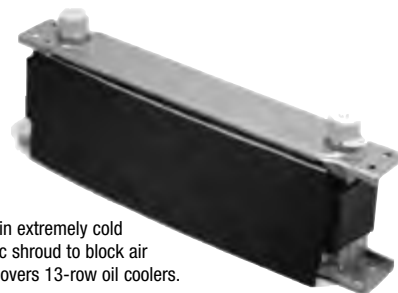
10-Row	235-915	\$44.99
13-Row	235-925	\$52.99
16-Row	235-995	\$83.99
19-Row	235-845	\$114.99



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 \$21.99



Cooling System



WaterWetter

Cool your classic this summer or make your cockpit warmer this winter! WaterWetter 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 \$19.99

Fan Shroud, 1962-'76

The stock fan pulls air through the radiator in the doughnut shaped area swept by the blades. The rest of the radiator has significant air flow only at speed. With the fan shroud fitted, the fan creates a low pressure area behind the entire radiator core, making it much more efficient. This can make a huge difference when you are stuck in traffic or driving at slow speeds. Fits cars from 1962-'76.

459-685 \$49.89



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 fits all MGBs. 12" and 14" fans fit only 1977-'80 MGBs. Fans come complete with hardware and instructions.

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

10"	231-678	\$149.99
12"	231-688	\$159.99
14"	231-658	\$179.99

Thermostat Bypass Blanking Sleeve

Fine reproduction of the original works competition part 11G176. For sustained maximum power and speed, such as under racing conditions, it is advantageous to remove the thermostat to ensure maximum water flow, but only when this sleeve is fitted. By merely removing the thermostat, some uncooled water will go through the bypass. This sleeve minimizes this to provide maximum cooling.

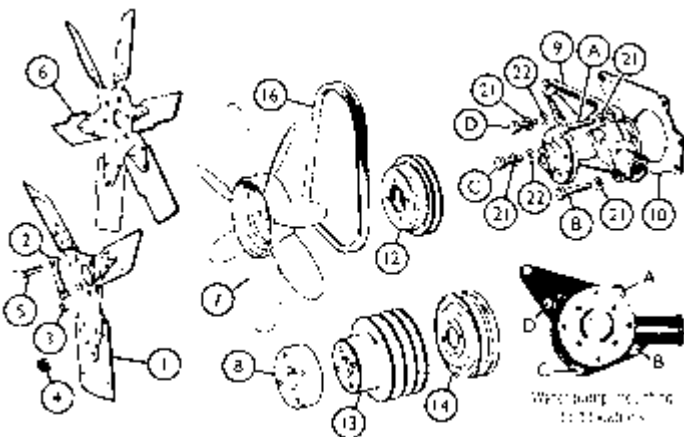
434-135 \$11.89



Original-Type Hose Clamps

These wire-type clamps were original equipment on MGs. Zinc-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	\$1.69
9/16" to 3/4"	635-100	\$1.79
3/4" to 1"	635-101	\$1.89
1" to 1 1/4"	326-410	\$2.39
1 1/4" to 1 7/16"	326-465	\$1.69
1 7/16" to 1 5/8"	326-440	\$2.19
1 5/8" to 1 7/8"	635-102	\$1.89
1 7/8" to 2"	031-724	\$2.90
1 15/16" to 2 1/8"	635-103	\$4.49
2 1/8" to 2 7/16"	326-230	\$2.49
2 7/16" to 2 5/8"	326-460	\$2.49

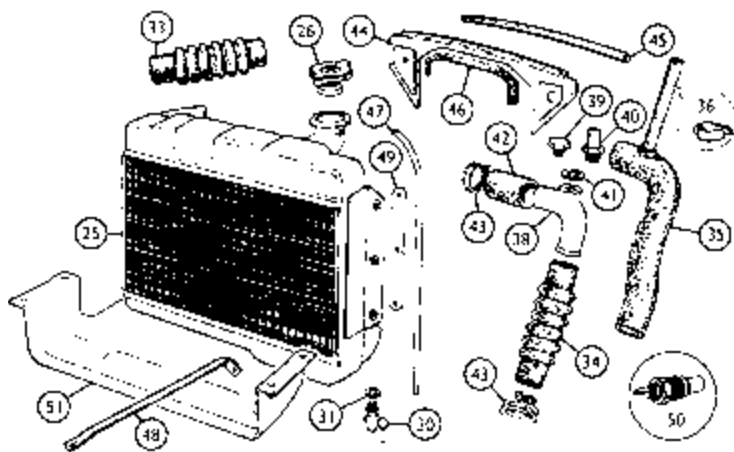


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	434-310	\$124.99	FAN, 3 blade	RD to (c)138400 GT to (c)139471 (1962-'67)	1
2	434-380	\$0.89	LOCKTAB		2
3	434-370	\$0.89	SPACER		4
4	282-830	\$0.69	GROMMET		4
5	322-247	\$0.49	BOLT, fan mounting		4
	434-332	\$54.99	FAN, 7-blade plastic replacement	1962-'71	1
	434-332	\$54.99	FAN, 7 blade, plastic replacement (Must use Spacer & Bolt kit 434-341)	1972-'76	1
6	434-330	NA	FAN, 6 blade, metal (1968-early '73)	RD from (c)138401 to 306256 GT from (c)139472 to 309325	1
7	434-332	\$54.99	FAN, 7 blade plastic (73-76) (must use spacer 434-341)	RD from (c)306257 to 410000 GT from (c)309326 on	1
8	434-341	\$12.99	SPACER w/bolts, metal fan (1972-early '73)	RD from (c)258001 to 306256 GT from (c)258004 to 309325	1
	434-341	\$12.99	SPACER with bolts	1972-'76 repl. fan 434-332	1
	434-375	\$39.99	SPACER, orig. plastic fan (1973-'76)	RD from (c)306257 to 410000 GT from (c)309326 on	1
9	434-000	\$56.99	WATER PUMP, Classic Gold	18G/GA engines, 1962 - '64	1
10	292-010	\$1.69	GASKET		1
	322-440	\$0.79	BOLT, water pump (A, B)		2
	191-915	\$1.39	BOLT, water pump (C, D)		2
	434-030	\$52.99	WATER PUMP, Classic Gold	18B thru GK engines, 1965 - '71	1
	292-030	\$0.69	GASKET	1965-'67 (w/out air pump bracket)	1
	322-440	\$0.79	BOLT, water pump (A)	1968-'71 (w/air pump bracket)	1
	052-773	\$0.99	BOLT, water pump (A)	1965-'71	1
	322-440	\$0.79	BOLT, water pump (B)	1965-'71	1
	191-915	\$1.39	BOLT, water pump (C)	1965-'71	1
	191-915	\$1.39	BOLT, water pump (D)	1965-'67 (w/out air pump bracket)	1
	320-415	\$0.69	BOLT, water pump (D)	1968-'71 (w/air pump bracket)	1
	434-035	\$52.99	WATER PUMP, Classic Gold	18V engines, '72 - mid-'74 to (c)367900	1
	292-030	\$0.69	GASKET		1
	052-773	\$0.99	BOLT, water pump (A)		1
	322-440	\$0.79	BOLT, water pump (B)		1
	191-915	\$1.39	BOLT, water pump (C)		1
	320-415	\$0.69	BOLT, water pump (D)		1
	434-045	\$52.99	WATER PUMP, Classic Gold	18V engines, '74 1/2 - '80 from (c)367901	1
	434-047	\$25.49	WATER PUMP, aftermarket		1
	292-030	\$0.69	GASKET		1
	191-915	\$1.39	BOLT, water pump (A)		1
	322-440	\$0.79	BOLT, water pump (B)		1
	322-290	\$0.89	BOLT, water pump (C)		1
	191-915	\$1.39	BOLT, water pump (D)		1
12	434-300	NA	PULLEY	18G thru GB engines, '62-'67	1
13	434-290	NA	PULLEY	18GF thru GK engines, '68-'71	1
14	434-307	NA	PULLEY	18V engines, 1972 - '74	1
	434-326	\$89.99	PULLEY, aluminum repl.	18V engines, 1975 - '80	1
16	460-990	\$4.59	BELT, water pump drive	1962-'74	1
	460-970	\$4.79	BELT, water pump drive	1975-'80	1
21	365-730	\$0.25	LOCKWASHER	all	4
22	365-720	\$0.29	WASHER, plain	1968-'80 (with air pump)	2



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
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1962 - 1976 RD to (c)410000/all GT

25	456-880	\$237.99	RADIATOR, Classic Gold	RD to (c)138400, GT to (c)139471 1962 - '67	1
	456-879	\$249.99	RADIATOR, aftermarket		1
	456-881	\$239.99	RADIATOR, aluminum		1

	459-660*	\$236.99	RADIATOR, 1968 - '76	RD from (c)138401 to 410000 GT from (c)139472 on	1
	459-663	\$349.99	RADIATOR, aluminum		1

* No provision for drain tap or drain plug.

26	834-820	\$4.49	CAP, radiator, 7 lbs.	RD to (c)138400 GT to (c)139471	1
			1962 - '67		

	202-090	\$3.89	CAP, radiator, 10 lbs.	RD from (c)138401 to 386000 GT from (c)1394722 on	1

	834-825	\$4.49	CAP, radiator, 13 lbs., 1976	RD from (c)386601 to 410000	1
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30	460-020	\$19.79	TAP, radiator drain (replica)		1
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31	324-671	\$0.89	WASHER, for original tap	RD/GT to (c)410000, thru '76	1
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33	470-275	NA	HOSE, top, OE	all	1
	470-270	\$6.89	HOSE, top, replacement		1

	470-275	NA	HOSE, bottom, OE	RD/GT to (c)258000, thru '71	1
	470-270	\$6.89	HOSE, bottom, replacement		1

35	470-310	\$10.79	HOSE, for use w/heater	RD from (c)258001 to 368086 GT from (c)258001 on	1
	470-330	\$27.99	HOSE, for use w/o heater		1

	470-320	\$9.99	HOSE, bottom	RD from (c)368082 to 410000 1975 - '76 (Z-S carb.)	1

36	326-250	\$0.69	CLAMP, hose		1
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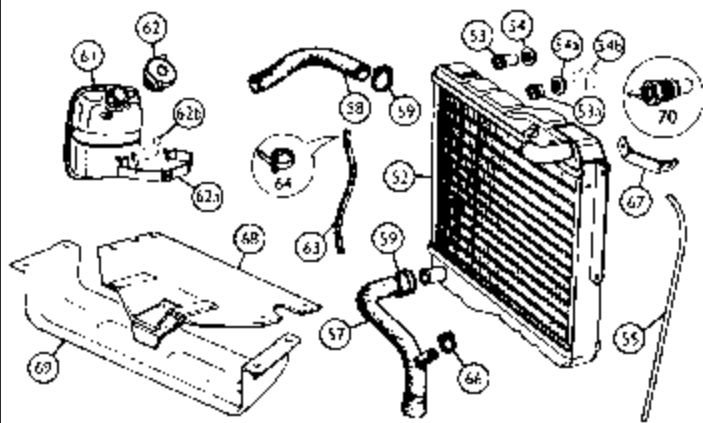
38	470-040	\$22.99	PIPE, water pump connector	RD/GT to (c)258000, 1962 - '71	1
39	328-040	\$16.89	PLUG, when heater not fitted		1
40	473-080	\$10.99	UNION, when heater fitted		1
41	324-660	\$0.89	WASHER, when heater not fitted		1
42	434-487	\$5.29	HOSE, connector pipe to pump		1
43	326-408	\$9.49	CLAMP SET, 6 original type		1
	326-430	\$1.69	CLAMP, radiator hose		6/4

44	459-680	\$124.99	RADIATOR SUPPORT, BM Heritage ('68-'74 style fits '62-'76)		1
45	282-900	\$3.89	SEAL, radiator support to hood		1
46	282-905	\$3.99	SEAL, radiator to support	RD/GT from (c)138401 to 410000	1
47	470-340	\$3.89	TUBE, overflow, 23" long		1
48	459-710	\$3.49	SUPPORT BAR, L/H		1
	459-715	\$3.49	SUPPORT BAR, R/H		1
49	459-700	\$1.59	PACKING		A/R
50	760-180	\$7.49	SENDING UNIT, temp. gauge	1968 - '76	1
51	475-245	\$66.99	LOWER AIR DUCT PANEL, black ABS	RD 1974.5-'76	1

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



Cooling System



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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1977 - 1980 RD from (c)410001 on

52	459-675	\$249.99	RADIATOR, replacement (use late switch, bush & clip)	RD to (c)511290	1
	459-675	\$249.99	RADIATOR	RD from (c)511291	1

53	542-215	\$19.89	SWITCH, thermo. fan	original radiators RD to (c)511290	1
54	542-205	\$1.89	BUSH, sealing		1
	357-455	\$32.99	PLUG for switch w/wires		1

53a	542-213	\$44.99	SWITCH, thermostatic fan	RD from (c)511291	1
54a	542-203	\$1.99	BUSH, sealing		1
54b	542-206	\$2.29	CLIP, switch retaining		1

55	470-340	\$3.89	OVERFLOW TUBE, 23" long		1
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57	470-350	\$16.79	HOSE, bottom		1
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58	470-360	\$6.29	HOSE, top		1
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59	326-430	\$1.69	CLAMP, hose		4
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61	459-690	\$89.99	TANK, expansion		1
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62	459-695	\$3.79	CAP, filler		1
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62a	459-691	\$21.99	STRAP, expansion tank		1
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62b	459-692	\$1.99	PAD, rubber		1
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63	470-345	\$2.79	HOSE, tank to radiator, 13" long		1
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64	117-015	\$1.89	CLAMP, hose		2
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66	326-250	\$0.69	CLAMP, hose		1
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67	459-720	\$6.49	SUPPORT BAR, L/H		1
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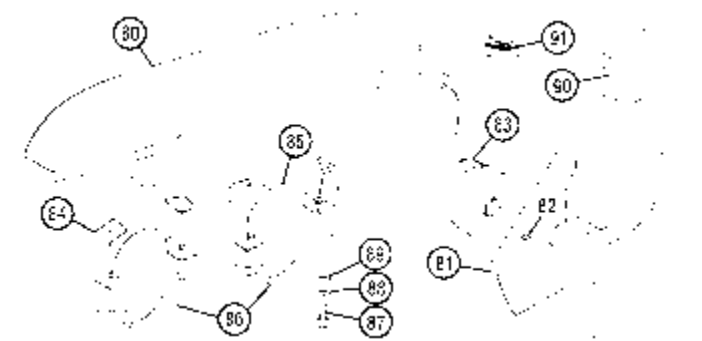
	459-725	\$6.49	SUPPORT BAR, R/H		1
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68	458-194	\$29.99	MUD SHIELD, black ABS replacement		1
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	458-196	\$39.99	BRACKET SET (pair), mud shield mounting		1
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69	475-255	\$56.99	LOWER AIR DUCT PANEL, black ABS		1
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70	131-565	\$8.99	SENDING UNIT, temperature gauge 1977 - '80		1
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80	434-360	\$69.99	GUARD, fan		1
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81	434-350	\$49.99	FAN BLADE		2
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82	434-355	\$0.89	SCREW		2
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83	542-430	\$68.99	FAN MOTOR (does not incl. wire plug - re-use old one.)		2
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84	542-435	\$24.89	BRACKET, motor mount, R/H		1
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85	542-555	\$24.89	BRACKET, motor mount, L/H		1
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86	542-445	NA	CAP, motor brackets		2
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87	322-230	\$0.19	BOLT		4
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88	324-020	\$0.20	LOCKWASHER		4
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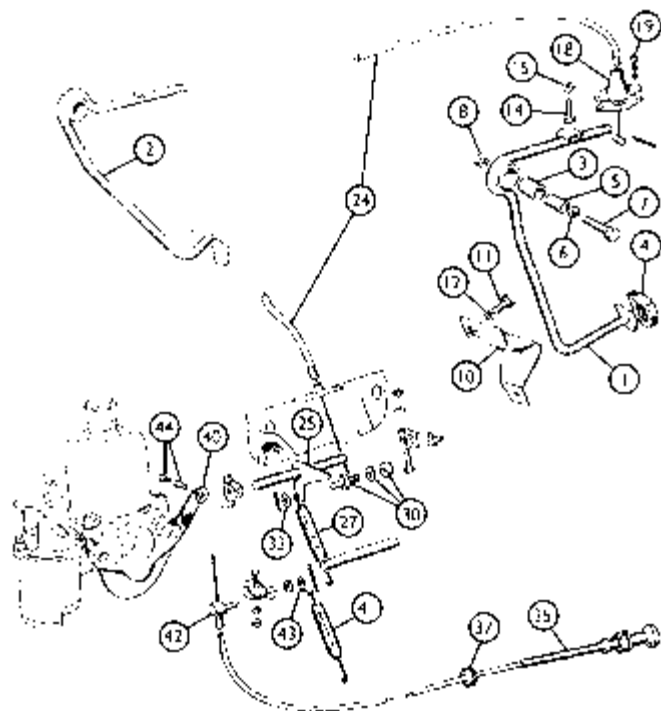
89	324-115	\$0.24	WASHER, plain		4
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90	542-235	\$5.89	RELAY	when fitted	1
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91	131-545	\$17.99	CIRCUIT BREAKER		1
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NOTE: Cars with dealer installed A/C systems were fitted with a US-sourced auxilliary mechanical cooling fan which is no longer available.

Engine Controls



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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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	\$4.19	BUSHING, pedal shaft		
4	280-790	\$1.39	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	\$1.99	TUBE, distance		1
6	365-730	\$0.25	LOCK WASHER		1
7	320-070	\$0.89	BOLT		1
8	310-105	\$0.39	NUT		1
10	276-050	\$32.99	PEDAL STOP, LHD		1
11	322-645	\$0.49	BOLT, pedal stop		2
12	324-020	\$0.20	LOCK WASHER		2
14	322-247	\$0.49	BOLT, return stop		1
15	310-760	\$0.39	NUT		1
18	372-060	\$3.89	GUIDE, accelerator cable		1
19	322-940	\$0.49	SCREW		2

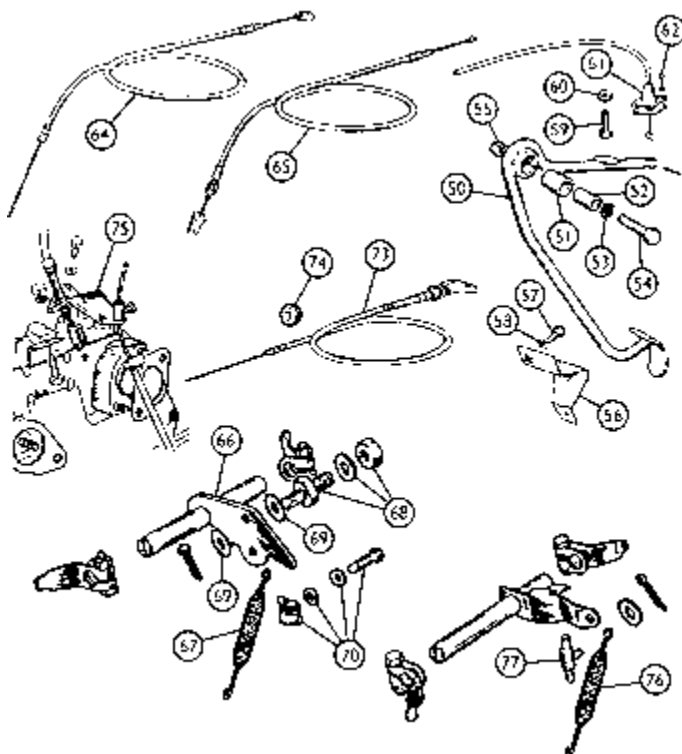
24	331-210	NA	ACCELERATOR CABLE 1962 - '67 (use later cable)	} RD to (c)138400 GT to (c)139471	1
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331-451*	\$10.99	ACCELERATOR CABLE*	} RD from (c)138401 GT from (c)139472	1
1968 - '71				
* Premium cable with low friction liner.			 MORE INFO ONLINE	

25	373-770	\$22.79	LEVER, accelerator		1
27	370-335	\$1.19	SPRING, accelerator return		1
30	375-108	\$2.19	CABLE STOP, w/nut		1
33	324-115	\$0.24	WASHER		1

35	331-225	\$15.99	CHOKE CABLE, round knob (C)	approx. 1962-'67	1
	331-240	\$17.59	CHOKE CABLE, round knob (fan)	approx. 1968-'69	1
	331-480	\$26.99	CHOKE CABLE, round knob (fan)	approx. 1970-'71	1
	331-490	\$21.49	CHOKE CABLE, T-knob (replacement)		1

37	281-050	\$5.49	GROMMET, choke cable		1
40	372-340	\$13.79	BRACKET, choke control		1
41	370-335	\$1.19	SPRING, choke return		2
42	276-055	\$8.29	ABUTMENT, choke cable		1
43	372-070	\$2.99	TAB, spring anchor		2
44	375-128	\$2.49	CABLE STOP		1



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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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	\$4.19	BUSHING, pedal shaft		1
52	276-045	\$1.99	TUBE, distance		1
53	365-730	\$0.25	LOCK WASHER		1
54	320-070	\$0.89	BOLT		1
55	310-105	\$0.39	NUT		1
56	276-050	\$32.99	PEDAL STOP, LHD		1
57	322-645	\$0.49	BOLT, pedal stop		2
58	324-020	\$0.20	LOCK WASHER		2
59	322-247	\$0.49	BOLT, return stop		1
60	310-760	\$0.39	NUT		1
61	372-060	\$3.89	GUIDE, accelerator cable		1
62	322-940	\$0.49	SCREW		2

64	331-451*	\$10.99	ACCELERATOR CABLE* 1972 - '74 1/2	} RD from (c)258001 to 360300 GT from (c)258004 to 361000	1
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65	331-461*	\$12.99	ACCELERATOR CABLE* 1974 1/2	} RD from (c)360301 GT from (c)361001	1
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* Premium cables with low friction liners. [MORE INFO ONLINE](#)

66	373-775	NA	LEVER, accelerator		1
67	370-335	\$1.19	SPRING, lever return		2

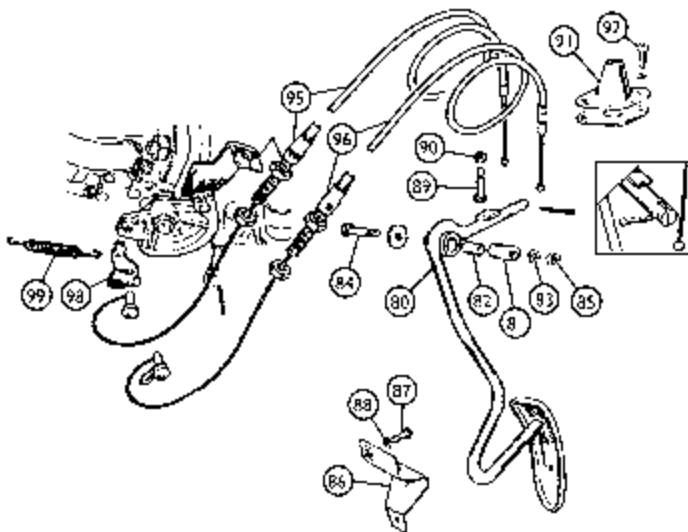
68	375-108	\$2.19	CABLE STOP, w/nut	} RD from (c)258001 to 360300 GT from (c)258004 to 361000	1
69	324-115	\$0.24	WASHER		2

70		NA	PIN ASS'Y.	} RD from (c)360301 GT from (c)361001	1
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73	331-490	\$21.49	CHOKE CABLE, T-knob		1
74	281-050	\$5.49	GROMMET, choke cable		1
75	372-345	NA	BRACKET, choke & accelerator cables		1
76	370-335	\$1.19	SPRING, choke return		1
77	276-060	NA	ABUTMENT, choke cable		1



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Zenith-Stromberg Carburetor, 1975-'80					
80	276-020	NA	PEDAL, accelerator	RD to (c)410000 1975 - '76	1
	276-030	NA	PEDAL, accelerator	RD from (c)410001 on	1
81	276-040	\$4.19	BUSHING, pedal shaft		1
82	276-045	\$1.99	TUBE, distance		1
83	365-730	\$0.25	LOCK WASHER		1
84	320-070	\$0.89	BOLT		1
85	310-105	\$0.39	NUT		1
86	276-050	\$32.99	PEDAL STOP, LHD	RD to (c)410000, thru '76	1
87	322-645	\$0.49	BOLT, pedal stop		2
88	324-020	\$0.20	LOCK WASHER		2
89	322-247	\$0.49	BOLT, return stop		1
90	310-760	\$0.39	NUT		1
91	372-060	\$3.89	GUIDE, accelerator cable		1
92	322-940	\$0.49	SCREW		2
95	331-466*	\$13.99	ACCELERATOR CABLE*	RD to 428510	1
96	331-476*	\$12.99	ACCELERATOR CABLE*	RD from (c)428511 on	1
			* Premium cables with low friction liners. MORE INFO ONLINE		
98	373-780	NA	LEVER, accelerator		1
99	370-325	\$3.79	SPRING, lever return	1977-on uses 1	2/1

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 \$119.99



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 for cars used exclusively for off-road use.



"Billet" Pedal Cover Kits

Serious pedal covers for serious drivers. These covers are grooved for traction and feature the bold MG logo. A Moss Motors exclusive, drilling is required as these custom fit covers are bolted to the original pedals to ensure they stay put no matter how hard you drive. Each of the three piece kits has the correct accelerator pedal cover for the model. The two piece set will fit all MGBs.

3 Piece Kit 1968-'76	190-780	\$79.99
3 Piece Kit 1977-'80	190-785	\$79.99
2 Piece Kit (Clutch, Brake)	190-790	\$59.99
Dead Pedal 1968-'80	190-795	\$109.99

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.

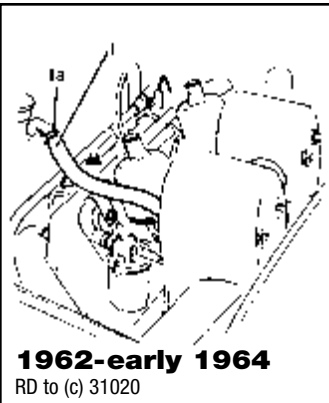
Are You Rebuilding Your Carburetor?

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.

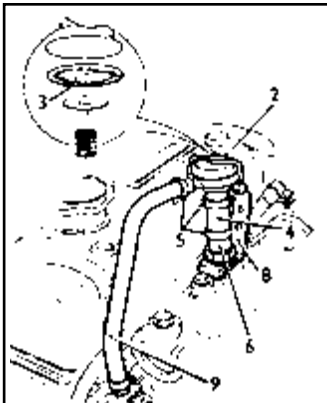
Alternatively, if your throttle shafts are still stock diameter (.310"), it is usually possible to fit special oversize throttle shafts to S.U. carbs. We offer a special reaming tool (part #386-385) to enable owners to fit their own .010" oversize shafts which can save considerable money on machine shop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

Emission Controls



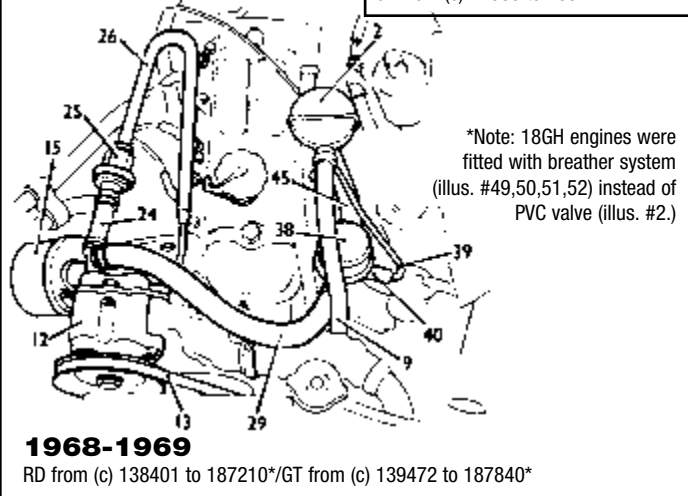
1962-early 1964

RD to (c) 31020



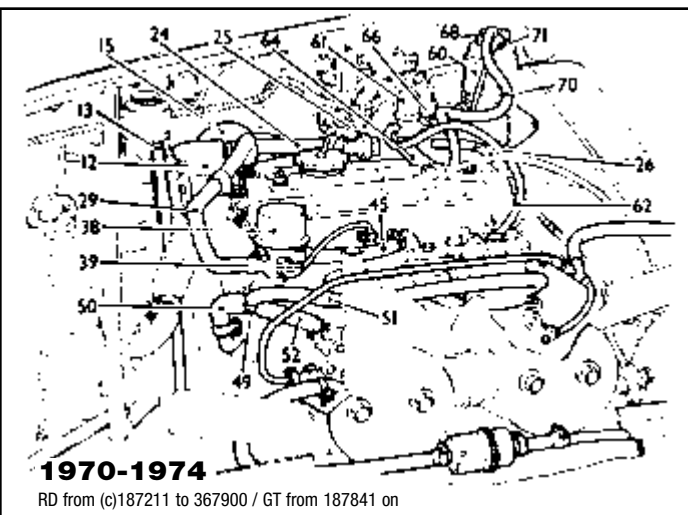
1964-1967

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



1968-1969

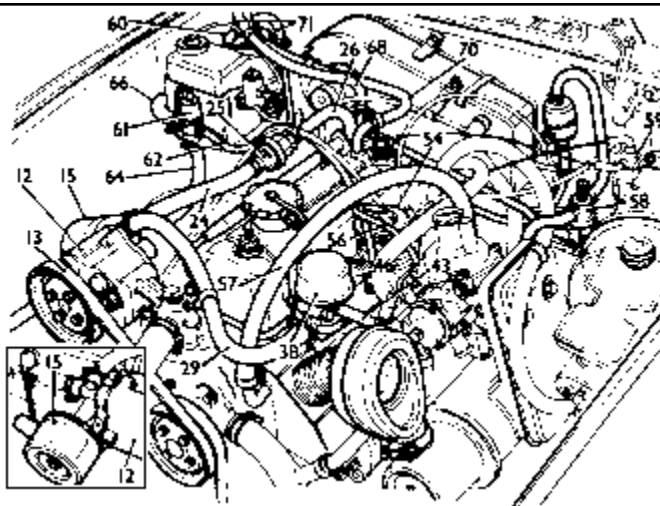
RD from (c) 138401 to 187210*/GT from (c) 139472 to 187840*



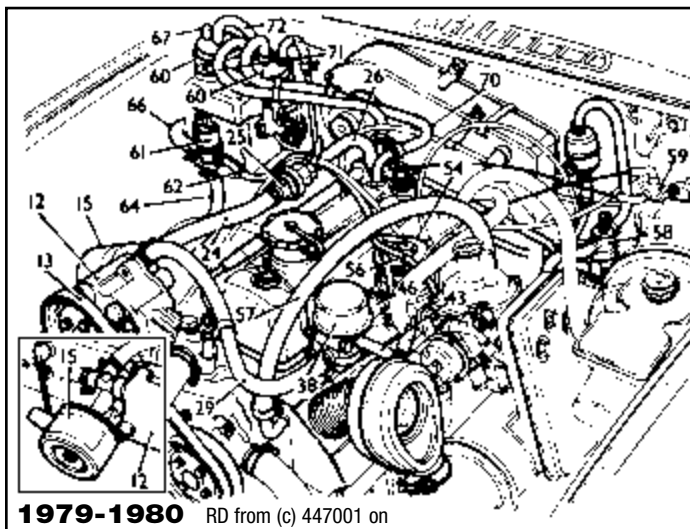
1970-1974

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

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	367-200	\$13.49	HOSE, valve cover to air cleaner	RD only, 18G engine	1
1a	326-210	\$1.89	HOSE CLIP		2
2	360-630	\$48.99	P.C.V. VALVE	RD/GT 18GA/GB/GF engines	1
3	360-635	\$3.89	DIAPHRAGM		1
4	372-460	\$2.89	HOSE, breather		1
5	326-250	\$0.69	HOSE CLAMP		3
6	372-470	\$11.79	ADAPTOR		1
	324-145	\$0.29	WASHER		2
8	372-480	NA	BRACKET		1
9	372-450	\$6.99	HOSE, valve to oil separator		1
12	360-775	\$284.99	AIR PUMP, rebuilt	RD from (c) 138401 on	1
	360-778	NA	AIR PUMP, replacement type		1



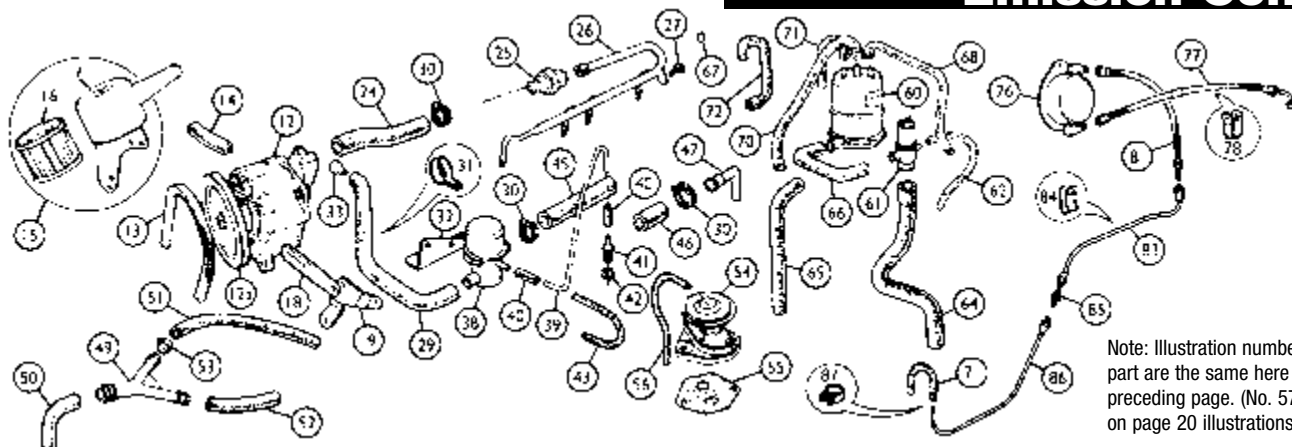
1975-1978 RD from (c) 367901 to 447000



1979-1980 RD from (c) 447001 on

No.	Part No.	Price (each)	Description	Application	Qty. Req.
12a	434-490	NA	PULLEY, air pump		1
13	460-980	\$3.69	BELT, air pump	{ RD from (c) 138401 to 367900 GT from (c) 139472 on	1
	434-400	\$4.89	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	NA	FILTER ELEMENT, "Crosland"		1
	950-730	\$9.99	FILTER ELEMENT, various 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		1
25	379-470	NA	CHECK VALVE, orig. mfr.	RD from (c) 138401 on GT from (c) 139472 on	1
	367-000	\$13.89	CHECK VALVE, aftermarket		1
26	360-760	\$114.99	MANIFOLD, air injection		1
27	322-880	\$0.49	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	NA	HOSE, gulp valve to air pump		1
30	326-405	\$1.69	HOSE CLAMP	RD from (c) 367901 on	6
31	326-415	\$1.19	CLIP, hose to water elbow	{ RD from (c) 138401 on GT from (c) 139472 on	1
	367-010	NA	BRACKET, gulp valve		1
	367-015	NA	BRACKET, gulp valve	RD from (c) 410001 on	1

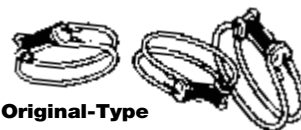
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Note: Illustration numbers for each part are the same here as on the preceding page. (No. 57 appears only on page 20 illustrations.)

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	\$72.99	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 GT from (c)139472 on	1
40	367-040	NA	CONNECTOR		2
41	367-050	NA	ADAPTOR		1
42	367-055	\$0.89	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	{ RD/GT engines 18GH/GI/V with SU carbs.	1
49	367-070	\$4.69	"Y" CONNECTOR		1
50	367-250	\$9.39	HOSE, oil separator to connector		1
51	367-260	\$4.69	HOSE, connector to rear carb.		1
52	367-265	NA	HOSE, connector to front carb.		1
53	262-200	\$1.89	HOSE CLAMP		2
54	367-080	\$48.99	E.G.R. VALVE, replacement	{ RD from (c)367901 on ('75 on) (repl. type hose)	1
55	293-420	\$1.99	GASKET, E.G.R. valve		1
56	367-090	NA	SIGNAL HOSE, E.G.R. valve		1
57	367-400	\$17.99	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	\$66.99	CANISTER, adsorption	1970-'76	1
		NA	CANISTER, adsorption (2 required from 1978-'80)	1977-'80	1/2
61	367-110	\$82.99	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, canister breather	{ RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
66	367-300	NA	HOSE, run-on valve to canister	{ RD from (c)294251 to 360300 GT from (c)296001 to 361000	1
	367-305	NA	HOSE, run-on valve to canister	{ RD from (c)360301 on GT from (c)361001 on	1
67	367-105	\$0.79	CAP, canister	RD from (c)447001 on	2
68	361-155	NA	HOSE, canister to carb.	{ RD from (c)187211 to 367900 GT from (c)187841 on	1
	361-165	NA	HOSE, canister to carb.	RD from (c)367901 on	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
70	367-310	NA	HOSE, canister to valve cover	{ RD from (c)187211 to 447000 GT from (c)187841 on	1
	367-315	NA	HOSE, canister to valve cover	RD from (c)447001 on	1
71	367-320	NA	HOSE, vapor pipe to canister	{ RD from (c)187211 on GT from (c)187841 on	1
72	367-330	\$22.49	HOSE, canister link	RD from (c)447001 on	1
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	1
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	1
	367-350	NA	HOSE, vapor sep. to gas tank	RD from (c)410001 on	1
78	326-425	\$1.19	CLIP, vapor hose		1
81	367-360	NA	HOSE, separator to vapor pipe	{ RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	367-365	NA	HOSE, separator to vapor pipe	{ RD from (c)360301 to 410000 GT from (c)361001 on	1
	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	\$12.99	VAPOR PIPE, rear	RD from (c)410001 to 415000	1
	367-430	NA	VAPOR PIPE, rear	RD from (c)415001 on	1
84	162-210	\$1.19	CLIP, vapor pipe		A/R
85	367-455	NA	CONNECTOR	{ RD from (c)187211 to 410000 GT from (c)187841 on	1
	310-310	\$0.39	NUT	RD from (c)410001 on	1
	324-355	\$0.24	LOCK WASHER		1
86	367-445	NA	VAPOR PIPE, front (without end fittings)	{ RD from (c)187211 to 410000 GT from (c)187841 on	1
	367-430	NA	VAPOR PIPE, front	RD from (c)410001 to 447000	1
	367-450	NA	VAPOR PIPE, front	RD from (c)447001 on	1
87	326-265	\$2.49	HOSE CLAMP, vapor hose		1



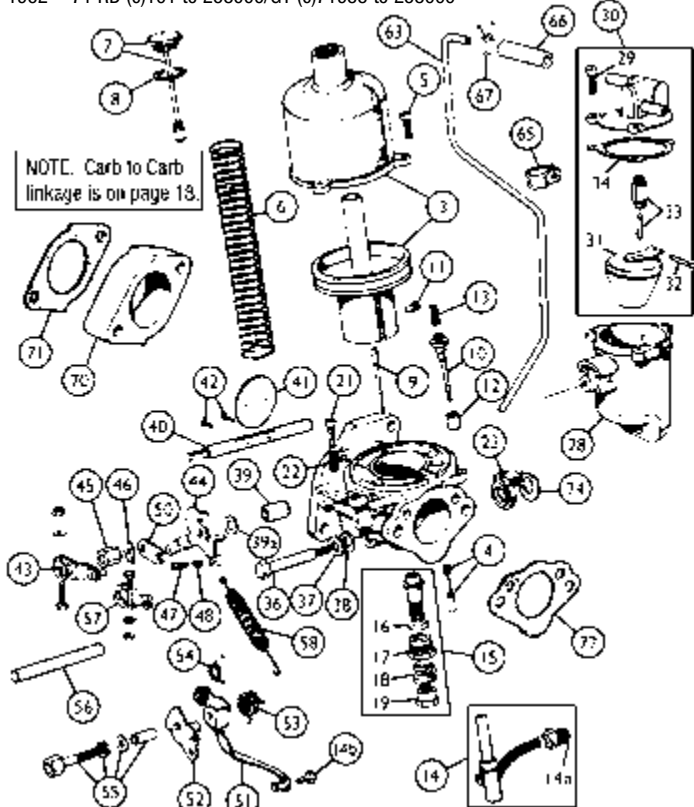
Original-Type Hose Clamps

These wire-type clamps were original equipment on MGs. Zinc-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	\$1.69
9/16" to 3/4"	635-100	\$1.79
3/4" to 1"	635-101	\$1.89
1" to 1 1/4"	326-410	\$2.39
1 1/4" to 1 7/16"	326-465	\$1.69
1 7/16" to 1 5/8"	326-440	\$2.19
1 11/16" to 1 7/8"	635-102	\$1.89
1 7/8" to 2"	031-724	\$2.90
1 15/16" to 2 1/8"	635-103	\$4.49
2 3/16" to 2 7/16"	326-230	\$2.49
2 7/16" to 2 5/8"	326-460	\$2.49

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	\$949.99	CARBURETOR PAIR, new (replaces AUD52, AUD135)	1962 - '67	1
	366-478	\$794.99	CARBURETOR PAIR, new (AUD265)	1968	1
	366-498	\$949.99	CARBURETOR PAIR, new (AUD 326)	1969	1
	366-488	\$949.99	CARBURETOR PAIR, new (replaces AUD326, AUD405 and AUD465)	1970 - '71	1
3	372-250	NA	AIR CHAMBER & PISTON	AUD52/135/265	2
	372-255	\$189.99	AIR CHAMBER & PISTON	AUD326/405/465	2
4	375-048	\$9.99	PIN & SPRING ASS'Y., w/circlip	AUD52/135/265	2
	375-008	\$10.29	PIN & SPRING ASS'Y., w/circlip	AUD326/405/465	2
5	370-290	\$0.79	SCREW, chamber cover		6
6	370-520	\$4.89	SPRING, piston, red		2
7	370-750	\$19.99	CAP & DAMPER		2
8	370-650S*	\$0.39	WASHER		2
9	374-260	\$21.99	JET NEEDLE, standard (MB)	AUD52	2
	374-270*	\$13.99	JET NEEDLE, standard (5)	AUD135	2
	374-170	\$13.99	JET NEEDLE, rich (6)	AUD52/135	2
	374-280	\$12.99	JET NEEDLE, lean (21)		2
10	374-275*	\$21.99	JET NEEDLE, standard (FX)	AUD265	2
	374-360*	\$14.59	JET NEEDLE, standard (AAE)	AUD326/405	2
	374-370*	\$14.59	JET NEEDLE, standard (AAL)	AUD465	2
11	370-180	\$3.99	SCREW, needle locking	AUD52/135/265	2
	373-540	\$1.39	SCREW, needle locking	AUD326/405/465	2
12	374-395	\$4.49	GUIDE, jet needle		2
13	373-365	\$0.99	SPRING, jet needle		2
14	378-430S*	\$24.90	JET, front carburetor	(green band)	1
	378-440S*	\$24.99	JET, rear carburetor	(pink band)	1
14a	378-400	\$0.95	SEAL to float bowl		2
14b	372-950	\$0.39	SCREW, jet to link		2
15	372-265	\$18.69	JET BEARING KIT	AUD52/135	2
	372-275	\$32.99	JET BEARING KIT	AUD265	2
	372-285	\$33.99	JET BEARING KIT	AUD326/405/465	2
16	372-270*	\$1.29	WASHER, jet bearing	AUD52/135 only	2
17	371-650	\$7.29	NUT, jet locking		2
18	370-210	\$2.19	SPRING, jet locking		2
19	372-280	\$2.99	NUT, jet adjusting		2

21	372-830	\$3.79	SCREW, slow idle adjusting	2
22	370-330	\$1.49	SPRING, idle screw	2
23	378-085*	\$8.39	ADAPTOR, front	1
	378-090*	\$8.69	ADAPTOR, rear	1
24	372-290	\$3.99	WASHER, for adaptor	2
28	371-730	\$69.99	FLOAT CHAMBER	2
29	370-290	\$0.79	SCREW, float lid	6
30	372-308	\$79.99	LID ASSEMBLY, front float chamber	AUD52/135/265/326 1
	372-318	\$79.99	LID ASSEMBLY, rear float chamber	
	372-305	NA	LID ASSEMBLY, front float chamber	AUD405/465 1
	372-315	\$92.99	LID ASSEMBLY, rear float chamber	
31	378-470	\$9.99	FLOAT	2
32	370-060*	\$0.89	PIN, float hinge	2
33	373-625S*	\$16.99	NEEDLE & SEAT, Viton tip	2
	373-626	\$16.99	NEEDLE & SEAT, Viton tip, aftermarket	2
	386-390	\$10.99	GROSE-JET, superior replacement for std. needle & seat	2
34	378-360S*†	\$1.49	GASKET, chamber lid (not included with new lids)	2
36	372-760	\$7.99	BOLT, float chamber fixing	2
37	372-770	\$0.69	WASHER, steel	2
38	378-070*	\$2.59	WASHER, rubber	2
39	372-545S	\$2.99	BUSH, for throttle shaft, see tech tip on page 19	4
39a	372-820	\$0.89	WASHER on throttle shaft	2
40	372-540S	\$22.99	THROTTLE SHAFT, standard	2
	372-550	\$22.99	THROTTLE SHAFT, oversize	2
41	370-370S	\$18.79	THROTTLE DISC	AUD52/135 2
	373-675	\$26.49	THROTTLE DISC, w/valve	AUD265/326/405/465 2
42	370-090S	\$1.79	SCREW, throttle disc	4
43	371-860	\$3.39	LEVER & PIN, front	2
	371-850	\$3.39	LEVER & PIN, rear	2
44	373-385	\$59.99	THROTTLE LEVER, front	1
	373-390	\$21.89	THROTTLE LEVER, rear	1
45	310-970	\$3.79	NUT, throttle lever	2
46	373-695S	\$1.29	TAB WASHER	2
47	372-830	\$3.79	SCREW, fast idle	2
48	370-330	\$1.49	SPRING, fast idle screw	2
50	372-840	\$10.99	LEVER, lost motion	2
51	372-865	\$25.99	LEVER & LINK ASSEMBLY, front	AUD52/135/265 1
	372-880	\$25.99	LEVER & LINK ASSEMBLY, rear	
	372-865	\$25.99	LEVER & LINK ASSEMBLY, front	AUD326/405/465 1
	372-885	\$15.29	LEVER & LINK ASSEMBLY, rear	
52	373-400	\$14.99	CAM, fast idle, front	1
	373-405	\$14.99	CAM, fast idle, rear	1
53	372-910	\$3.99	SPRING, lost motion lever, front	1
	372-920	\$4.89	SPRING, lost motion lever, rear	1
54	372-930	\$3.99	SPRING, fast idle cam, front	1
	372-940	\$2.99	SPRING, fast idle cam, rear	1
55	373-410	\$17.99	PIVOT BOLT KIT	2
56	370-865	\$6.89	ROD, connecting, choke	1
57	370-110	\$13.99	CHOKE LEVER	1
	372-170	\$0.89	BOLT for lever	1
	324-110	\$0.29	LOCKWASHER on bolt	1
	311-030	\$0.19	NUT on bolt	1
58	370-335	\$1.19	SPRING, throttle & choke return	3
63	366-500	NA	PIPE, overflow, front	RD to (c)187210 1
	366-510	NA	PIPE, overflow, rear	
	366-520	NA	PIPE, overflow, front	RD from (c)187211 to 258000 1
	366-530	NA	PIPE, overflow, rear	
65	366-545	\$2.79	CLIP, overflow, pipe	RD/GT to (c)258000 1
66	366-550	\$1.39	CONNECTOR, overflow pipe	2
67	326-265	\$2.49	CLAMP	4
70	372-320	\$11.49	INSULATOR	2

Rebuild Kits/Gaskets Sets

375-548S	\$159.99	MASTER REBUILD KIT, for 2 carburetors	1
375-338*	\$120.99	REBUILD KIT, for 2 carburetors	AUD52/135, 1962 - '67 1
375-348*	\$125.99	REBUILD KIT, for 2 carburetors	AUD265, 1968 1
375-358*	\$125.99	REBUILD KIT, for 2 carburetors	AUD326/405, 1969 - '70 1
375-368*	\$125.99	REBUILD KIT, for 2 carburetors	AUD465, 1971 1
698-108†	\$8.49	CARBURETOR GASKET SET	1
71	294-710*†	GASKET, carb. mounting	(4 in Rebuild Kits) 6
72	294-800*†	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 you require.

* Note: "Rebuild kits" (genuine SU) include all items marked *.

† Note: Gasket sets include all items marked †.

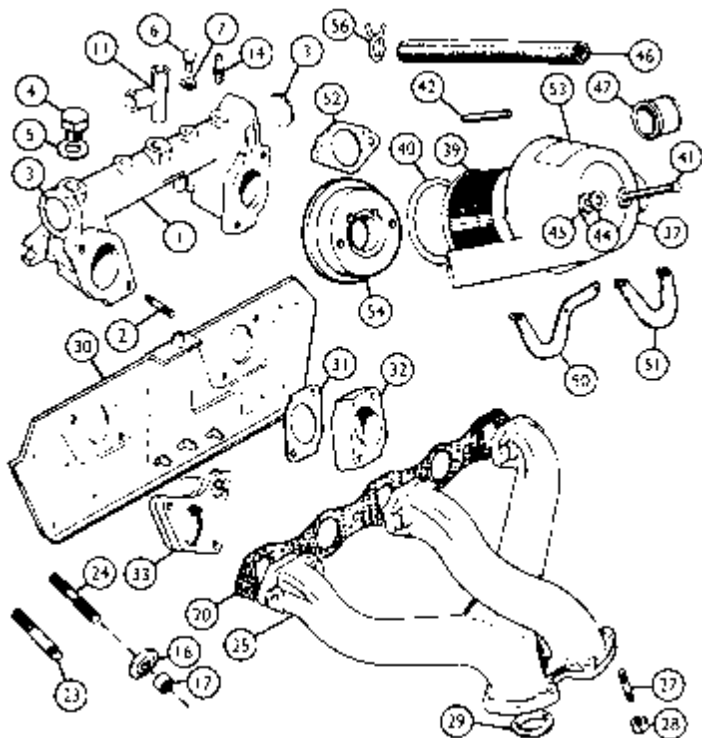
• Note: This kit includes metering needle "5", which is an improvement over metering needle "MB" originally fitted to carbs. AUD52.



MOSS MOTORS, LTD.
TOLL-FREE ORDERS

1-800-667-7872

HS-4 Manifold / Air Cleaner



No.	Part No.	Price (each)	Description	Application	Qty. Req.
45	372-370	\$1.29	GROMMET		4
46	367-200	\$13.49	HOSE, valve cover to cleaner	18G engines	1
47	372-440	\$1.39	SEAL, air cleaner coupling		1
50	372-340	\$13.79	BRACKET, front air cleaner		1
51	372-330	\$8.99	BRACKET, rear air cleaner		1
52	294-800	\$0.69	GASKET		2
53	215-615	\$2.49	DECAL, "Coopers Filter"		2
54	372-380	\$35.99	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	\$1.89	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.
Manifolds / Air Cleaners (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	\$1.39	STUD, carburetor. to manifold		4
3	319-095	\$1.49	END PLUG		2
4	379-362	\$8.99	PLUG		2/1
5	324-065	\$0.79	WASHER		2/1
6	328-305	\$11.99	PLUG		2/1
7	328-335	\$1.39	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	\$1.99	WASHER, manifold mounting		4
17	311-540	\$0.59	NUT, manifold, brass		6
20	297-535	\$8.99	GASKET, manifold		1
23	328-900	\$2.19	STUD, head to manifold, short, outer		2
24	328-910	\$1.39	STUD, head to manifold, long, inner		4
25	373-830	NA	EXHAUST MANIFOLD		1
	328-718	\$8.99	STUD & NUT SET, exhaust manifold		1
27	328-765	\$1.09	STUD, exhaust flange		6
28	311-540	\$0.59	NUT, brass		6
29	290-510	\$1.19	GASKET, exhaust flange		2
30	451-005	\$73.99	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	\$0.69	GASKET, carburetor		6
32	372-320	\$11.49	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	\$7.29	ELEMENT, "Classic Gold" brand		2
	950-200	NA	ELEMENT, "Crosland" brand	(not incl. in ass'y.)	2
	372-395	\$56.99	ELEMENT, "K & N" brand	(not incl. in ass'y.)	2
40	372-420	\$1.39	SEAL, rubber		2
41	322-150	\$1.49	BOLT, fine thread		4
42	328-315	\$4.19	SPACER		4
44	324-155	\$0.39	WASHER		4



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	\$949.99
366-478	MGB 1968 HS4 Carb Set	\$794.99
366-498	MGB 1969 HS4 Carb Set	\$949.99
366-488	MGB 1970-'71 HS4 Carb Set	\$949.99

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.

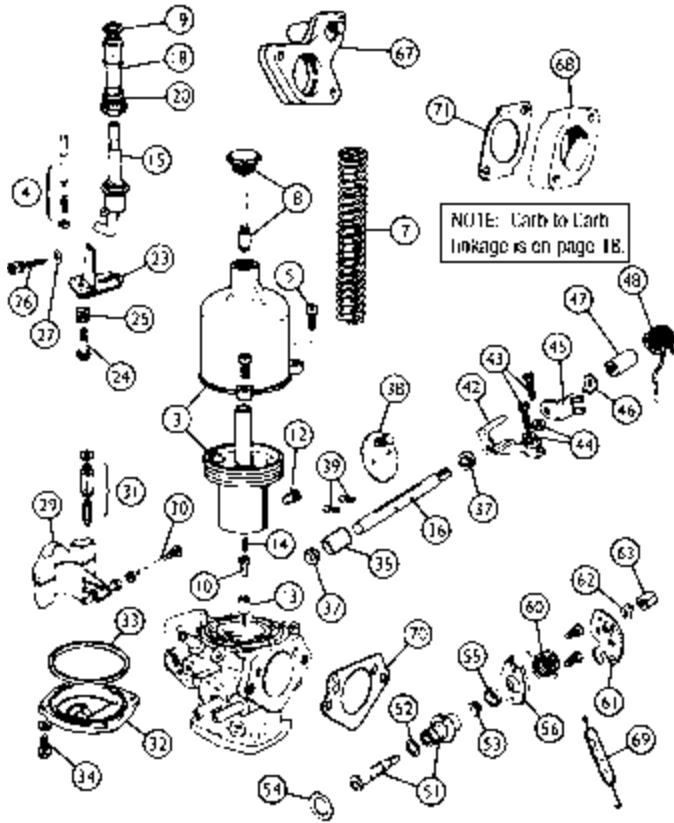
220-225 \$11.99

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



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	NA	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	\$7.99	PIN & SPRING ASSEMBLY		2
5	370-290	\$0.79	SCREW, chamber to body		6
7	370-520	\$4.89	SPRING, piston, red		2
8	370-750	\$19.99	CAP & DAMPER	AUD493/550	2
	370-755	\$17.99	CAP & DAMPER	AUD630	2
10	374-380*	\$15.59	JET NEEDLE, standard (AAU)	AUD493	2
	374-390*	\$15.59	JET NEEDLE, standard (ABD)	AUD550/630	2
12	373-540	\$1.39	SCREW, needle locking		2
13	374-385	NA	GUIDE, jet needle	AUD493/550	2
	374-395	\$4.49	GUIDE, jet needle	AUD630	2
14	373-365	\$0.99	SPRING, jet needle		2
15	374-550\$*	\$19.89	JET, front		1
	374-555\$*	\$19.89	JET, rear		1
18	373-571	NA	JET BEARING		2
19	373-575\$*†	\$1.39	WASHER, jet bearing		2
20	373-580	\$7.99	NUT, jet bearing		2
23	373-590	\$39.99	TEMPERATURE COMPENSATOR		2
24	373-595	\$4.99	SCREW, adjusting		2
25	373-600	\$2.99	SPRING		2
26	373-585	\$3.19	SCREW, mixture adjusting		2
27	373-605\$*†	\$1.49	SEALING RING		2
29	373-610	\$28.49	FLOAT, front		1
	373-615	\$22.59	FLOAT, rear		1
30	373-620	\$8.49	SPINDLE, float		2
31	373-625\$*	\$16.99	NEEDLE & SEAT, Viton tip ✱		2
	373-626	\$16.99	NEEDLE & SEAT, Viton tip, aftermarket		2
	386-340	\$11.29	GROSE-JET, superior replacement for std. needle & seat		2
32	373-630	\$26.99	COVER, float chamber		2
33	373-635\$*†	\$2.99	SEAL, float chamber		2
34	373-640	\$0.89	SCREW, cover to body		8
35	372-545\$	\$2.99	BUSH, throttle shaft (see tech tip on page 19)		4
36	373-650\$	\$22.99	THROTTLE SHAFT, standard		2
	373-655	\$22.99	THROTTLE SHAFT, oversize		2
37	373-721\$*†	\$1.79	SEAL, throttle shaft, Viton		4
38	373-670	\$18.99	THROTTLE DISC, w/notch	AUD493	2
	373-675\$	\$26.49	THROTTLE DISC, w/o notch	AUD550/630	2
39	370-090\$	\$1.79	SCREW, throttle disc		4

No.	Part No.	Price (each)	Description	Application	Qty. Req.
42	373-680	\$7.99	LEVER, throttle return, front carb.		1
	373-685	\$7.99	LEVER, throttle return, rear carb.		1
43	372-830	\$3.79	SCREW, slow & fast idle		4
44	365-630	\$0.39	JAM NUT, idle screws		4
45	373-690	\$16.29	LEVER, lost motion		2
46	373-695\$*	\$1.29	TAB WASHER		2
47	373-665	NA	NUT, throttle shaft		2
48	373-700	\$13.99	SPRING, throttle lever, front carb.		1
	373-705	\$4.29	SPRING, throttle lever, rear carb.		1
51	373-710	\$47.99	STARTER VALVE		2
52	373-715\$*†	\$0.59	SEAL, starter valve		2
53	373-721\$*†	\$1.79	SEAL, starter valve		2
54	373-725\$*†	\$0.79	GASKET, starter valve		2
55	373-730	NA	SPRING SUPPORT		2
56	373-735	\$22.99	CLAMPING PLATE, front		1
	373-740	NA	CLAMPING PLATE, rear		1
60	373-745	\$4.99	SPRING, cam return, front		1
	373-105	\$2.99	SPRING, cam return, rear		1
61	373-750	NA	CAM LEVER, front		1
	373-755	NA	CAM LEVER, rear		1
62	373-695\$	\$1.29	TAB WASHER		2
63	310-970	\$3.79	NUT		2
67	373-760	NA	INDUCTION HEATER	cold weather climates	2
68	372-320	\$11.49	INSULATOR	w/o induction heater	2
	372-325	NA	INSULATOR	w/induction heater	2
69	370-335	\$1.19	SPRING, choke & throttle return		3

Rebuild Kits/Gasket Sets

	375-558\$	\$179.99	MASTER REBUILD KIT, for 2 carbs. ✱		1
	375-378*	\$141.99	REBUILD KIT, for 2 carburetors ✱	AUD493	1
	375-398*	\$131.99	REBUILD KIT, for 2 carburetors ✱	AUD550/630	1
	294-808†	\$39.99	CARBURETOR GASKET SET		1
70	294-800\$*†	\$0.69	GASKET, filter to carb.		2
71	294-710\$*†	\$0.69	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 (genuine SU) 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.

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	

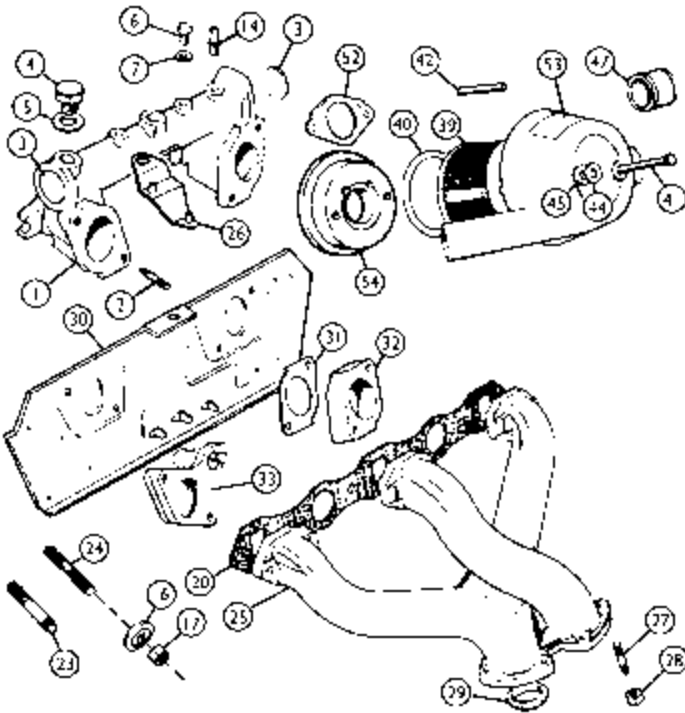


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1-800-667-7872

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 (HIF-4 Carburetors)					
1	373-825	NA	INLET MANIFOLD		1
2	328-745	\$1.39	STUD, carburetor. to manifold		4
3	319-095	\$1.49	END PLUG		2
4	379-362	\$8.99	PLUG		2/1
5	324-065	\$0.79	WASHER		2/1
6	328-305	\$11.99	PLUG		2/1
7	328-335	\$1.39	WASHER		2/1
14	373-855	NA	RESTRICTOR, o/d vacuum	overdrive models	1
16	460-090	\$1.99	WASHER, manifold mounting		4
17	311-540	\$0.59	NUT, manifold, brass		6
20	297-535	\$8.99	GASKET, manifold		1
23	328-900	\$2.19	STUD, head to manifold, short, outer		2
24	328-910	\$1.39	STUD, head to manifold, long, inner		4
25	373-835	NA	EXHAUST MANIFOLD		1
26	372-345	NA	BRACKET, accelerator, choke		1
	328-718	\$8.99	STUD & NUT SET, exhaust manifold		1
27	328-765	\$1.09	STUD, exhaust flange		6
28	311-540	\$0.59	NUT, brass		6
29	290-510	\$1.19	GASKET, exhaust flange		2
30	451-015	\$73.99	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	\$0.69	GASKET, carburetor		6
32	372-320	\$11.49	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	NA	ELEMENT, "Crosland" brand		2
	950-700	\$7.29	ELEMENT, "Classic Gold" brand		2
	372-395	\$56.99	ELEMENT, K & N replacement		1
40	372-420	\$1.39	SEAL, rubber		2
41	322-175	\$1.39	BOLT, coarse thread		4
42	328-315	\$4.19	SPACER		4
44	324-155	\$0.39	WASHER		4
45	372-370	\$1.29	GROMMET		4

No.	Part No.	Price (each)	Description	Application	Qty. Req.
47	372-440	\$1.39	SEAL, air cleaner coupling		1
52	294-800	\$0.69	GASKET		2
53	215-615	\$2.49	DECAL, "Coopers Filter"		2
54	372-380	\$35.99	ALLOY BACK PLATE ADAPTOR	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.



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 \$11.99



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 \$21.99

SU Jet Wrenches

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 \$2.29

386-401 Jet Wrench, 17mm \$5.99

Carburetor Synchronizer

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

386-200 Synch Tool \$28.99

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 \$34.99

SU Carb Rebuild Video DVD

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.

DVD 211-036 \$52.99



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.

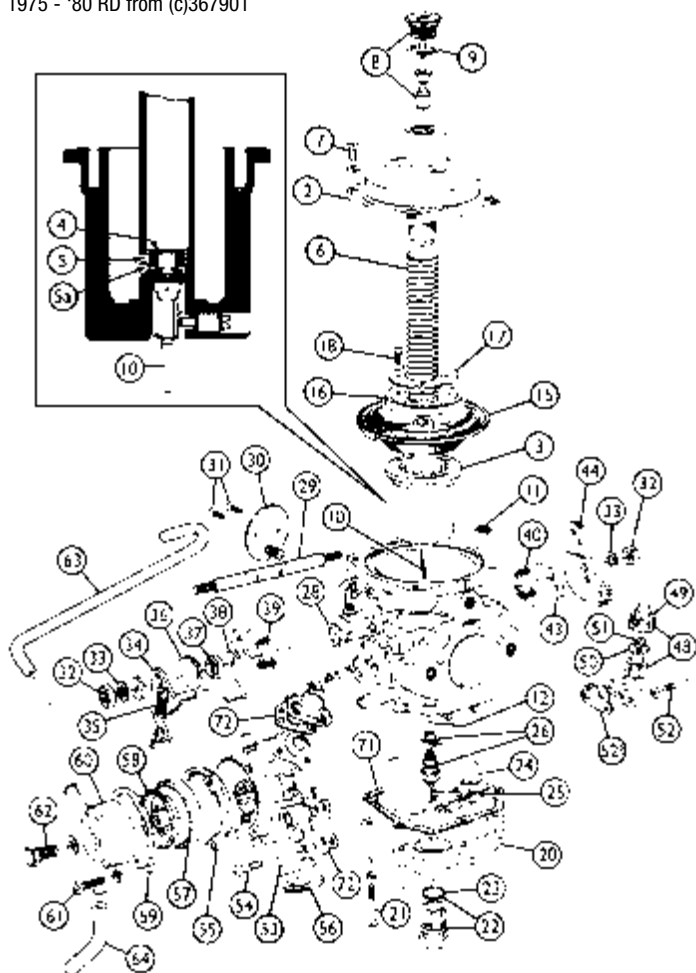
211-345 \$28.99

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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	\$1.99	RETAINING CLIP		1
5	365-420	\$0.89	O-RING		1
5a	365-425	\$8.99	SCREW, needle adjusting		1
6	365-780	\$9.99	SPRING		1
7	365-380	\$1.89	SCREW, cover to body		4
8	366-030	\$29.99	CAP & DAMPER		1
9	366-280	\$0.99	WASHER		1
10	374-410	\$29.99	METERING NEEDLE, 45G	#C3824	1
	374-400	\$28.99	METERING NEEDLE, 45H	#C3766, C3851	1
	374-420	\$29.99	METERING NEEDLE, 45M	high altitude condition, lean	1
11	366-035	\$8.99	SCREW, needle locking		1
12	366-105	\$27.99	JET (professional installation advised)		1
15	366-040*	\$6.29	DIAPHRAGM		1
16	366-045	\$8.79	SEALING RING, diaphragm		1
17	366-050	\$11.99	RETAINER, diaphragm		1
18	366-290	\$1.49	SCREW, retainer		4
20	366-060	NA	FLOAT CHAMBER		1
21	366-065	\$3.49	SCREW, float chamber, long	} C3824, C3766	4
	366-305	\$1.99	SCREW, float chamber, short		2
	366-295	\$1.99	SCREW, float chamber		6
22	366-070	\$12.99	PLUG & SEAL, float chamber	} as fitted	1
23	365-470*	\$0.49	SEAL, O-ring		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	365-506	\$16.99	FLOAT, upgraded ethanol-proof "Nitrophyl"		1
	365-505	\$23.99	FLOAT, original type		1
25	366-080	\$4.49	PIN, float hinge		1
26	366-090*	\$28.99	NEEDLE VALVE		1
	386-350	\$14.69	GROSE-JET, superior replacement for std. needle & seat		1
28	696-027	\$9.99	SEAL & CUP, throttle shaft		1
29	366-100	\$15.99	THROTTLE SHAFT		1
30	366-110	NA	THROTTLE DISC		1
31	366-685	\$1.89	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	\$8.99	SCREW, idle adjusting		1
36	366-135	NA	SPRING, fast idle lever		1
37	366-140	\$5.99	BUSHING		1
38	366-145	NA	THROTTLE STOP		1
39*	366-150	\$18.99	RETURN SPRING	(all)	1
40	366-840	\$8.99	RETURN SPRING, rear	C3851 only	1
43	366-155	NA	LINK ARM		1
44	366-160	\$74.99	LEVER		1
48	366-165	\$58.99	VALVE ASS'Y., air regulator		1
49	366-245	\$7.99	COVER, valve		1
50	366-215	\$9.99	VALVE BODY, idle mixture adjustment		1
	366-275	\$3.49	"O" RING on valve body		1
51	366-220	\$14.99	METERING SCREW		1
	366-265	\$2.69	"O" RING on metering screw (not included with screw)		1
52	366-310	NA	SCREW		1
52a	*	NA	GASKET, air regulator		1
53	366-170	\$309.99	AUTOMATIC CHOKE ASSEMBLY		1
54	366-175	\$1.19	SCREW, short		1
	366-185	\$1.49	SCREW, long		2
55	366-180	\$34.99	INSULATOR		1
56	366-335	\$1.99	CORE PLUG		1
57	366-190	\$74.99	HEAT MASS ASSEMBLY		1
58	366-320*	NA	SEALING RING		1
59	366-195	\$5.99	RETAINING RING		1
60	366-200	\$22.99	COVER, heat mass		1
61	366-210	\$1.39	SCREW		3
62	366-205	\$2.29	BOLT		1
63	367-065	NA	HOSE, cylinder head to choke		1
64	363-285	NA	HOSE, heater pipe to choke		1
	366-250	\$48.99	CARBURETOR REBUILD KIT, includes all items marked *		1
	366-230*	\$21.99	GASKET SET, carb. body		1
	366-235*	\$2.29	GASKET, carburetor to manifold/heater		2
	366-240*	\$2.79	GASKET, air cleaner to carburetor		1
71	696-080*	\$4.59	GASKET, float chamber		1
72	366-225*	\$5.49	GASKET SET, choke ass'y. (gaskets & o-rings)		1



Zenith-Stromberg Mixture Adjustment Tool

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

386-310 \$9.69

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 \$11.99



Manual Choke Conversion Kit

Based on a design by Zenith-Stromberg engineers, 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 \$119.99



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 for cars used exclusively for off-road use.



MOSS MOTORS, LTD.
TOLL-FREE ORDERS

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Z-S Manifolds / Air Cleaner

No.	Part No.	Price (each)	Description	Application	Qty. Req.
104	373-925	NA	CLAMP		1
107	373-930	NA	TUBE, regulator to shroud		1
108	377-380	\$6.79	CLAMP		2
110	373-940	NA	SHROUD		1
113	373-945	\$59.99	HEAT SHIELD		1
114	373-950	NA	PLATE		1
115	373-960	\$0.20	SCREW		2
116	324-010	\$0.19	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

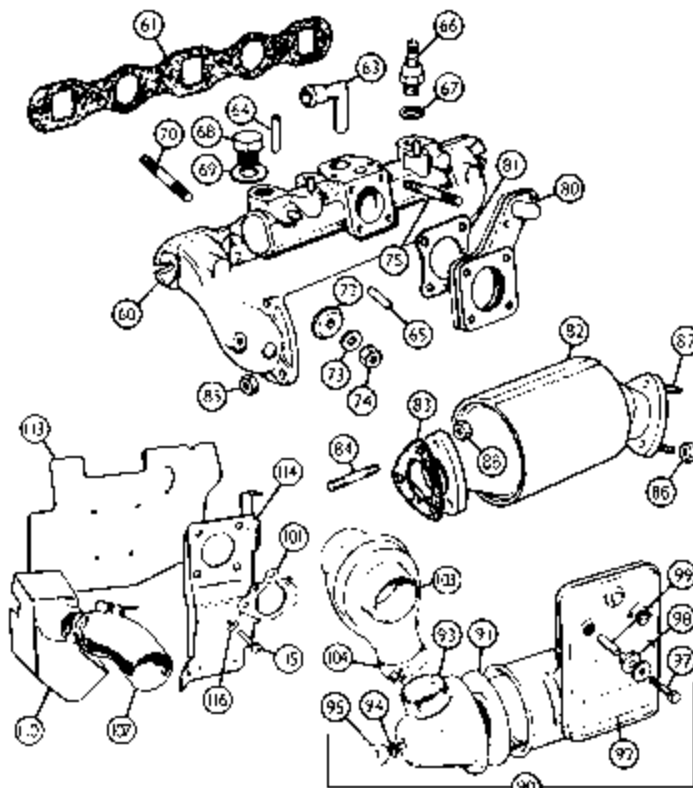
Leanness at road speed is often described as a hesitation, as if a wind was blowing against the car. Causes can be retarded timing or a too lean mixture. There are several possibilities:

- 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.

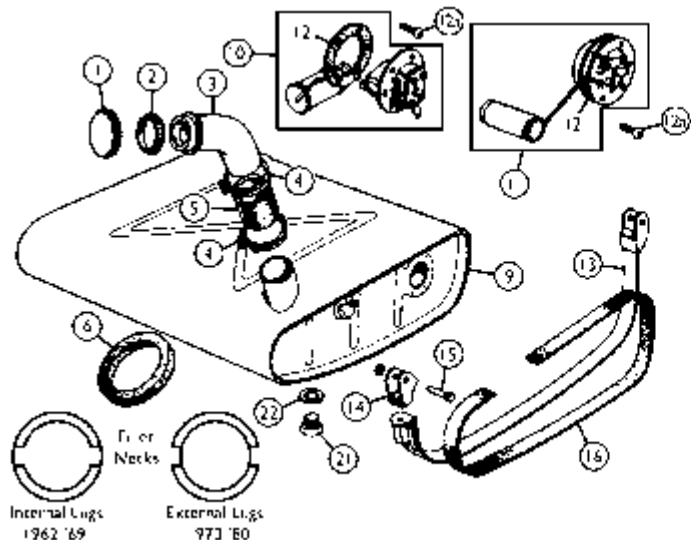


No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Manifolds / Air Cleaners (Zenith-Stromberg Carburetor)

60	373-840	NA	MANIFOLD, inlet & exhaust		1
61	297-535	\$8.99	GASKET, manifold		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	\$19.89	CHECK VALVE, brake servo	} as fitted	1
	373-875	NA	ADAPTOR, brake servo		1
67	373-885	\$1.99	WASHER, adaptor/valve		1
68	379-362	\$8.99	PLUG		1
69	324-065	\$0.79	WASHER		1
70	328-900	\$2.19	STUD, manifold		6
72	460-090	\$1.99	FIXING WASHER, manifold		6
73	365-720	\$0.29	WASHER		6
74	311-540	\$0.59	NUT		6
75	328-994	\$2.49	STUD, carburetor to manifold		4
80	373-765	NA	INDUCTION HEATER		1
81	366-235	\$2.29	GASKET		2
82	444-175	\$399.99	CATALYTIC CONVERTER, replacement (not California legal)		1
This economical replacement meets all EPA requirements, but is not legal for California. 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	\$9.99	GASKET		1
84	328-991	\$1.99	STUD, manifold to ft. pipe	1975 non-cat. system	3
	328-997	\$1.79	STUD, manifold to converter, upper (short)		1
	328-993	\$1.89	STUD, manifold to converter, lower (long)		2
85	310-015	\$0.49	JAM NUT, lower manifold to converter studs		2
86	311-610	\$0.79	NUT		6
87	328-991	\$1.99	STUD, catalyst to pipe		3
90	373-900	NA	AIR CLEANER ASSEMBLY		1
91	372-465	\$79.99	AIR FILTER, "K&N" brand		1
	950-770	\$14.99	AIR FILTER, aftermarket		1
92	215-680	\$2.29	DECAL, air filter		1
93	373-910	NA	END COVER ASSEMBLY		1
94	373-890	NA	FIBER WASHER		1
95	373-895	\$30.99	TUBE NUT		1
97	373-970	NA	BOLT		3
98	372-370	\$1.29	GROMMET		3
99	373-955	NA	SPACER		3
101	366-240	\$2.79	GASKET, carburetor air cleaner		1
103	373-920	NA	REGULATOR, air temperature		1

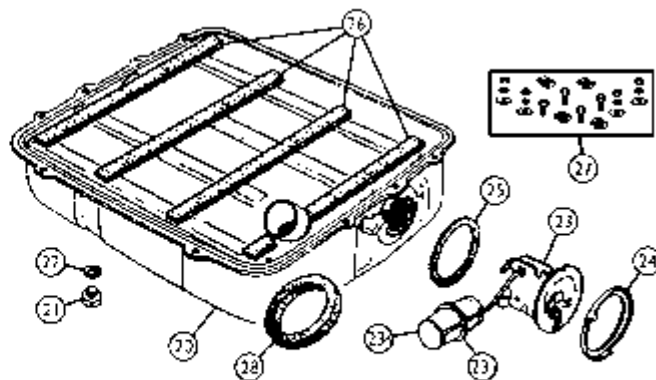
Fuel Tanks



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	202-750	\$16.99	GAS CAP, 1962 - '69 (stainless steel replacement)	RD to (c)187210 GT to (c)187840	1
	202-760	\$37.99	GAS CAP, locking (optional)		1
	202-755	\$11.79	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	\$19.49	GAS CAP	{ '75 cars w/single carb. & no catalytic converter	1
	202-755	\$11.79	GAS CAP	{ RD from (c) 382130-on	1
	202-770	NA	GAS CAP, locking (optional)		1
2	282-630	\$2.29	FERRULE, filler neck	RD to (c)447000, all GT	1
	282-635	\$7.69	FERRULE, filler neck	RD from (c)447001 on	1
3	470-185	\$109.99	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	\$2.49	CLAMP, hose		2
5	282-620	\$8.99	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	\$33.89	HOSE, filler to tank, angled	RD from (c)454203 on	1
6		NA	SEAL, tank to trunk floor		1
9	456-810	\$499.99	GAS TANK, 1962 - Mar. '65	RD to (B)56742	1
10	360-640	\$57.99	SENDING UNIT (Jaeger gauge)	RD to (B)48766	1
11	360-650	NA	SENDING UNIT (Smiths gauge)	RD from (B)48767 to 56743	1
12	293-415	\$0.49	GASKET, sending unit (cork)	{ RD to (B)56742 (Mar. 1965)	1
	293-401	\$5.99	GASKET SET, ethanol-proof		1
12a	323-728	\$2.59	SCREW SET, sending unit to tank		1
13	471-080	\$72.99	STRAP, gas tank mounting		2
14	471-090	NA	BRACKET		1
15	471-095	\$1.09	CLEVIS PIN		4
16	280-300	\$7.59	PACKING STRIP, rubber (9')		1
20	456-815*	\$479.99	GAS TANK, BM Heritage	{ RD from (B)56743 to (c)187210 GT to (c)17840	1
	456-777†	\$164.99	GAS TANK, Classic Gold		1
			*BM Heritage tank has baffles, no drain hole.	Mar. 1965-'69 not vented	
	471-200	NA	GAS TANK, vented, BM Heritage	{ RD from (c)187211 to 386600 GT from (c)187841 on ('70-'75)	1
	471-204†	\$167.99	GAS TANK, vented, Classic Gold		1
	471-210	NA	GAS TANK, vented	RD from (c)386601 to 415000	1
	471-220	NA	GAS TANK, vented, BM Heritage	{ RD from (c)415001-on	1
	471-226†	\$167.99	GAS TANK, vented, Classic Gold		1

† Classic Gold tanks have baffles and drain, approx. 13 gal. capacity.

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
21	328-280	\$1.79	PLUG, drain	} as fitted	1
22	324-626	\$0.79	WASHER, drain plug		1
23	360-660	\$24.79	SENDING UNIT, fuel gauge	{ RD from (B)56743 to (c)415000	1
	360-661**	\$36.99	SENDING UNIT, fuel gauge**		all GT
	360-655	\$24.79	SENDING UNIT, fuel gauge	{ RD from (c)415001 on (from early 1977 model yr.) with fuel pick-up tube	1
	360-656**	\$49.99	SENDING UNIT, fuel gauge**		1
** Modern printed circuit, plastic body upgrades.  MORE INFO ONLINE					
23a	360-645	\$8.49	FLOAT, plastic	} RD from (B)56743 on all GT (Mar. 1965 - on)	1
	360-646*	\$12.99	FLOAT, brass replacement*		1
23b	324-055	\$1.89	RING, anti-rattle		1
24	360-665	\$0.99	RING, locking		1
25	293-410	\$2.99	RING, sealing		1
26	280-300	\$7.59	PACKING STRIP SET		1
27	323-628	\$9.99	HARDWARE SET, gas tank mount		1
28	282-930	\$1.39	SEAL, tank to trunk floor		1
*Brass float is not included with sending units.					

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 \$48.99 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 \$22.99 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 \$53.99 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 \$9.99
220-390 ReLead \$24.99



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 \$37.99

SU Solid State Fuel Pump (replacement)

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 \$206.89
377-225 Neg. grd. to (c)44438 \$209.99
377-245 Pos. grd. from (c)44439 \$194.99
377-255 Neg. grd. from (c)44439 \$189.99



SU Competition Double Ended Fuel Pump (replacement)

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. Requires 2 each of bracket and mounting, nos. 38 & 39 in the RH column.

377-036 Std. Points Pos. or Neg. ground \$449.99
377-335 Solid State Neg. ground \$489.99
377-345 Solid State Pos. ground NA



Facet Electric Fuel Pump (replacement)

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 removeable fuse to run the pump only if needed as a backup. Works on both positive and negative ground cars.

377-420 \$89.99



Facet Fuel Filter

74 micron filter is recommended for use on the inlet port.

377-424 \$10.99



Ethanol Resistant Fuel Hose

Gates "Barricade" hose is the lowest permeation multi-fuel compatible hose on the market. Rated for 50 psi at -40 to 257 degrees F, and compatible with all gasoline blends. Sold per inch.

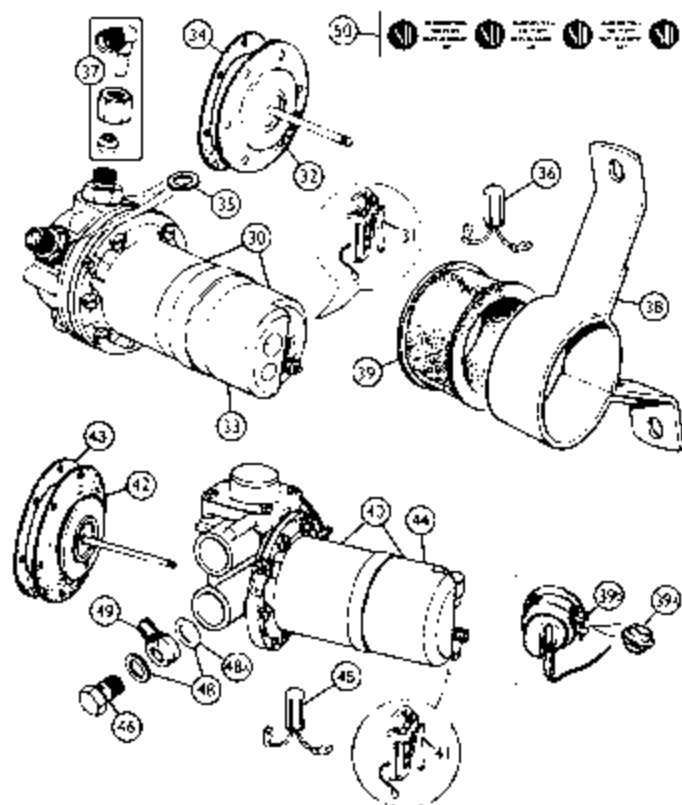
1/4" ID hose 379-214 \$0.29 per inch
5/16" ID hose 434-451 \$0.29 per inch



Hose & Fitting Kit

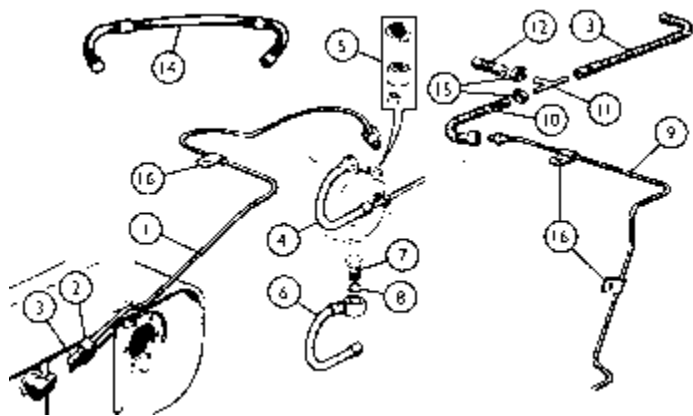
Here's the way to re-convert a car to use the stock banjo type SU fuel pump after the original steel lines have been cut, thereby losing the threaded end fittings needed to fasten to the original banjo fittings. Supplied with ethanol-proof hose.

376-109 \$49.99



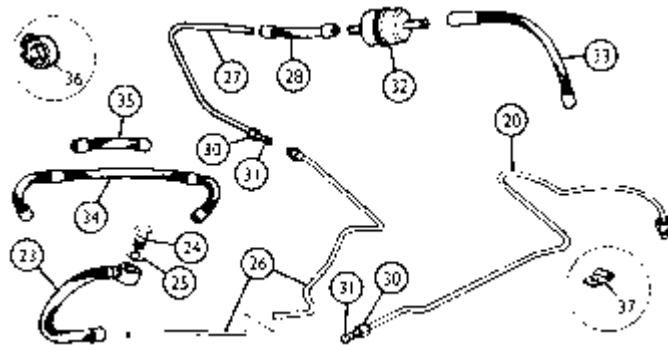
No.	Part No.	Price (each)	Description	Application	Qty. Req.
In our many years of experience in the British car field, we've found that the original S.U. fuel pumps are normally extremely reliable and give long trouble-free service. Brand new S.U. pumps are still in production and are reasonably priced. Current pumps listed below are not polarity sensitive, and may be used with either positive or negative ground systems.					
30	377-042	\$184.99	FUEL PUMP, pos. or neg. ground, S.U.	} RD to (c)44438 (Aug, '64)	1
31	377-080	\$20.49	POINT SET, original pump		1
32	377-130	\$46.99	DIAPHRAGM, 2 3/8" shaft		1
	377-140	\$49.99	DIAPHRAGM, 3" shaft		1
33	377-170	\$9.99	COVER		1
34	377-100	\$1.09	GASKET		1
35	375-025	\$1.79	WASHER under inlet fitting		1
	375-035	\$1.29	WASHER under outlet fitting		1
36	377-135	\$11.99	DIODE (replaces condenser)		1
37	375-038	\$12.49	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	\$10.89	BRACKET, fuel pump	} RD to (c)360300 GT to (c)361000 to mid '74	1
39	377-360	\$2.49	MOUNTING, fuel pump		1
39a	377-370	\$12.99	SUPPORT, fuel pump, rubber	} RD from (c)360301 GT from (c)361001 '74 1/2 on 1	1
39b	377-380	\$6.79	CLAMP, support		1
40	377-161	\$169.99	FUEL PUMP, S.U., positive or negative grd.	} (Aug 64 on) RD from (c)44439 all GT	1
41	377-080	\$20.49	POINT SET, original pumps		1
42	377-130	\$46.99	DIAPHRAGM, 2 3/8" shaft		1
	377-140	\$49.99	DIAPHRAGM, 3" shaft		1
43	377-155	\$1.99	GASKET		1
44	377-120	\$11.39	COVER		1
45	377-135	\$11.99	DIODE, pos. ground pumps		1
	377-145	\$11.99	DIODE, neg. ground pumps		1
46	370-350	\$2.99	BOLT, banjo union		2
48	370-650	\$0.39	WASHER		4/2
48a	370-655*	\$0.39	"O" RING		2
* Some SU pumps use "O" ring #48a instead of the fiber washer #48 between the banjo fitting #49 and the pump. Washer #48 is used under the banjo bolt head.					
49	378-120	\$19.99	BANJO UNION, pump inlet	{ RD from (c)44439 to 360300 GT to (c)36100	1
	378-125	\$10.89	BANJO UNION, inlet & outlet		2
50	408-445	\$3.39	SU SEALING TAPE	RD from (c)415001	1

Fuel Lines



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - 1970					
RD/GT to (c)219000					
1	376-760	\$39.99	PIPE, tank to pump inlet	} RD/GT to (c)219000	1
2	376-405	\$9.99	NUT		2
3	376-415	\$5.29	NIPPLE, soldered to pipe		2
4	376-530	\$14.99	HOSE, pump outlet to main feed	} RD to (c)44438	1
5	375-038	\$12.49	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	\$19.99	HOSE, pump outlet to main feed	} RD from (c)44439, all GT	1
7	370-350	\$2.99	BOLT, banjo union, pump outlet		1
8	370-650	\$0.39	WASHER		2
9	376-750	\$64.99	PIPE, main feed	{ RD to (c)187210 GT to (c)187840	1
	376-900	NA	PIPE, main feed	{ RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
10	376-320	\$9.79	FUEL HOSE, pipe to carb.	{ RD to (c)187210 GT to (c)187840	1
	376-910	\$10.99	FUEL HOSE, pipe to carb.	{ RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
11	376-520	\$14.89	T-CONNECTOR	} RD to (c)187210 GT to (c)187840	1
12	376-870	\$3.79	FUEL HOSE, rear carb.		1
13	376-340	\$10.89	FUEL HOSE, carb. to carb.		1
14	376-920	\$10.89	FUEL HOSE, carb. to carb.	{ RD from (c)187211 to 219000 GT from (c)187841 to 219000	1
15	117-015	\$1.89	CLAMP, fuel hoses		A/R
16	162-230	\$1.19	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	\$39.99	PIPE, tank to pump inlet	{ RD to 360300 GT to (c)361000	1
23	376-540	\$19.99	HOSE, pump outlet to main feed (5/16")	} RD from (c)219001 to 360300 all GT	1
24	370-350	\$2.99	BOLT, banjo, pump outlet		1
25	370-650	\$0.39	WASHER		2
26	376-750	\$64.99	PIPE, main feed, rear (5/16")	} GT from (c)219001 to 361000 RD from (c)219001 to 360300	1
27	376-755	NA	PIPE, main feed, front (5/16")		1
28	376-935	\$5.39	HOSE, main feed to filter (1/4")		1
30	376-405	\$9.99	NUT	} included with pipes #20 & 27	2
31	376-415	\$5.29	NIPPLE, soldered to pipe		2
32	377-300	\$3.69	FUEL FILTER (1/4" & 5/16")	plastic replacement	1
33	376-910	\$10.99	HOSE, filter to carb. (HS4)	RD/GT to (c)258000	1
	376-930	\$14.99	HOSE, filter to carb. ('72-'74 HIF4 carbs)	{ RD from (c)258001 to 360300 GT from (c)258001 to 361000	1
34	376-920	\$10.89	FUEL HOSE, carb. to carb. ('70-'71 HS4 carbs)	{ RD/GT from (c)219001 to 258000	1
35	376-935	\$5.39	FUEL HOSE, carb. to carb. ('72-'74 HIF4 carbs)	{ RD from (c)258001 to 360300 GT from (c)258001 to 361000	1
36	117-015	\$1.89	CLAMP, fuel hoses		A/R
37	162-230	\$1.19	CLIP, fuel pipes		A/R

Brake Pipe Bending Tool

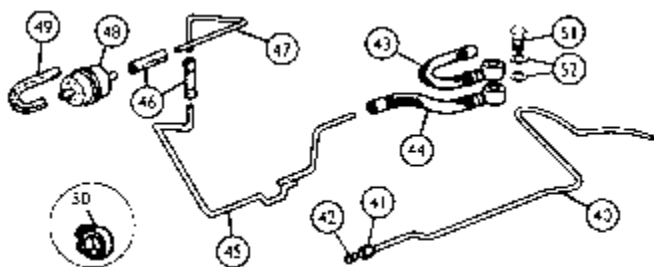
Smooth bends on small diameter tubing such as brake lines are an important hallmark of quality craftsmanship. Give yourself an edge with our specialty tubing bender which will give you smooth bends in 3/16, 1/4, 5/16, and 3/8 inch tubing.

385-905 \$20.99



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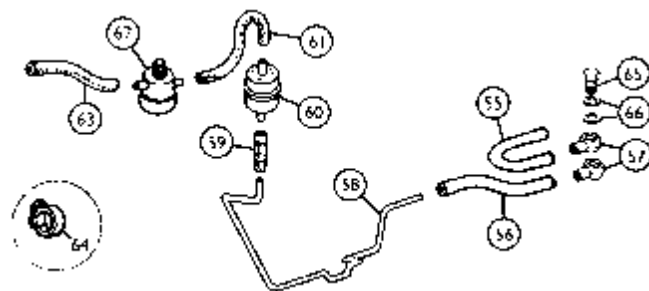
No.	Part No.	Price (each)	Description	Application	Qty. Req.
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1974 1/2 - 1976

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

40	376-765	\$46.99	PIPE, tank to pump inlet hose		1
41	376-405	\$9.99	NUT		2
42	376-415	\$5.29	NIPPLE, soldered to pipe		2
43	376-540	\$19.99	HOSE, tank pipe to pump inlet		1
44	376-540	\$19.99	HOSE, pump outlet to main feed (5/16")		1
45	376-940	\$41.99	PIPE, main feed (5/16")		1
46	376-955	\$0.89	HOSE, connecting (5/16")		1
47	376-960	\$11.99	PIPE, main feed extension		1
48	377-310	\$3.39	FUEL FILTER, metal body (5/16" hose)		1
	377-312	\$3.39	FUEL FILTER, plastic body (5/16" hose)		1
49	376-930	\$14.99	HOSE, filter to S.U. carb.		1
	376-935	\$5.39	HOSE, filter to Zenith carb. (cut to length)		1
50	117-015	\$1.89	CLAMP, fuel lines #46 & 49 above	A/R	
	262-200	\$1.89	CLAMP, fuel lines #43 & 44 above	A/R	
51	370-350	\$2.99	BOLT, banjo		2
52	370-650	\$0.39	WASHER		4/2
	370-655	\$0.39	"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.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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1977 - 1980

RD from (c)415001 on

55	376-620*	\$4.99	HOSE, tank to pump inlet*		1
56	376-610*	\$1.99	HOSE, pump outlet to main feed*		1
* The original hose was a special type which was very difficult to push onto the pipe, but once installed, would not pull off. Hose clamps were not used. As the original hose is not available, we supply a replacement type which must be used with hose clamps no. 051-191.					
	051-191	\$1.49	HOSE CLAMP	replacement hoses #55, 56	A/R
57	378-125	\$10.89	BANJO UNION		2
58	376-940	\$41.99	PIPE, main feed		1
59	376-955	\$0.89	HOSE, connecting (5/16")		1
60	377-310	\$3.39	FUEL FILTER, metal body (for 5/16" hose)		1
	377-312	\$3.39	FUEL FILTER, plastic body (for 5/16" hose)		1
61	376-970	NA	HOSE, filter to cut-off valve		1
62	377-320	NA	CUT-OFF VALVE		1
63	379-215	\$3.89	HOSE, valve to carb. inlet	sold per foot	A/R
64	326-310	\$1.49	CLAMP, fuel lines #61 & 63 above		A/R
	326-310	\$1.49	CLAMP, fuel lines #55 & 56 above		A/R
	117-015	\$1.89	CLAMP, fuel lines #59 above		2
65	370-350	\$2.99	BOLT, banjo		2
66	370-650	\$0.39	WASHER		4/2
	370-655	\$0.39	"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 \$58.99



Billet Fuel Filter

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.

Fuel Filter 377-305 \$69.99

Replacement Viton O-rings:

5/8" x 7/8"	772-815	\$2.19
1" x 1.25"	772-816	\$0.99



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. Supplied with ethanol-proof hose.

376-109 \$49.99



Fuel Filter/Regulator

High quality universal fit fuel pressure filter/regulator with 1/4" and 5/16" fittings. Made in Italy.

Fuel Filter/Regulator	377-435	\$119.99
Replacement Filter	377-436	\$13.79
Replacement Gasket for bowl	377-437	\$6.39

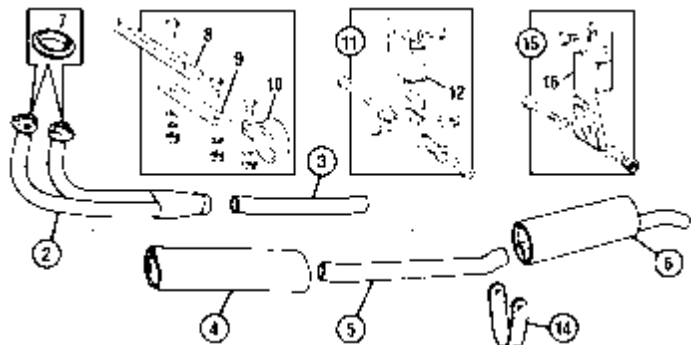
Ethanol Resistant Fuel Hose

Gates "Barricade" hose is the lowest permeation multi-fuel compatible hose on the market. Rated for 50 psi at -40 to 257 degrees F, and compatible with all gasoline blends. Sold per inch.

1/4" ID hose	379-214	\$0.29 per inch
5/16" ID hose	434-451	\$0.29 per inch



Exhaust System

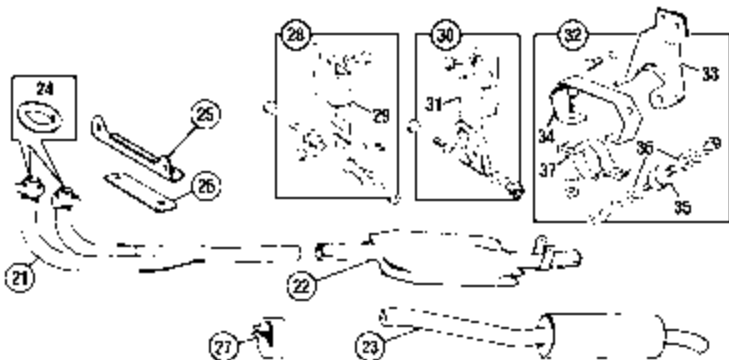


No.	Part No.	Price (each)	Description	Application	Qty. Req.
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1962 - 1967

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

2	454-530	\$96.99	HEADPIPE		1
3	453-580	\$21.89	INTERMEDIATE PIPE, front		1
4	454-540	\$58.89	MUFFLER, front		1
5	453-590	\$27.89	INTERMEDIATE PIPE, rear		1
6	454-550	\$59.99	MUFFLER, rear		1
7	290-510	\$1.19	GASKET, exhaust flange		2
8	411-070	\$12.79	BRACKET, hanger		1
9	411-080	\$1.19	STRAP		1
10	411-090	\$6.99	CLAMP, front pipe		1
11	470-138	\$13.39	HANGER KIT, intermediate		1
12	412-080	\$4.29	MOUNT, hanger		1
	321-678	\$0.79	BOLT SET, hanger assembly		1
14	411-100	\$2.89	BRACKET		1
15	470-178	\$9.49	HANGER ASSEMBLY, rear		1
16	412-040	\$14.99	HANGER, rear		1

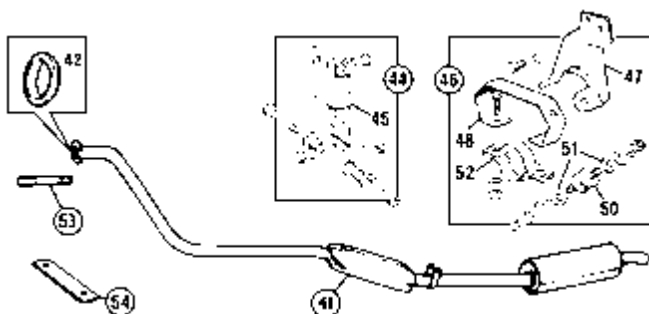


1968 - 1974

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

21	444-020	\$76.99	HEADPIPE		1
22	444-035	\$82.99	MUFFLER, front, replacement, differs from illustration		1
23	444-030	\$76.99	MUFFLER, rear, replacement, differs from illustration		1
24	290-510	\$1.19	GASKET, exhaust flange		2
25	444-040	\$3.99	BRACKET	RD to (c)341294; GT to (c)341729	1
	413-110	NA	BRACKET	RD from (c)341295; GT from (c)341730	1
26	411-080	\$1.19	STRAP		1
27	411-090	\$6.99	CLAMP, front pipe		1
28	470-138	\$13.39	HANGER KIT		1
29	412-080	\$4.29	MOUNT, hanger		1
	321-678	\$0.79	BOLT SET, hanger assembly		1
30	470-178	\$9.49	HANGER KIT, rear	RD/GT from (c)138401 to 167815 1 1968-mid '69	1
31	412-040	\$14.99	HANGER, rear		1
32	444-145	\$26.99	HANGER KIT, rear mid 1969-'74 1/2	RD from (c)167816 to 360300 GT from (c)167816 to 361000	1
	470-148	\$26.99	HANGER KIT, rear 1974 1/2	RD from (c)360301 on GT from (c)361001 on	1
33	444-050	\$5.89	BRACKET, rear mount	RD from (c)167816 to 360300 GT from (c)167816 to 361000	1
	444-060	\$5.49	BRACKET, rear mount	RD from (c)360301 on GT from (c)361001 on	1

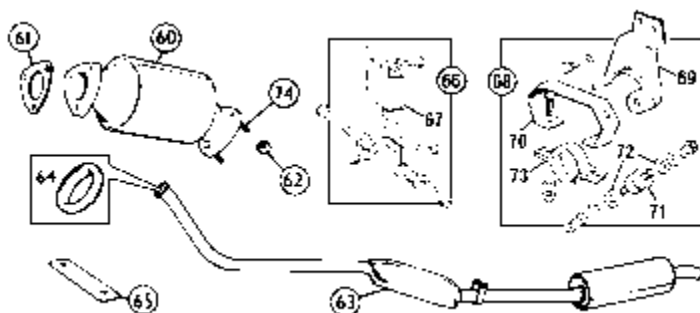
No.	Part No.	Price (each)	Description	Application	Qty. Req.
34	444-070	\$5.99	BRACKET, hanger		1
35	444-080	\$2.89	MOUNTING, rubber	RD/GT from (c)167816 on	2
36	444-090	\$0.99	WASHER, heat insulating		4
37	444-150	\$2.59	CLAMP, rear, 2 pcs. req'd. (1 5/8")		2
	444-170	\$9.99	CLAMP, rear, 2 pcs. req'd. (1 3/4")	as required	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	\$2.89	GASKET, exhaust flange		1
43	444-140	\$9.49	STRAP, front mount		1
44	470-138	\$13.39	HANGER KIT		1
45	412-080	\$4.29	MOUNT, hanger		1
	321-678	\$0.79	BOLT SET, hanger assembly		1
46	470-148	\$26.99	HANGER KIT, rear		1
47	444-060	\$5.49	BRACKET, rear mount		1
48	444-070	\$5.99	BRACKET, hanger		1
50	444-080	\$2.89	MOUNTING, rubber		2
51	444-090	\$0.99	WASHER, heat insulating		4
52	444-150	\$2.59	CLAMP, rear, 2 pcs. req'd. (1 5/8")		2
	444-170	\$9.99	CLAMP, rear, 2 pcs. req'd. (1 3/4")	as required	2
53	328-991	\$1.99	STUD, manifold		3
54	444-140	\$9.49	STRAP, front mount		1



1975 - 1980

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

60	444-175*	\$399.99	CATALYTIC CONVERTER, replacement (not California legal)		1
*U.S.-made, fits like original and meets all EPA requirements, but not legal for California.					
61	297-550	\$9.99	GASKET, converter to manifold		1
62	311-610	\$0.79	NUT		3
63	444-180	\$169.99	MUFFLER & PIPE ASSEMBLY (3-piece)		1
	444-410	\$47.99	HEADPIPE		1
	444-415	\$79.99	MUFFLER, front		1
	444-420	\$79.99	MUFFLER, rear		1
64	444-130	\$2.89	GASKET, exhaust flange		1
65	444-140	\$9.49	STRAP, front mount		1
66	470-138	\$13.39	HANGER KIT		1
67	412-080	\$4.29	MOUNT, hanger		1
	321-678	\$0.79	BOLT SET, hanger assembly		1
68	470-148	\$26.99	HANGER KIT, rear		1
69	444-060	\$5.49	BRACKET, rear mount		1
70	444-070	\$5.99	BRACKET, hanger		1
71	444-080	\$2.89	MOUNTING, rubber		2
72	444-090	\$0.99	WASHER, heat insulating		4
73	444-150	\$2.59	CLAMP, rear, 2 pcs. req'd. (1 5/8")		2
	444-170	\$9.99	CLAMP, rear, 2 pcs. req'd. (1 3/4")	as required	2
74	328-991	\$1.99	STUD, converter to front pipe		3



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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	454-569	\$439.99
1975 Stainless Exhaust for cars without catalytic converter	454-570	\$439.99

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	NA
1975-'80 Big Bore Stainless Exhaust System (for vehicles with catalytic converter)	444-155	\$399.99

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.



459-085 shown

Stainless Steel Sport Exhaust

The Tourist Trophy brand exhaust system is mandrel bent for a perfect fit and constructed of polished stainless steel for a long life. The 3 into 1 tubular header reduces back pressure and will improve exhaust flow for increased efficiency. Each system includes an installation kit with hardware and upgraded hangers that attach to your original mounting points. This system looks and sounds great!

1962-'74 1/2 Exhaust and Down Pipe	459-075	\$439.99
1962-'74 1/2 Exhaust and Header	459-085	\$499.99



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.

Stainless Steel Header (illus.)	459-015	\$429.99
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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.



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.

3-1 Header	459-011	\$199.99
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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.



Clutch Hydraulic Kit

Save money and make ordering easy with this kit which includes all usually replaced clutch hydraulic components: master cylinder, slave cylinder with push-rod, hose and required copper washers.

180-718 \$55.99



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.

	190-815 \$204.99	CLUTCH KIT, heavy duty/competition
190-810	\$109.99	PRESSURE PLATE, heavy duty/competition
190-821	\$56.99	CLUTCH DISC, heavy duty/competition, aftermarket
190-305	\$45.99	RELEASE BEARING, roller type
190-570	\$2.19	RETAINER, release bearing

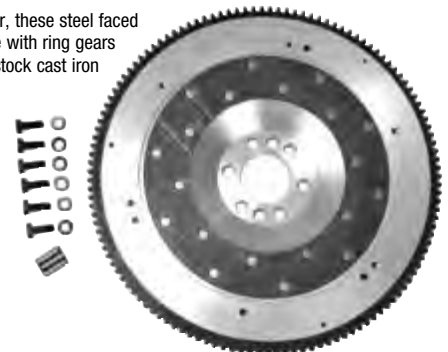
Alloy Flywheel Assemblies

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 \$479.99

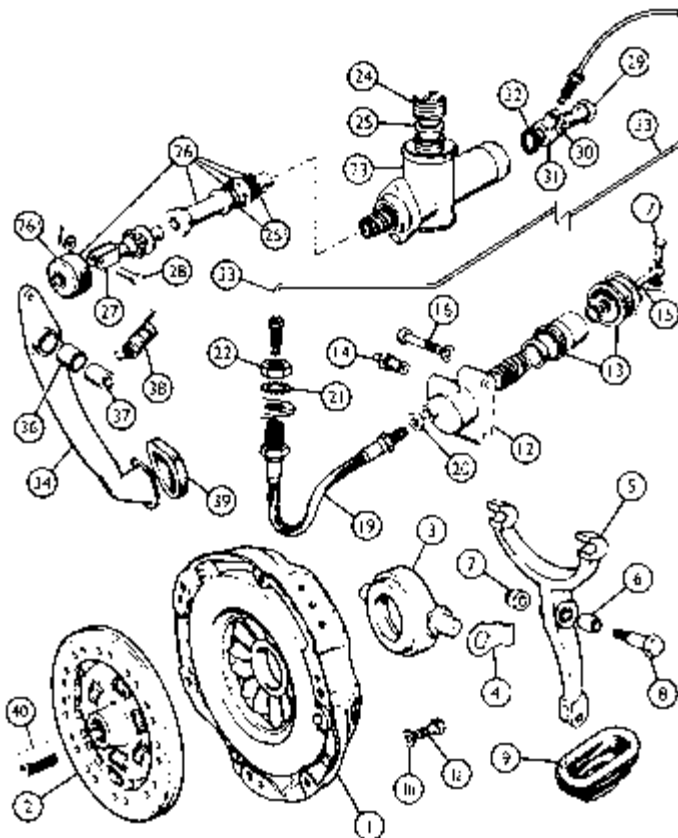
1965-'67 (5-main engine)
460-674 \$479.99

1968-'80 (5-main engine)
460-675 \$479.99



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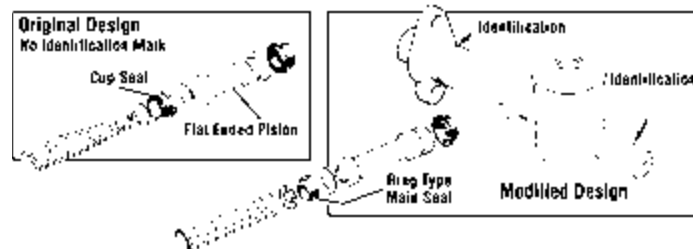
No.	Part No.	Price (each)	Description	Application	Qty. Req.
	190-808	\$189.99	CLUTCH KIT, AP brand		1
	190-807	\$99.99	CLUTCH KIT, premium aftermarket		1
	190-815	\$204.99	CLUTCH KIT, heavy duty/competition		1
Note: Clutch kits include one each pressure plate, clutch disc and release bearing.					
1	190-080	\$99.99	PRESSURE PLATE, new, AP brand		1
	190-810*	\$109.99	PRESSURE PLATE, heavy duty/competition, AP brand		1
1a	322-540	\$0.69	BOLT, pressure plate to flywheel		6
1b	365-730	\$0.25	LOCKWASHER		6
2	190-250	\$74.99	CLUTCH DISC, new, AP brand		1
	190-821*	\$56.99	CLUTCH DISC, heavy duty/competition, aftermarket		1
* Note: These competition-grade parts reliably handle any hard driving situation on the street or track. The pressure plate 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	\$23.99	RELEASE BEARING, carbon faced (as original)		1
	190-301	\$69.99	RELEASE BEARING, carbon faced, AP Driveline (Borg & Beck)		1
	190-305	\$45.99	RELEASE BEARING, roller bearing type		1
4	190-570	\$2.19	RETAINER, release bearing		2
5	190-580	\$239.99	LEVER, clutch	non-synchro 1st gearbox	1
	462-590	\$44.99	LEVER, clutch, rebuilt/exchange	full-synchro gearbox	1
		\$200.00	CORE CHARGE FOR 462-590		
6	330-200	\$1.39	BUSH, withdrawal lever		1
7	310-240	\$0.39	NUT		1
8	190-550	\$5.49	BOLT		1
9	461-010	\$1.69	BOOT, rubber, oval		1
	461-015	\$3.69	BOOT, rubber, square		1
12	180-720	\$104.99	CLUTCH SLAVE CYLINDER, AP brand		1
	180-715	\$16.29	CLUTCH SLAVE CYLINDER, aftermarket		1
13	180-960	\$4.29	REPAIR KIT, slave cylinder		1
14	180-080	\$2.99	BLEEDER SCREW		1
15	180-200	\$2.69	PUSH ROD		1
16	322-670	\$0.99	BOLT		2
17	325-140	\$0.89	CLEVIS PIN		1
19	180-820	\$20.99	CLUTCH HOSE, stock type		1
	180-821	\$8.79	CLUTCH HOSE, stock type, aftermarket		1
	180-823	\$22.99	CLUTCH HOSE, stainless steel braided		1
20	324-720	\$0.79	WASHER, copper		1
21	324-180	\$0.39	LOCK WASHER		1
22	311-420	\$1.79	NUT, hose to bracket on frame		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
23	180-675	\$149.99	MASTER CYL., clutch, AP Braking brand 1962 - '67	RD to (c)138400 GT to (c)139471	1
	180-695	\$144.99	MASTER CYL., clutch, AP Braking brand 1968-80		1
	180-697**	\$28.99	MASTER CYL., clutch, replacement** 1962-80		1
** Replacement - fits all due to shorter reservoir.					
24	180-210	\$4.49	CAP, filler (plastic replacement)		1
	180-211	\$14.79	CAP, filler, metal (as original)		1
25	180-451	\$2.99	WASHER, filler cap (use with metal caps only)		1
26	180-965	\$24.99	REBUILD KIT, master cylinder	} SEE NOTE BELOW	1
	180-985	\$6.29	REPAIR KIT, master cylinder		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 and complete sets of internal components are interchangeable; however, individual internal components are not.

REBUILD KIT 180-965 includes all "modified design" internal components shown in the drawing below (spring, seals, piston, washers, etc.). This is original for marked cylinders, and is to be used also on earlier unmarked cylinders and replacement cylinder 180-697, thereby converting these cylinders to the later design. Original style rebuild kits for these early cylinders are no longer available.

REPAIR KIT 180-985 includes seals and dust boot for original marked cylinders, and unmarked cylinders which have been converted using kit 180-965. Original style repair kits for unmarked cylinders are no longer available. This kit will not work for replacement cylinder 180-697.



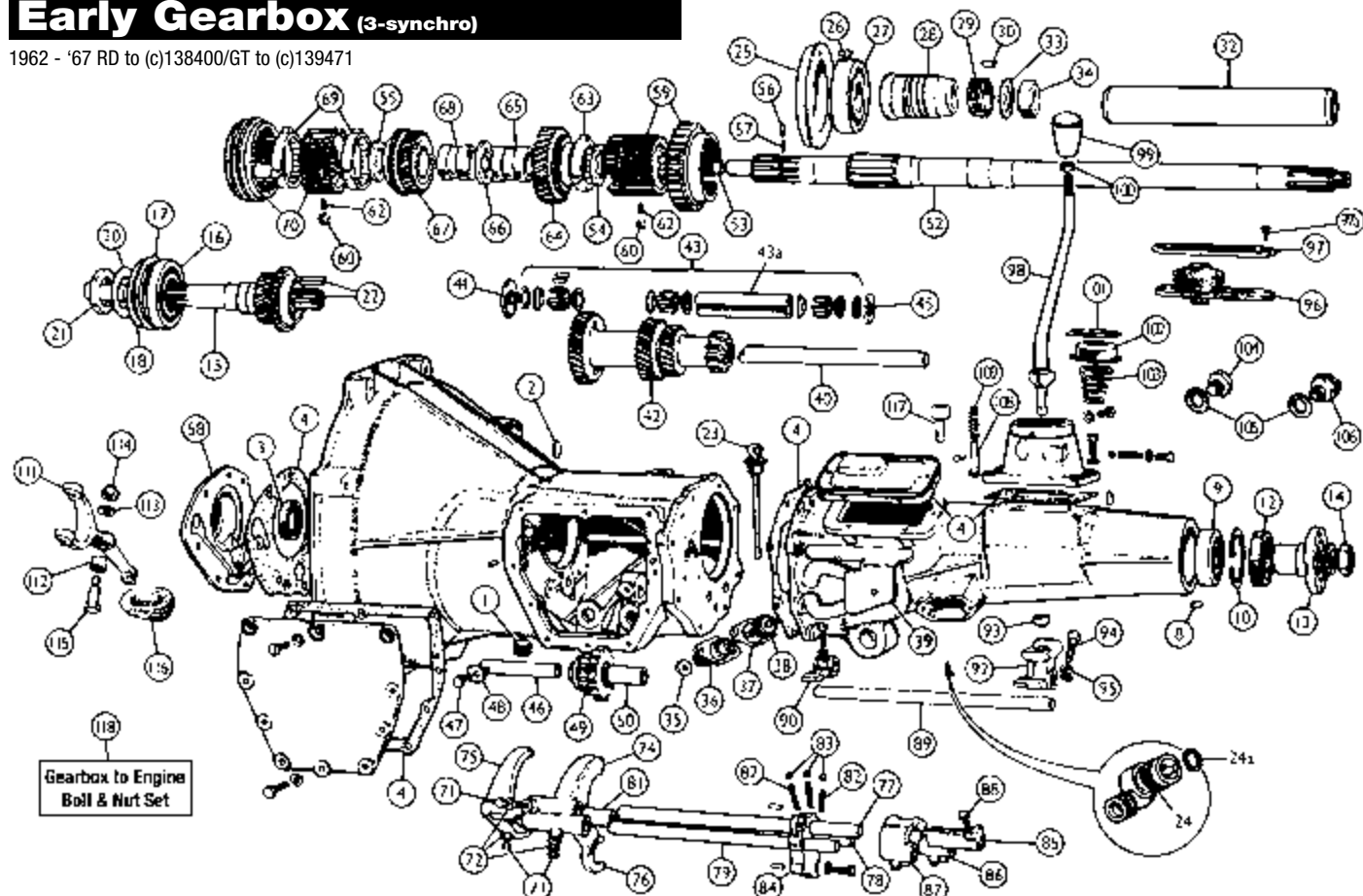
27	181-690	\$18.79	PUSH ROD (included with master cylinders)		1
28	325-150	\$1.09	CLEVIS PIN		1
29	180-430	\$5.99	BANJO BOLT		1
30	324-720	\$0.79	WASHER		1
31	180-465	\$13.99	BANJO		1
32	324-730	\$0.39	WASHER		1
33	181-210	\$31.99	PIPE, master cylinder banjo to hose thru 1976		1
	180-606	\$31.29	PIPE, master cylinder banjo to hose 1977-'80		1
34	190-600	NA	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	\$2.89	BUSH	all	1
Never rest your foot on the clutch pedal! This causes premature wear on the release bearing, which cannot be changed without removing the engine.					
37	190-625	\$3.69	DISTANCE TUBE, thru 1975	RD to (c)386600, all GT	1
	190-630	NA	DISTANCE TUBE, 1976 on	RD from (c)386601 on	1
38	329-350	\$1.99	SPRING, pedal return		1
39	280-770	\$1.29	PEDAL PAD, clutch & brake		2
40			SPIGOT BUSHING (see page 8 illus. no. 2 for details)		1



387-210	\$2.69	CLUTCH ALIGNMENT TOOL	3 main engines	1
387-235	\$2.89	CLUTCH ALIGNMENT TOOL	5 main engines	1

Early Gearbox (3-synchro)

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	\$7.99	PLUG, oil drain	(optional)	1
	328-056	\$32.99	PLUG, oil drain, magnetic		1
2	328-310	NA	CORE PLUG		1
3	120-300	\$1.59	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	071-329	\$17.89	BEARING, rear extension	standard	1
	125-900	\$7.99	BEARING, rear annulus	overdrive	1
10	326-160	NA	CLIP, bearing	} standard	1
12	121-100	\$3.89	OIL SEAL		1
	121-110	\$2.39	OIL SEAL, rear annulus	overdrive	1
13	461-800	NA	FLANGE	} standard	1
14	310-570	\$2.89	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	\$36.89	BEARING, input shaft		1
17	326-180	NA	CLIP		1
18	461-280	\$9.29	SHIM, .002"		A/R
	461-290	\$9.29	SHIM, .004"		A/R
20	461-270	\$3.49	LOCK WASHER		1
21	461-260	\$8.89	NUT		1
22	442-298	\$13.59	ROLLER SET, 18 roller bearings		1
23	461-020	NA	DIPSTICK		1
24	021-511	\$39.99	SPEEDO DRIVE ADAPTOR		1
24a	324-720	\$0.79	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	NA	BEARING HOUSING		1
26	461-370	NA	PEG, in housing		1
27	127-900	\$34.99	BEARING		1
28	461-380	NA	SPACER		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
29	433-740	\$35.99	GEAR, speedo drive	} standard	1
30	327-120	\$0.99	KEY, speedo gear		1
32		NA	DISTANCE PIECE		1
33	461-365	\$3.49	LOCK WASHER, spacer	} overdrive	1
34	461-385	\$15.79	NUT, spacer		1
35	461-445	\$2.49	OIL SEAL, speedo pinion	} standard	1
36	433-750	NA	BUSH, speedo pinion		1
37	433-760	\$0.89	GASKET, speedo pinion bush		1
38	433-770	NA	PINION, speedometer		1
39	461-230	NA	ARM ASSEMBLY, interlocking		1
40	461-560	\$32.99	LAYSHAFT, stock type	} to (e)GB74719 standard	1
	461-561	\$61.99	LAYSHAFT, uprated 0.645" nominal diameter		1
	441-470	\$45.99	LAYSHAFT, for laygear 0.668" nominal diameter	} from (e)GB74720 standard	1
				GB74529 O/D	
42	461-570	\$359.99	LAYGEAR, #22H54	} to (e)GB74719 standard	1
	461-571	\$459.99	LAYGEAR, w/uprated bearings		1
				GB74528 O/D	1
	441-480	\$339.99	LAYGEAR, #22H1301 use w/461-888 bearing kit	} from (e)GB74720 standard	1
				GB74529 O/D	
43	461-868	\$149.99	BEARING KIT, for laygear complete w/3 bearings	} to (e)GB74719 standard	1
				GB74528 O/D	
	461-888	\$71.99	BEARING KIT, for laygear complete w/4 bearings	} from (e)GB74720 standard	1
				GB74529 O/D	
43a	461-580	\$21.99	TUBE, bearing spacer		1
44	461-590	\$9.99	THRUST WASHER, front	} to (e)GB74719 standard	A/R
45	461-600	\$9.99	THRUST WASHER, rear .155"		A/R
	461-610	\$9.99	THRUST WASHER, rear .157"	} to (e) GB74719 std.	A/R
	461-620	\$9.99	THRUST WASHER, rear .160"		A/R
	461-630	\$10.99	THRUST WASHER, rear .163"		A/R



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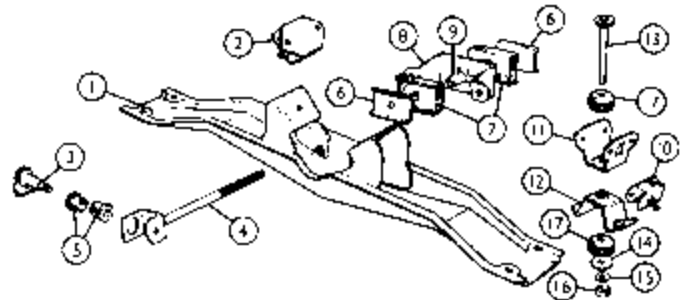
Early Gearbox (3-synchro)

No.	Part No.	Price (each)	Description	Application	Qty. Req.
	441-520	\$8.99	THRUST WASHER, front	from (e)GB74720 std. GB74529 O/D	1
	441-530	\$7.49	THRUST WASHER, rear .155"		A/R
	441-540	\$8.99	THRUST WASHER, rear .157"		A/R
	441-550	\$8.99	THRUST WASHER, rear .160"		A/R
	441-560	\$8.99	THRUST WASHER, rear .163"		A/R
46	461-640	NA	SHAFT, reverse gear		1
47	461-780	\$2.99	BOLT, reverse shaft		1
48	461-650	NA	TAB WASHER, reverse shaft		1
49	461-660	\$32.99	REVERSE GEAR		1
50	330-170	NA	BUSHING		1
52	451-370	NA	MAINSHAFT	standard	
	451-400	NA	MAINSHAFT	overdrive	1
53	461-300	\$0.59	RESTRICTOR, oil		1
54	461-340	NA	THRUST WASHER, rear		1
55	461-310	NA	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	\$264.99	FIRST GEAR & HUB		1
60	329-550	\$0.69	BALL		6
62	329-260	\$1.49	SPRING		6
63	461-490	\$29.99	SYNCHRO RING, 2nd gear - brass		1
			use only where originally fitted		
	461-495	\$54.99	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	NA	SECOND GEAR, improved type, use w/461-495 ring only		1
65	461-500	\$48.99	BUSHING, 2nd gear		1
66	461-540	\$9.79	RING, interlocking		1
67	461-510	NA	THIRD GEAR		1
68	461-530	NA	BUSHING, 3rd gear		1
69	461-520	\$28.99	SYNCHRO RING, 3rd & 4th gear		2
70	461-550	NA	SLIDING HUB & DOG ASSEMBLY		1
71	461-760	\$3.79	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	\$2.79	SPRING		3
83	329-520	\$0.49	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	\$2.99	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	\$4.79	BUSH, intermediate lever		1
92	461-100	NA	LEVER, rear selector	standard	1
	441-600	NA	LEVER, rear selector	overdrive	1
93	461-110	\$4.79	BUSH, gearshift lever		1
94	461-860	NA	BOLT		1
95	327-030	\$0.39	KEY		2
96	282-340	\$5.79	GEARSHIFT BOOT		1
	228-370	\$33.99	GEARSHIFT BOOT, leather	option	1
97	443-120	\$16.99	CHROME RETAINER, gearshift boot		1
97a	323-555	\$0.89	CHROME SCREW		4
98	443-130	NA	GEARSHIFT LEVER	standard	1
	443-140	\$79.99	GEARSHIFT LEVER	overdrive	1
99	461-680*	\$16.89	KNOB, reproduction of original		1
	* Note: For accessory knobs, see the full color section at the front of this catalog.				
100	310-150	\$0.39	NUT		1
101	443-090	\$9.69	CIRCLIP		1
102	443-080	\$31.99	RETAINER		1
103	443-070	\$39.99	SPRING, anti-rattle		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
104	328-450	NA	PLUG, back-up lamp switch		A/R
105	324-145	\$0.29	WASHER, plug & switch		A/R
106	140-470	\$9.29	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	NA	SPRING, reverse plunger		1
111	190-580	\$239.99	LEVER, clutch withdrawal		1
112	330-200	\$1.39	BUSH, withdrawal lever		1
113	324-725	\$0.89	WASHER		1
114	310-240	\$0.39	NUT		1
115	190-550	\$5.49	BOLT		1
116	461-010	\$1.69	BOOT, clutch lever		1
117	267-040	\$7.99	BREATHER		1
118	322-428	\$8.99	BOLT & NUT SET, gearbox to engine		1

Gasket Sets

296-440	\$4.79	GASKET SET	standard	1
296-498	\$7.99	GASKET SET	overdrive	1



Gearbox Mounts

1		NA	CROSS MEMBER, trans. mount		1
2	413-050	\$5.79	MOUNT, gearbox	RD to (c)138400 1962 - '67	2
3	413-140	\$27.99	PIN, stayrod		1
	310-050	\$0.59	NUT on pin		1
	324-040	\$0.29	LOCKWASHER for nut		1
4	413-130	\$34.69	STAYROD		1
5	280-050	\$1.19	BUSH (stock rubber)		2
	280-054	\$12.99	BUSH PAIR, Prothane		1
6	413-120	\$4.29	PLATE, buffer		2
7	282-330	\$0.99	BUFFER (stock rubber)		2
	282-335	\$16.99	BUFFER PAIR, Prothane	1	
8	413-100	\$48.89	BRACKET, buffer		1
9	413-125	\$5.89	SPACER		1
10	413-070	\$6.19	MOUNT, gearbox	GT to (c)139471 thru '67	2
11	413-080	NA	BRACKET, upper		1
12	413-090	\$59.99	BRACKET, lower		1
13	413-150	\$6.99	PIN, gearbox mount		1
14	315-240	\$0.29	WASHER on pin		1
15	365-730	\$0.25	LOCKWASHER		1
16	310-140	\$0.24	NUT on pin		1
17	280-055	\$1.19	BUSH (stock rubber)		2
	280-056	\$12.99	BUSH PAIR, Prothane		1

5 Speed Conversion Kits



There is no question that a factory overdrive unit makes a big difference to the enjoyment of driving an MGB at highway speeds. Unfortunately overdrive units are complicated and expensive to repair. As an alternative to the expense of fitting or rebuilding an overdrive unit we offer a well-engineered bolt in 5-speed gearbox conversion kit.

- Rebuilt Gearbox • Cast Alloy Bell Housing • Spigot Bushing
- Rear Gearbox Cross Member and Mountings • Chrome Gear Lever Assembly • Speedometer Cable* • Driveshaft
- All Bolts and Fasteners • Detailed Instructions

* Your speedometer will need to be recalibrated to be accurate.

MGB 3 Main 1962-'65	440-065	\$4499.00	shipped by truck, freight collect
MGB 5 Main 1965-'67	440-075	\$4499.00	
MGBGT 1966-'67	440-085	\$4499.00	
MGB & GT 1968-'80	440-105	\$4499.00	

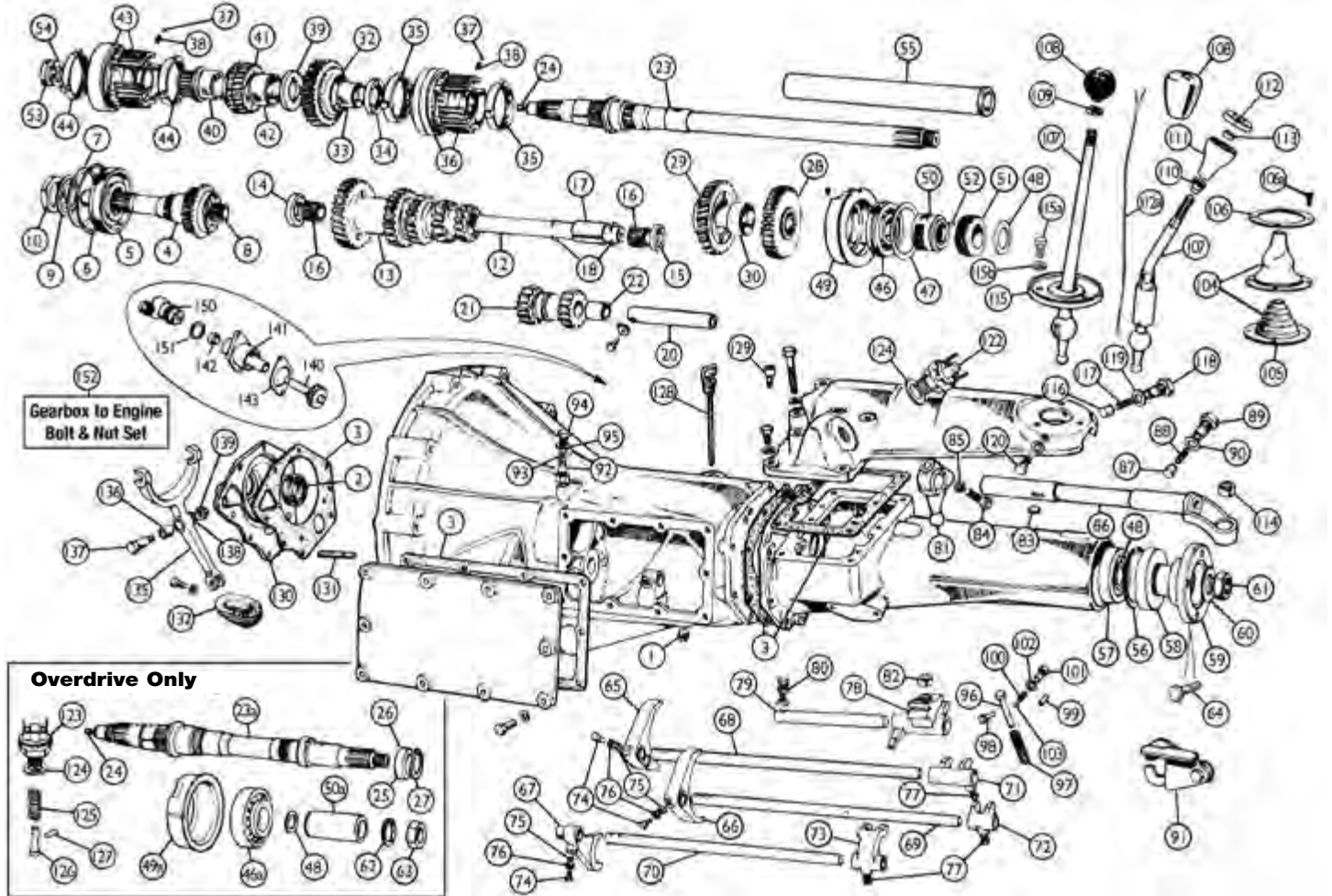
Please contact our tech. department regarding non-original applications.

LOCAL & OVERSEAS: 805-681-3400
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Late Gearbox (4-synchro)

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



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	328-055	\$7.99	DRAIN PLUG	(optional)	1
	328-056	\$32.99	DRAIN PLUG, magnetic		1
2	120-300	\$1.59	OIL SEAL, front cover	standard overdrive	1
3	296-550	\$3.29	GASKET SET, transmission		1
	296-560	\$0.79	GASKET, front cover		1
	296-570	\$0.89	GASKET, side cover		1
	296-580	\$1.29	GASKET, rear extension		1
	296-590	\$0.79	GASKET, overdrive adaptor		1
	296-600	\$0.39	GASKET, remote control		1
4	462-000	NA	INPUT SHAFT	thru 18GK engines 1968 - '71 18V engines 1972 on	1
5	620-586	\$26.99	BEARING		1
6	326-740	\$3.99	CLIP		1
7	462-020	\$1.39	SHIM, .002"		A/R
	462-025	\$1.39	SHIM, .004"		A/R
8	127-825	\$7.89	BEARING		1
9	462-035	\$4.69	LOCK WASHER		1
10	462-040	NA	NUT		1
12	462-050	\$29.99	LAYSHAFT		1
13	462-055	\$289.99	LAYGEAR		1
14	462-060	NA	THRUST WASHER, front		1
	462-065	NA	THRUST WASHER, front		1
15	462-070	NA	THRUST WASHER, rear .154 - .156		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	NA	THRUST WASHER, rear .135	18V engines	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	\$10.49	BEARING		2
17	462-105	NA	DISTANCE TUBE		1
18	326-920	\$0.69	CLIP		2
20	462-110	NA	SHAFT, reverse gear		1
21	462-115	NA	GEAR ASSEMBLY, reverse		1
22	462-120	\$4.89	BUSHING, reverse rear		2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
23	462-125	NA	MAINSHAFT Mainshaft is later type which must be used with late speedometer drive gears (#51) 462-275 (NA)	standard	1
23a	462-130	NA	MAINSHAFT, with cam	overdrive	1
24	461-300	\$0.59	RESTRICTOR, oil	all	1
25	466-245	\$89.99	CAM	overdrive	1
26	329-820	\$0.29	BALL		1
27	326-930	\$5.89	CIRCLIP		1
28	462-140	\$74.99	REVERSE GEAR, on mainshaft		1
29	462-150	\$63.99	FIRST GEAR		1
30	462-155	NA	BUSHING		1
32	462-160	NA	SECOND GEAR		1
33	462-165	NA	BUSHING		1
34	462-170	NA	THRUST WASHER, 2nd gear		1
35	462-220	\$28.99	SYNCHRO RING, 1st & 2nd gear		2
36	462-180	NA	SLIDING HUB ASSEMBLY, 1st & 2nd gear		1
37	329-550	\$0.69	BALL		6
38	329-840	\$1.29	SPRING		6
39	462-195	\$16.79	THRUST WASHER, interlocking		1
40	462-200	\$59.89	DISTANCE PIECE, mainshaft		1
41	462-210	NA	THIRD GEAR		1
42	462-155	NA	BUSHING		1
43	462-215	NA	SLIDING HUB ASSEMBLY, 3rd & 4th gear		1
44	462-220	\$28.99	SYNCHRO RING, 3rd & 4th gear		2
46	127-840	\$19.49	BALL BEARING, mainshaft, center	standard, as fitted	1
	127-841	NA	ROLLER BEARING, mainshaft, center	standard, as fitted	1
46a	127-850	NA	BEARING, mainshaft	overdrive	1
47	462-230	NA	SHIM, .002"	standard	A/R
	462-235	NA	SHIM, .004"		A/R
48	462-240	\$3.79	SHIM, .003"		A/R
	462-245	\$5.79	SHIM, .005"		A/R
	462-250	\$7.29	SHIM, .010"		A/R



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49	127-845	NA	HOUSING, bearing	standard	1
49a	127-855	NA	HOUSING, bearing	overdrive	1
50	462-260	NA	DISTANCE PIECE, 3rd motion shaft	standard	1
50a	462-265	\$82.00	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)1L9710 thru '74	1
	462-280	NA	GEAR, speedometer drive	1975 on	1
52	327-120	\$0.99	KEY, speedometer gear	to (g)1L9709	1
53	462-300	NA	NUT, mainshaft, front		1
54	462-305	\$2.19	LOCKING WASHER, mainshaft, front		1
55	462-285	NA	DISTANCE TUBE	} standard	1
56	326-940	NA	CIRCLIP		1
57	127-900	\$34.99	BEARING, mainshaft		1
58	121-120	\$2.69	OIL SEAL, rear		1
59	462-290	NA	FLANGE		1
60	462-310	\$6.89	LOCK WASHER	} overdrive	1
61	462-320	\$9.99	NUT		1
62	462-315	NA	LOCK WASHER	} overdrive	1
63	462-325	NA	NUT		1
64	320-385	\$2.89	BOLT, special, gearbox to driveshaft		4
65	462-330	NA	FORK, 1st & 2nd gear		1
66	462-335	\$144.99	FORK, 3rd & 4th gear		1
67	462-340	NA	FORK, reverse		1
68	462-345	NA	ROD, 1st & 2nd fork		1
69	462-350	NA	ROD, 3rd & 4th fork		1
70	462-355	\$13.00	ROD, reverse fork		1
71	462-360	NA	SELECTOR, 1st & 2nd gear		1
72	462-365	\$27.00	SELECTOR, 3rd & 4th gear		1
73	462-370	NA	SELECTOR, reverse		1
74	461-760	\$3.79	BOLT, selector fork locating		3
75	462-385	\$0.19	WASHER, locking		3
76	462-410	NA	LOCKNUT		3
77	461-770	\$2.99	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	NA	LEVER, remote control shaft		1
82	462-420	\$2.39	BUSH, selector lever		1
83	327-200	\$0.39	KEY		1
84	462-425	NA	BOLT, lever to shaft		1
85	365-730	\$0.25	LOCK WASHER		1
86	462-435	NA	SHAFT, remote control		1
87	462-440	\$2.39	PLUNGER, shaft damping		1
88	329-010	\$0.59	SPRING, damping plunger		1
89	462-445	NA	CAP, plunger retaining		1
90	324-770	\$1.39	WASHER, plunger retaining cap		1
91	462-450	NA	INTERLOCKING ARM		1
92	462-455	\$9.99	PLUNGER, fork rod		3
93	462-460	\$0.59	DETENT SPRING, plunger		3
94	848-790	NA	PLUG, plunger		3
95	462-465	\$0.69	WASHER, plunger plug		3
96	462-470	NA	PLUNGER, reverse selector		1
97	329-270	NA	SPRING, damping plunger		1
98	462-475	NA	PIN, plunger locating		1
99	462-480	NA	PLUNGER		1
100	329-240	\$2.79	DETENT SPRING, plunger		1
101	462-490	NA	PLUG, detent spring		1
102	324-626	\$0.79	WASHER		1
103	329-520	\$0.49	BALL		1
104	282-880*	\$24.99	SHIFT BOOT ASS'Y., black vinyl		1
	228-368*	\$33.99	SHIFT BOOT ASS'Y., black leather		1
	228-365*	\$33.99	SHIFT BOOT ASS'Y., tan leather		1
	228-366*	\$33.99	SHIFT BOOT ASS'Y., honey tan leather		1
	228-367*	\$33.99	SHIFT BOOT ASS'Y., red leather		1
105	282-890*	\$4.29	GROMMET, rubber, shift lever		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 rubber boot ("grommet"). The later style 2-piece boot assembly can be fitted to 1968-'72 models.

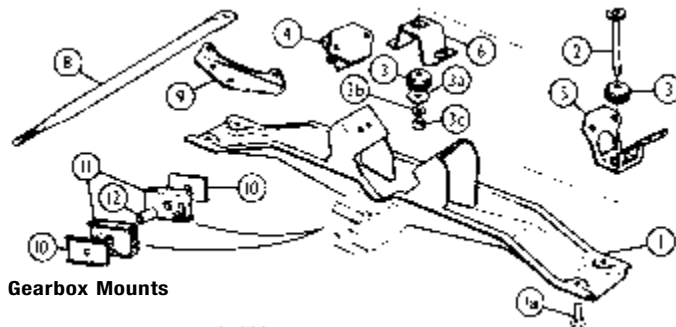
106	443-115	\$5.49	RETAINER, shift boot, chrome	} RD to (c)393599 GT to (c)367803	1
	443-125	\$7.29	RETAINER, shift boot, black		1
106a	323-565	\$1.29	CHROME SCREW, short	RD from (c)393600 on	1
	323-175	\$1.29	CHROME SCREW, long	1 req. 1973-'80	1/4
107	443-135	\$67.99	GEARSHIFT LEVER, straight	} RD to (c)410000 GT to (c)367803	1
	443-145	NA	GEARSHIFT LEVER, cranked		1
108	021-399*	\$5.49	KNOB, round	RD from (c)410001 on, '77 on	1
			1968 - '72	} RD to (c)294250 GT to (c)296000	1

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Late Gearbox (4-synchro)

462-500	\$28.99	KNOB, "pear" shaped	} RD from (c)294251 to 410000 GT from (c)296001 on	1
109	462-510	\$1.29		1
		NUT, knob retaining	RD to (c)410000 GT to (c)367803	1
*All 1968-'76 gearshift knobs are interchangeable.				
Accessory knobs are listed in the color section at the front of this catalog.				
110	462-520	\$9.89	CONE	1
111	462-525	\$109.99	KNOB BASE	1
112	462-530	\$5.99	CAP, shift knob, non O/D	1
	141-215	\$19.49	COVER & SWITCH ASS'Y., O/D	1
	141-320	\$9.89	SWITCH, overdrive	1
	141-322	\$0.69	SCREW, switch retaining	2
	141-315	\$10.79	COVER, shift knob & switch, O/D	1
112a	161-581	\$23.99	WIRE PAIR to o/d switch	1
113	462-535	\$5.89	NUT, knob retaining	1
114	461-110	\$4.79	BUSH, shift lever	1
115	462-545	NA	COVER, lever seat	1
115a	462-495	\$3.99	BOLT for cover	3
115b	315-180	\$0.39	SPRING WASHER	3
116	462-440	\$2.39	PLUNGER, shift lever damping	1
117	329-010	\$0.59	SPRING	1
118	462-445	NA	CAP	1
119	324-770	\$1.39	WASHER	1
120	462-550	NA	LOCATING PIN, shift lever	1
122	140-470	\$9.29	SWITCH, reverse light	1
123	140-470	\$9.29	SWITCH, overdrive isolation	1
124	324-145	\$0.29	WASHER	1
125	462-555	NA	SPRING	1
126	462-560	NA	PLUNGER, isolation switch	1
127	462-475	NA	PIN, plunger locating	1
128	462-570	NA	DIPSTICK	1
	328-055	\$7.99	FILLER PLUG	1
129	267-040	\$7.99	BREATHING	1
130	462-580	NA	FRONT COVER	1
131	328-997	\$1.79	STUD, front cover	8
132	461-010	\$1.69	BOOT, clutch lever, oval	1
	461-015	\$3.69	BOOT, clutch lever, square	1
135	462-590	\$44.99	LEVER, clutch (rebuild/exchange)	1
		\$200.00	CORE CHARGE FOR 462-590	1
136	330-200	\$1.39	BUSH	1
137	190-550	\$5.49	BOLT, clutch lever	1
138	324-725	\$0.89	WASHER, clutch lever bolt	1
139	310-240	\$0.39	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	\$2.49	OIL SEAL	1
143	433-760	\$0.89	GASKET, housing, non-overdrive	1
150	021-511	\$39.99	ADAPTOR, speedometer drive, non-overdrive	1
151	324-720	\$0.79	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!				
152	322-438	\$7.79	BOLT & NUT SET, gearbox to engine	1

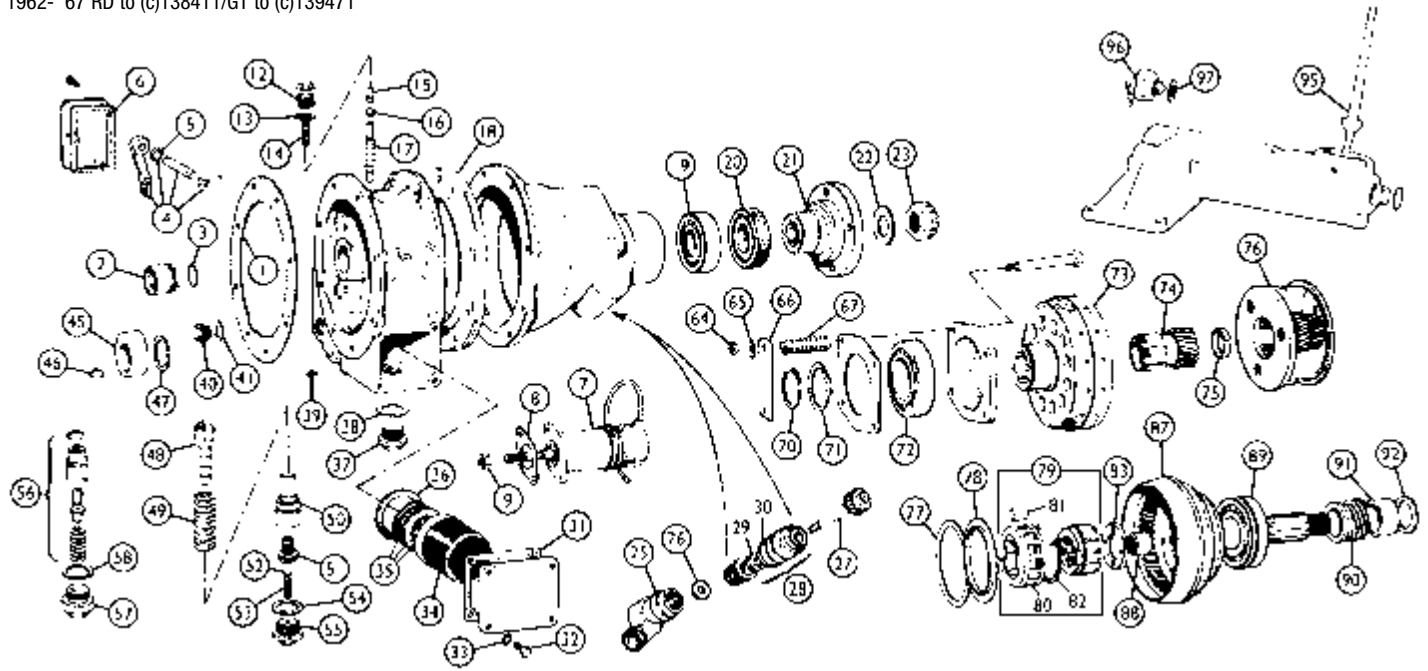


Gearbox Mounts

1	NA	CROSS MEMBER, mount		1
1a	322-050	\$0.49	BOLT, cross member mounting	4
2	413-150	\$6.99	PIN, gearbox mount	1
3	280-055	\$1.19	BUSH (small ends face each other)	2
3a	315-240	\$0.29	WASHER on pin	1
3b	365-730	\$0.25	LOCKWASHER	1
3c	310-140	\$0.24	NUT on pin	1
4	413-050	\$5.79	MOUNT, gearbox	2
5	413-055	\$46.99	BRACKET, upper	1
6	413-095	\$64.99	BRACKET, lower	1
8	413-135	NA	ROD, engine restraint	1
9	413-110	NA	BRACKET	1
10	413-120	\$4.29	PLATE, buffer	2
11	282-330	\$0.99	BUFFER	2
12	413-125	\$5.89	SPACER	1

Early Overdrive

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



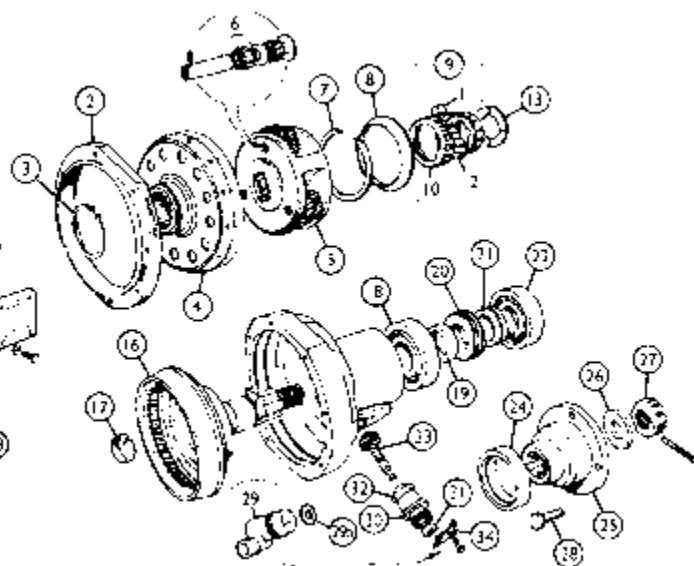
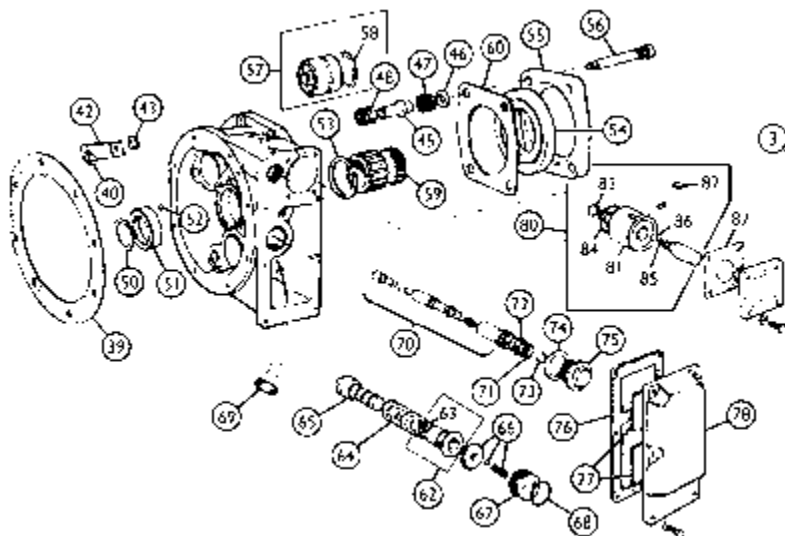
No.	Part No.	Price (each)	Description	Application	Qty. Req.
Type "D" Overdrive					
Note: Overdrive electrical components are listed on page 88.					
1	466-200	\$1.39	GASKET, replacement		1
2	466-510	\$23.99	OPERATING PISTON		2
3	466-515	\$0.59	O-RING		2
4	466-520	NA	LEVER ASSEMBLY, valve operating		1
5	866-030	\$0.39	O-RING		1
6	466-530	\$1.39	GASKET		1
7	145-730	\$36.79	SOLENOID		1
8	466-540	\$1.49	GASKET		1
9	310-100	\$0.24	NUT, solenoid adjusting		1
12	866-090	\$23.99	PLUG, operating valve		1
13	435-567	\$1.19	WASHER		1
14	866-080	\$5.99	SPRING		1
15	866-070	\$7.69	PLUNGER		1
16	329-510	\$0.39	BALL		1
17	466-575	NA	OPERATING VALVE		1
18	466-580	NA	BRAKE RING		1
19	125-900	\$7.99	BEARING, annulus rear		1
20	121-110	\$2.39	OIL SEAL		1
21	466-590	NA	FLANGE		1
22	324-290	\$0.79	WASHER		1
23	310-570	\$2.89	NUT		1
25	021-511	\$39.99	ANGLE BOX, speedometer drive		1
26	324-720	\$0.79	WASHER		1
27	466-605	NA	PINION, speedometer drive		1
28	466-610	\$99.99	BEARING ASSEMBLY, speedometer drive		1
29	520-015	\$2.49	OIL SEAL		1
30	466-615	\$0.69	O-RING		1
31	466-620	\$1.89	GASKET		1
32	310-491	\$0.49	SCREW		4
33	324-110	\$0.29	LOCKWASHER		4
34	466-625	NA	FILTER		1
35	866-220	\$16.99	MAGNETIC RING, set of 3		1
36	466-635	\$8.99	SEALING PLATE		1
37	466-640	\$26.99	DRAIN PLUG		1
38	466-350	\$0.59	WASHER		1
39	466-760	NA	SCREW, non-return valve retaining		1
40	466-765	NA	PLUG, solenoid adjusting nut	to O/D 25/63308/3110	1
	466-770	\$15.99	ADJUSTING SCREW & LOCK NUT	from O/D 25/63308/3111	1
41	370-650	\$0.39	WASHER		1
45	466-650	NA	CAM, pump operating		1
46	327-120	\$0.99	KEY		1
47	466-655	\$5.89	SPRING RING		1
48	466-660	NA	PLUNGER ASSEMBLY, pump		1
49	866-130	\$7.49	SPRING		1
50	466-670	NA	PUMP BODY		1
51	466-675	NA	VALVE ASSEMBLY, non-return		1
52	329-600	\$0.39	BALL		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
53	466-780	NA	SPRING		1
54	466-350	\$0.59	WASHER		1
55	466-785	NA	PLUG, non-return valve		1
56	466-680	NA	RELIEF VALVE ASSEMBLY		1
57	NA	NA	PLUG, relief valve		1
58	466-350	\$0.59	WASHER		1
64	310-760	\$0.39	NUT		4
65	466-210	NA	TAB WASHER		4
66	466-690	NA	BRIDGE		2
67	466-695	\$27.79	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	\$45.99	BEARING		1
73	466-700	NA	CLUTCH MEMBER		1
74	466-710	\$58.00	SUN WHEEL		1
75	466-720	NA	SPRING RING		1
76	466-730	NA	PLANET GEAR & CARRIER ASSEMBLY		1
77	466-030	\$7.89	SNAP RING, clutch		1
78	466-035	NA	OIL THROWER		1
79	466-055	\$168.99	CLUTCH ASS'Y., unidirectional		1
80	466-045	NA	CAGE, unidirectional clutch		1
81	866-598	\$11.99	ROLLER SET		1
82	866-610	\$0.59	SPRING	orig. ass'y. only	1
83	866-620	\$19.79	WASHER		1
87	466-750	NA	ANNULUS		1
88	127-890	\$18.99	BEARING		1
89	127-000	\$26.99	BEARING		1
90	466-810	NA	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	\$79.99	SHIFT LEVER, overdrive only		1
96	140-470	\$9.29	SWITCH, overdrive isolation		1
97	324-145	\$0.29	WASHER for switch		A/R



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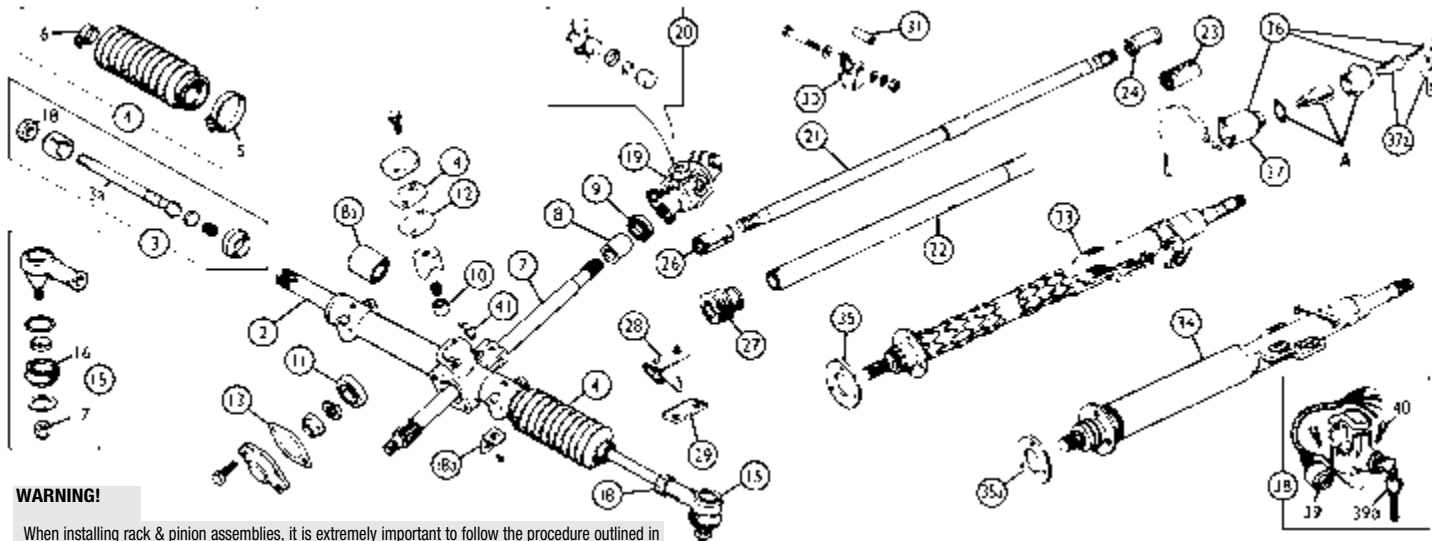
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No.	Part No.	Price (each)	Description	Application	Qty. Req.
Type "LH" Overdrive					
Note: Overdrive electrical components are listed on page 86.					
	466-000	\$739.99	OVERDRIVE UNIT, rebuilt/exchange	1968-'74, 22/61972	1
		\$300.00	CORE CHARGE FOR 466-000		
	NA		OVERDRIVE UNIT	1975-'80, 22/62005	1
2	466-010	\$64.99	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	\$169.99	BEARING ASSEMBLY, planet gears (6 bearings, 3 axles, 3 washers)		1
7	466-030	\$7.89	CAGE SPRING RING		1
8	466-035	NA	OIL THROWER		1
9	466-055	\$168.99	CLUTCH ASS'Y., unidirectional		1
10	466-045	NA	CAGE, unidirectional clutch		1
11	866-598	\$11.99	ROLLER SET		1
12	866-610	\$0.59	SPRING	orig. ass'y. only	1
13	866-620	\$19.79	THRUST WASHER		1
16	466-070	NA	ANNULUS		1
17	466-075	NA	SPRING RING, on mainshaft		1
18	866-630	\$19.99	BEARING		1
19	466-090	NA	SPACER		1
20	466-400	\$63.99	GEAR, speedometer	units marked 22/61972	1
	466-410	\$69.99	GEAR, speedometer (orig type)	} units marked 22/62005	1
	466-420*	NA	GEAR, speedometer (OEM repl.)*		1
*Replacement gear ass'y. 466-420 replaces orig. gear 466-410 and spacers #19 and #21.					
21	466-100	NA	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	\$12.99	BEARING		1
24	121-125	\$2.49	OIL SEAL, rear casing		1
25	466-140	NA	FLANGE		1
26	466-145	NA	WASHER		1
27	311-070	NA	NUT		1
28	320-385	\$2.89	BOLT, special, to driveshaft flange		4
29	021-511	\$39.99	ANGLE BOX, speedometer drive		1
29a	324-720	\$0.79	WASHER		1
30	433-755	\$37.49	BEARING ASSEMBLY, speedometer		1
31	461-445	\$2.49	OIL SEAL		1
32	462-620	\$0.59	O-RING		1
33	462-610	\$36.89	PINION, speedo. (21 teeth)	units marked 22/61972	1
	462-615	\$39.89	PINION, speedo. (20 teeth)	units marked 22/62005	1
34	466-180	\$6.99	LOCKPLATE		1
39	466-200	\$1.39	GASKET		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
40	310-765	\$1.19	NUT, self-locking		4
42	466-215	NA	BRIDGE PIECE		2
43	326-960	NA	CIRCLIP, thrust rod		4
45	466-225	NA	THRUST ROD		4
46	466-230	NA	WASHER, thrust rod		4
47	466-235	NA	SPRING, clutch engagement		4
48	466-240	\$15.89	SPRING, clutch release		4
50	326-930	\$5.89	CIRCLIP		1
51	466-243	NA	CAM, for mainshaft w/keyway slot		1
	466-245	\$89.99	CAM, for mainshaft drilled for ball		1
	466-247	NA	KEY, for mainshaft w/keyway		1
52	329-820	\$0.29	BALL, for mainshaft drilled for ball		1
53	466-250	\$6.99	SNAP RING		1
54	866-470	\$59.99	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	\$0.39	O-RING		2
59	466-280	NA	SUNWHEEL		1
60	466-285	NA	BEARING RETAINER PLATE		1
62	466-291	\$89.99	BODY, pump, premium quality		1
	466-290	\$48.99	BODY, pump		1
63	290-915	\$0.49	O-RING, pump body		1
64	466-300	NA	SPRING, pump plunger		1
65	466-305	\$109.99	PLUNGER, pump		1
66	466-310	\$22.99	NON RETURN VALVE		1
67	466-315	NA	PLUG, pump		1
68	462-620	\$0.59	O-RING, pump plug		1
69	466-325	NA	SUCTION TUBE, pump		1
70	466-330	\$129.99	VALVE, relief and low pressure		1
71	290-925	\$0.39	O-RING		1
72	466-340	\$9.89	FILTER, relief valve body		1
73	290-930	\$0.39	O-RING		1
74	466-350	\$0.59	WASHER, relief valve plug		1
75	466-355	NA	PLUG, relief valve		1
76	466-360	\$8.89	FILTER & GASKET		1
77	466-365	\$9.99	MAGNET SET		1
78	466-370	NA	SUMP		1
80	466-375	\$154.99	SOLENOID VALVE KIT		1
81	466-380	\$47.99	COIL ASSEMBLY, solenoid		1
82	290-950	\$3.99	GROMMET		1
83	290-935	\$0.69	O-RING		1
84	290-940	\$0.39	O-RING		1
85	290-945	\$0.69	O-RING		1
86	329-820	\$0.29	BALL		1
87	296-610	\$0.69	GASKET		1

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 consequent total steering failure.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	<u>453-618</u>	\$259.99	RACK & PINION ASSEMBLY KIT *	} RD to (c)360300 GT to (c)361000	1
	<u>453-619</u>	\$219.99	RACK & PINION ASSEMBLY (chrome bumpered cars)		1
	<u>453-638</u>	\$259.99	RACK & PINION ASSEMBLY KIT *	} RD from (c)360301 GT from (c)361001	1
	<u>453-627</u>	\$219.99	RACK & PINION ASSEMBLY (rubber bumpered cars)		1
Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
* Kits include rack & pinion assembly and installation kit 453-628 (alignment tool, shims, and illustrated instructions). New Rack & Pinion assemblies are permanently lubricated with lithium grease. Instructions must be followed to prevent failure. These steering racks do not include outer tie rod ends #15.					
2	263-340	NA	STEERING RACK		1
3	260-520	NA	TIE ROD ASS'Y. KIT, steering rack		2
3a	263-360	\$61.99	TIE ROD		2
4	263-380	\$13.39	RACK SEAL & CLAMP SET, aftermarket	} band type	1
	263-280	NA	RACK SEAL, aftermarket		2
5	262-180	\$2.49	CLAMP, rack seal, replacement, large		2
6	117-015	\$1.89	CLAMP, rack seal, replacement, small		2
	326-328	\$1.99	CLAMP, rack seal, orig. type, small		2
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	\$49.99	BUSH, steering rack		1
9	262-035	\$1.89	OIL SEAL, pinion		1
10	262-190	\$29.99	DAMPER PAD		1
11	125-010	\$31.49	BEARING, pinion		1
12	263-810	NA	SHIM, .0024"		A/R
	263-815	\$7.99	SHIM, .005"		A/R
	263-820	NA	SHIM, .010"		A/R
13	263-800	\$1.39	GASKET, end cover		1
14	263-805	\$2.29	GASKET, top cover		1
15	263-390	\$22.99	TIE ROD END, pair (not incl. with steering rack assy's.)		1
16	263-400	\$1.29	BOOT, tie rod end		2
17	021-634	\$0.69	NUT		2
18	310-810	\$1.19	LOCKNUT		2
18a	263-130	\$2.99	SHIM, aligning		A/R
19	263-090	\$129.99	U-JOINT ASS'Y., replacement (chrome bumpered cars)	} RD to (c)360300 GT to (c)361000	1
	263-095	\$56.99	U-JOINT ASS'Y. (rubber bumpered cars)	} RD from (c)360301 on GT from (c)361001 on	1
20	263-265	\$34.99	U-JOINT, GKN/Hardy-Spicer	} RD to 360300 GT to 361000	1
	263-260	\$7.79	U-JOINT, aftermarket (chrome bumpered cars)		1
21	453-550	NA	INNER COLUMN	} RD to (c)138401 GT to (c)139472 1962 - '67	1
22	453-560	NA	OUTER COLUMN		1
23		NA	BUSH (not avail.-use #24)		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
24	263-410	\$4.29	BEARING, upper, nylon	RD to (c)138401 GT to (c)139472 1962 - '67	1
26	263-420	\$2.89	BUSH ("bearing"), lower, felt		1
27	280-880	\$4.49	DRAFT EXCLUDER		1
28	263-530	NA	BRACKET, lower column		1
29	263-540	\$4.49	BLANKING PLATE		1
30	263-120	\$21.49	CLAMP		2
31	263-300	\$6.99	DISTANCE PIECE		2
33	263-550	NA	STEERING COLUMN, complete (1968-'69)	RD from (c)138401 to 187210 GT from (c)139472 to 187840	1
	263-560	NA	STEERING COLUMN, complete (1970-mid '74)	RD from (c)187211 to 360300 GT from (c)187841 to 361000	1
	263-570	NA	STEERING COLUMN, complete	RD from (c)360301 to 410000	1
	263-571\$	NA	STEERING COLUMN, repl.\$	GT from (c)361001 on	1
\$ These replacements do not have the turn signal cancelling lug on the shaft.					
34	263-580	NA	STEERING COLUMN, complete	RD from (c)410000 on, 1977-on	1
35	263-590	\$1.89	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	1
36	263-600*	NA	IGNITION SWITCH ASS'Y.	RD from (c)138401 to 187210	1
37	542-077*	\$9.99	IGNITION SWITCH	GT from (c)139472 to 187840	
37a	163-500*	\$5.89	LOCK BARREL w/ 2 keys	1968-'69	
*U.S.-spec column mounted ignition switches are locking-type. Ignition switch #542-077 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†	\$44.99	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
39	263-655•	NA	IGNITION SWITCH	1970 - '72	1
	263-640†\$	\$44.99	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)294251 to 328100 GT from (c)296001 to 328800	1
	263-690\$	\$19.79	IGNITION SWITCH (repl.)	1973	1
	263-665•	\$49.99	IGNITION SWITCH (orig. assy.)		1
	263-641†	\$94.49	STEERING LOCK & SWITCH ASSEMBLY, Lucas	RD from (c)328101, 1974 on GT from (c)328801	1
	263-640†	\$44.99	STEERING LOCK & SWITCH ASSEMBLY, repro.		1
	263-691	\$26.49	IGNITION SWITCH, Lucas		1
	263-690	\$19.79	IGNITION SWITCH, repro.		1
39a	163-337	\$4.99	KEY BLANK, replacement	for 263-640 & 263-641 only	A/R
40	263-700	\$3.39	SHEAR BOLT, '70 on (incl. w/ assemblies)	RD from (c)187211 on GT from (c)187841 on	2
41	021-722	\$1.69	OIL FITTING		1

† Note: Locks are supplied with two keys.

• These switches fit only their respective original assemblies.

\$ Wiring on switch has a moulded plug which must be removed and replaced with bullet connectors, part #162-200 (6 required).

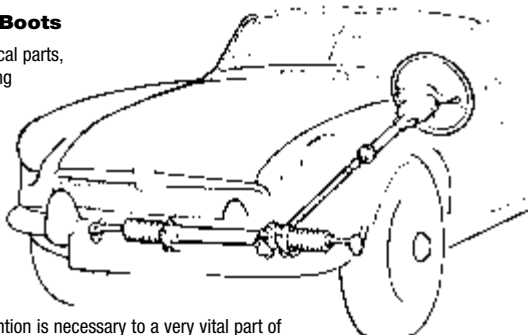
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Steering Rack Boots

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! (Replacement racks are pre-lubricated, cannot be re-lubricated in service.)



Upper Steering Column Bearing Kit, 1977-'80

This will solve upper steering column looseness and noise. Since installation is an involved process, fully illustrated instructions are included.

Fits MGB steering columns from 1977-'80.

384-940 \$99.99

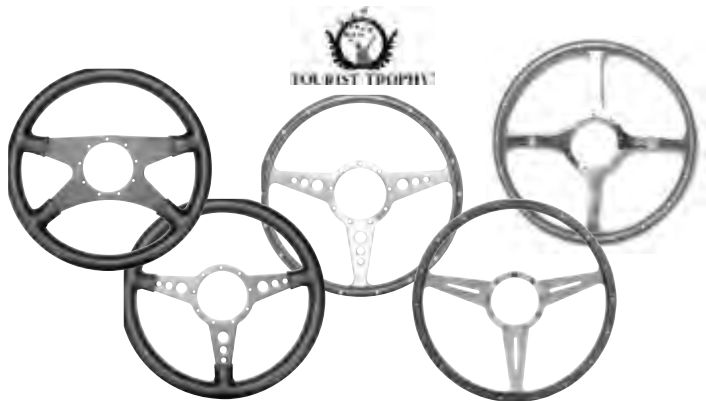


Steering Rack Installation Kit

Safely install your steering rack and avoid the possibility of dangerous mis-alignment which can fracture your steering rack pinion shaft! Our alignment tool duplicates the function of the factory tool shown in your workshop manual. Kit includes alignment tool pictured above, 5 rack shims, and illustrated instructions. (Included with Rack & Pinion Assembly Kits.)

453-628 \$39.99

Steering Wheels



Tourist Trophy 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	\$289.99	14" with 3 Drilled Matte Spokes
489-060	\$289.99	15" with 3 Drilled Matte Spokes
489-090	\$289.99	15" with 3 Drilled Matte Spokes, extra thick rim
489-080	\$289.99	15" with 3 Slotted Matte Spokes

Leather Rim Steering Wheels

489-040	\$229.99	14" with 3 Drilled Black Spokes
489-030	\$229.99	14" with 3 Drilled Matte Spokes
489-020	\$229.99	15" with 3 Drilled Matte Spokes
489-050	\$229.99	15" with 3 Slotted Black Spokes

Adaptor Hubs with Emblems (pictured in the color accessory section)

454-366	\$109.99	MGB 1962-'67 - with 46mm enamelled emblem
905-468	\$179.99	MGB 1968-'69 - with 46mm enamelled emblem
905-482	\$89.99	MGB 1970-'76 - with 46mm enamelled emblem
905-486	\$99.99	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.

263-728	\$299.99	1970 -'76
263-758	\$299.99	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 \$229.99

LE Wheel Assembly (wheel, hub, centerpiece) 1977-80
263-748 \$299.99

LE Wheel Conversion Kit for 1970-'76
263-738 \$299.99



Classic Steering Wheel by Tourist Trophy

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 \$289.99

Steering Wheel Nut Socket

Fits 1962-67 MGBs.
384-906 \$32.99



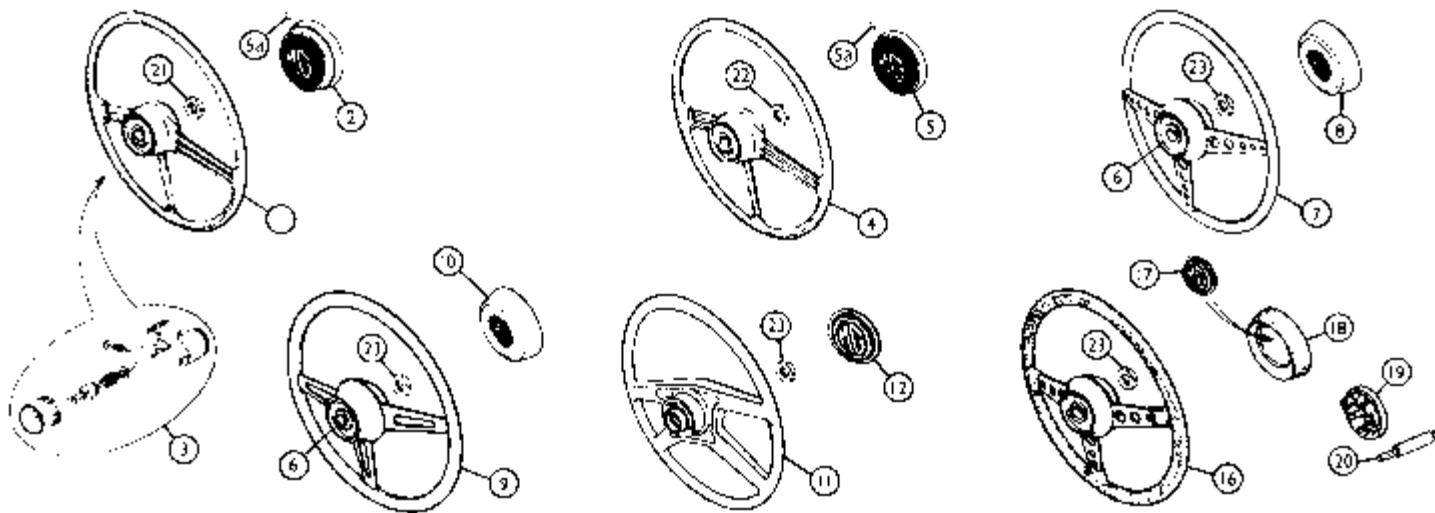
The MGB LE Collection

453-775	\$14.99	Aluminum "Limited Edition" Dash Plaque
263-748	\$299.99	LE steering wheel ass'y. (Fits all 1977-80 MGB) See above for details.
263-738	\$299.99	LE steering wheel conversion ass'y. (Fits all 1970-76 MGB) See above for details.
215-730	\$78.99	Body side Strip Kit
475-180	\$164.99	Front Air Dam
<u>Underlined part numbers</u>		indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.
462-750	\$224.99	Alloy road Wheel (repro. with UK-spec. red center medallion)  MORE INFO ONLINE
408-281	\$14.99	Medallion for road wheel (UK-spec., red)
408-280	\$5.29	Medallion for Road Wheel (U.S.-spec., black)
462-760	\$2.39	Spring Clip for road wheel medallion
264-990	\$15.99	Black "LE" Lugnut
264-991	\$15.69	Chrome "LE" Lugnut
229-905	\$10.99	"LE" Keyfob



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	454-342	\$259.99	STEERING WHEEL 1962 - '67	} RD to (c)138400 GT to (c)139283	1
2	408-220	\$86.99	HORN PUSH/CENTERPIECE ASS'Y.	{ RD to (c)138400 GT to (c)139471	1
3	263-745	NA	SLIP RING & HORN CONTACT 1962 - '67	} RD to (c)138400 GT to (c)139471	1
4	263-840	NA	STEERING WHEEL	{ RD from (c)138401 to 187210 GT from (c)139473 to 187840 1968 - '69	1
5	408-225	\$39.99	MOTIF		1
	667-425	\$0.39	CLIP, for motif		3
5a	725-100	NA	SCREW, horn push retaining	1962-'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	\$78.99	HUB, steering wheel	1970-76	1
7	263-710†	NA	STEERING WHEEL †	{ RD from (c)187211 to 294250 GT from (c)187841 to 296000	1

8		NA	MOTIF, 1970 (use 408-275 as repl.)	} RD from (c)187211 to 219000 1 GT from (c)187841 to 219000	
	408-275	\$66.99	HORN PUSH/CENTERPIECE ASS'Y., 1971 - '76	} RD from (c)219001 to 410000 1 GT from (c)219001 on	
9	263-720†	NA	STEERING WHEEL † 1973 - '76	} RD from (c)294251 to 410000 1 GT from (c)29600 on	
10	408-275	\$66.99	HORN PUSH/CENTERPIECE ASS'Y., 1972 - '76	} RD from (c)258001 to 410000 1 GT from (c)258001 on	
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 RD from (c)447001 on	1
	408-280	\$5.29	MOTIF, 1978 - '80		1
16	263-748	\$299.99	"L.E." STEERING WHEEL ASS'Y.	{ Limited Edition, RD from (c)410001 on 1 fits 1977-80	1
	263-740	\$229.99	"L.E." STEERING WHEEL		1
	263-707	\$78.99	HUB, "L.E." steering wheel		1
	408-280	\$5.29	MOTIF		1
18	408-290	\$24.99	BOSS, for motif		1
19	263-755	\$14.79	SLIP RING, horn	{ RD/GT from (c)219001 to 410000, 1971 - '76	1
20	263-750	\$4.69	BRUSH, horn		1
21	263-080	\$9.89	NUT, steering wheel, 1962 - '67	} RD to (c)138400, GT to (c)139471	1
22	263-085	\$13.99	NUT, steering wheel 1968 - '69	} RD from (c)138401 to 187210 1 GT from (c)139472 to 187840	
23	263-785	\$5.29	NUT, steering wheel 1970 - '80	} RD from (c)187211-on 1 GT from (c)187841-on	

† See LE Conversion Kit on facing page for optional fitment.

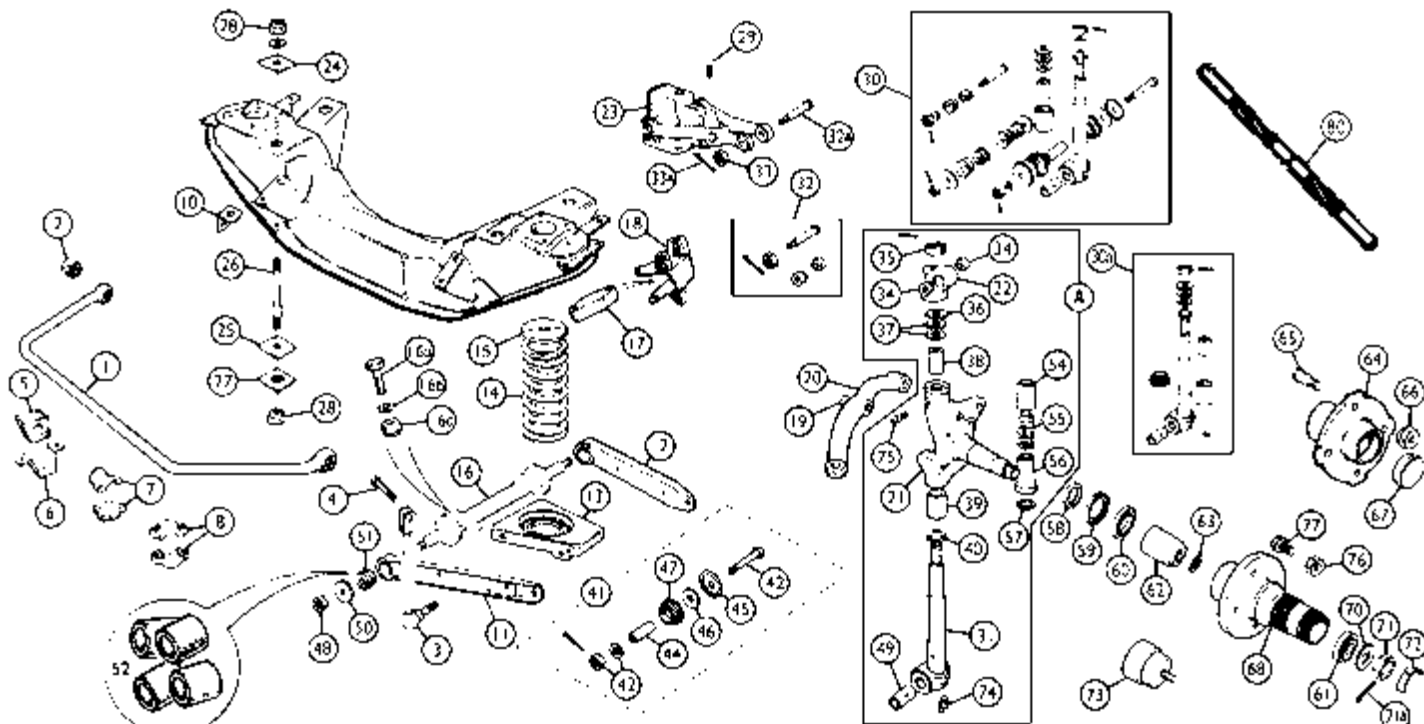
Gift Certificates

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.



Front Suspension



No.	Part No.	Price (each)	Description	Application	Qty. Req.
A	264-441	\$209.99	SWIVEL ASSEMBLY, new, L/H		1
	264-431	\$209.99	SWIVEL ASSEMBLY, new, R/H		1
1		NA	SWAY BAR - see listings on facing page		1
2	280-910	\$2.59	BUSH, sway bar		2
3	264-840	\$11.79	LINK, R/H, sway bar		1
	264-830	\$11.79	LINK, L/H, sway bar		1
4	322-110	\$0.89	BOLT, sway bar to link		2
	311-305	NA	NUT for bolt		2
5	280-920	\$1.39	RUBBER MOUNT (9/16")	RD to (c)360300 '62-'74 1/2	2
	021-767	\$1.39	RUBBER MOUNT (5/8")	RD from (c)360301 on, all GT	2
	280-915	\$2.19	RUBBER MOUNT, for 3/4" competition bars		2
6	263-430	\$0.89	BRACKET, rubber mount		2
7	263-778	\$4.89	LOCATOR PAIR w/hardware	RD to (c)360300 '62-'74 1/2	2
8		NA	LOCATOR PAIR w/hardware	RD from (c)360301 on, all GT	2
10	263-130	\$2.99	SHIM, steering rack alignment		A/R
11	264-035	\$13.39	WISHBONE ARM, R/H front	} with sway bar fitted	1
	264-030	\$13.39	WISHBONE ARM, L/H front		1
12	264-020	\$12.79	WISHBONE ARM, R/H & L/H rear	} sway bar not fitted	2
	264-020	\$12.79	WISHBONE ARM, all positions		4
13	264-280	\$34.99	SPRING PAN		2
14	264-375	\$32.99	COIL SPRING**	RD to (c)293445	2
	264-380	\$32.99	COIL SPRING**	RD from (c)293446 on	2
	264-391	\$154.99	COIL SPRING PAIR**	GT to 361000	1
	264-380	\$32.99	COIL SPRING**	GT from (c)361001 on	2
**See color pages "Performance" section at the front of this catalog for more springs.					
15	263-450	\$24.99	SPIGOT, spring locating		2
16	264-270	\$39.89	PIVOT, wishbone		2
16a	320-115	\$0.99	BOLT, wishbone pivot		8
16b	324-040	\$0.29	LOCKWASHER		8
16c	114-656	\$0.89	NUT, "Aerotite" (outer positions)		4
	310-075	\$0.39	NUT (inner positions)		4
17	264-060	\$4.49	DISTANCE PIECE		2
18	266-550	\$9.99	BUFFER, rebound, stock		2
	266-590	\$18.99	BUFFER, rebound, shortened for lowered suspension		2
19	322-445	\$6.69	BOLT, steering lever		4
20	264-460	NA	STEERING LEVER, R/H		1
	264-470	NA	STEERING LEVER, L/H		1
21	264-430	NA	SWIVEL AXLE, R/H, w/bushes fitted	} see rebuilt ass'y. on facing page	1
	264-440	NA	SWIVEL AXLE, L/H, w/bushes fitted		1
22	264-450	\$59.99	TRUNNION, suspension link		2
23	264-360	\$299.99	SHOCK ABSORBER, new		2
	264-361	\$289.99	SHOCK ABSORBER, UPRATED, new		2
	264-365	\$132.99	SHOCK ABSORBER, rebuilt		2
		\$250.00	CORE CHARGE FOR 264-365 SHOCK ABSORBER		
24	264-900	\$1.19	MOUNTING PAD, upper (with lip)	all	4
25	264-905	\$1.19	MOUNTING PAD, lower	to 1974 1/2	4
	264-900	\$1.19	MOUNTING PAD, lower front	} 1974 1/2 - '80	2
	264-905	\$1.19	MOUNTING PAD, lower rear		2
26	264-910	\$27.99	BOLT, cross-member ft. & rear	'62-'74, rear '74 1/2-'80	4/2
	264-945	\$29.99	BOLT, cross-member, front	1974 1/2 - '80	2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
27	264-915	\$1.19	PLATE		4
28	310-400	\$0.79	NUT, cross-member bolt		8
29	320-125	\$1.39	BOLT, shock absorber	chrome bumper cars	8
	320-115	\$0.99	BOLT, shock absorber	rubber bumper cars	8
30	264-408	\$149.99	MAJOR SUSPENSION KIT, for 2 sides. Includes all items marked * as listed below. (1 kit does both sides)		1
	264-409	\$179.99	MAJOR SUSPENSION KIT, for 2 sides, as above, but with polyurethane bushes replacing rubber for nos. 34 & 51		1
30a	264-418	\$99.99	KING PIN SET, as illus. Incl. items marked † below.		1
31		† NA	KING PIN		2
32	031-390*	\$5.79	FULCRUM PIN & BUSH KIT (for one side)		2
32a	263-440*	\$2.39	FULCRUM PIN		2
33	310-330*	\$1.09	NUT, slotted		2
33a	325-330	\$0.19	COTTER PIN		2
34	282-305*	\$1.49	BUSH, fulcrum pin		4
35	264-960*†	\$6.89	NUT		2
36	264-920*†	\$4.89	THRUST WASHER		2
37	264-925*†	\$2.09	ADJUSTMENT WASHER, .052 - .057"		A/R
	264-930*†	\$1.89	ADJUSTMENT WASHER, .058 - .063"		A/R
	264-935*†	\$2.09	ADJUSTMENT WASHER, .064 - .069"		A/R
38	330-400*†	\$5.19	BUSH, upper	} Must be reamed. See pg. 47 for reamer	2
39	330-410*†	\$7.49	BUSH, lower		2
40	264-940*†	\$0.69	SEALING RING		2
41	263-455*	\$12.29	LOWER TRUNNION KIT (for one side)		2
42	321-558*	\$7.99	BOLT, NUT & LOCKWASHER SET		2
44	264-070*	\$3.69	DISTANCE TUBE		2
45	264-010*	\$0.69	SEAL SUPPORT		4
46	324-510*	\$0.89	THRUST WASHER		4
47	280-580*†	\$0.99	SEAL		4
48	310-410*	\$1.69	NUT		4
49	330-140*†	\$6.59	BUSH, lower pin	Must be reamed.	2
50	264-510*	\$0.89	RETAINING WASHER		4
51	281-398*	\$6.79	BUSHING SET, 8 rubber bushes		1
52	280-498	\$8.49	BUSHING SET, MGB-GT V-8 (see facing page for details.)	replaces 281-398	1
	263-428	\$12.49	DUST TUBE KIT		2
54	263-460	\$5.79	TUBE, dust excluder, top		2
55	031-276	\$1.09	SPRING, dust excluder		2
56	263-465	\$2.99	TUBE, dust excluder, bottom		2
57	264-975	\$0.89	SEALING RING		2
58	264-950	\$16.79	COLLAR, oil seal		2
	125-840	\$13.99	BEARING KIT		2
59	120-610	\$1.19	OIL SEAL, hub		2
60	126-000	\$11.29	BEARING, inner hub		2
61	126-100	\$8.79	BEARING, outer hub		2
62	264-620	\$12.79	SPACER, bearing		2

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
63	263-508	\$6.89	SHIM KIT (Incl. 2 ea. .030" & .010, 4 ea. .003 & .005 shims)		1
	263-500	\$0.89	SHIM, front hub .003"		A/R
	263-510	\$0.89	SHIM, front hub .005"		A/R
	263-520	\$0.89	SHIM, front hub .010"		A/R
	263-525	\$0.89	SHIM, front hub .030"		A/R
64	264-480	NA	HUB ASSEMBLY, disc wheel		2
65	264-490	\$4.49	STUD, disc wheel		8
66	264-500	\$2.99	NUT, wheel stud	standard disc wheel	8
	264-980	\$2.99	NUT, wheel stud, chrome	Rostyle wheel	8
	264-990	\$15.99	NUT, wheel stud, black	"Limited Edition" wheel	8
67	264-515	\$7.79	CAP, grease retaining		2
68	264-850	\$129.99	HUB, R/H, wire wheel	} RD to (c)30850 fine thread (12 t.p.i.)	1
	264-860	\$129.99	HUB, L/H, wire wheel		1
	264-870	\$119.99	HUB, R/H, wire wheel	} RD from (c)30851, all GT coarse thread (8 t.p.i.)	1
	264-880	\$119.99	HUB, L/H, wire wheel		1
70	264-955	\$1.39	WASHER, bearing retaining		2
71	310-820	\$5.99	NUT, bearing retaining		2
71a	325-442	\$0.79	COTTER PIN		2
72	264-410	\$14.49	GREASE RETAINER, wire wheel	RD to (c)30850	2
73	662-030	\$5.69	CUP, grease retaining, wire wheel	RD from (c)30851, all GT	2
74	328-505*†	\$0.89	GREASE NIPPLE, angled		2
75	328-530*†	\$1.89	GREASE NIPPLE, straight		4
76	310-075	\$0.39	NUT, rotor to hub		8
77	320-115	\$0.99	BOLT, rotor to hub		8
80	386-370	\$319.99	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 \$8.49**

See "Performance" section in the color pages 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 \$3.89 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.)
Rear Shackle Pin Bush (8 required) **267-545 \$4.99ea.**
Rear Axle Seating Pad (4 required) **267-555 \$6.49ea.**



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 \$319.99



Uprated & Lowered Front Springs

See "Performance" Section in the color pages at the front of this catalog.

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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	\$156.89	5/8"	60	120
3/4" Front Sway Bar	454-945	\$139.99	3/4"	137	280
7/8" Front Sway Bar	454-955	\$169.99	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	\$79.99
Installation Kit for 3/4" Sway Bar	454-948	\$63.99
Installation Kit for 7/8" Sway Bar	454-958	\$89.99

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	\$77.99
For 3/4" Sway Bars	263-435	\$79.99



Rebuilt Swivel Assemblies

Rebuild the front end of your car the easy way with this great kit which includes RH and LH swivel assemblies and required spacers, bushes and hardware. Don't forget to order new front wheel bearings if your old ones are any less than absolutely perfect.

264-468	\$434.99	SWIVEL ASS'Y. KIT
	\$350.00	CORE CHARGE

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 1/8" to 3/32" toe-in.

264-038 (set of 4) \$86.99



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	\$32.99
MGB Rear Shock Valve	267-975	\$28.99

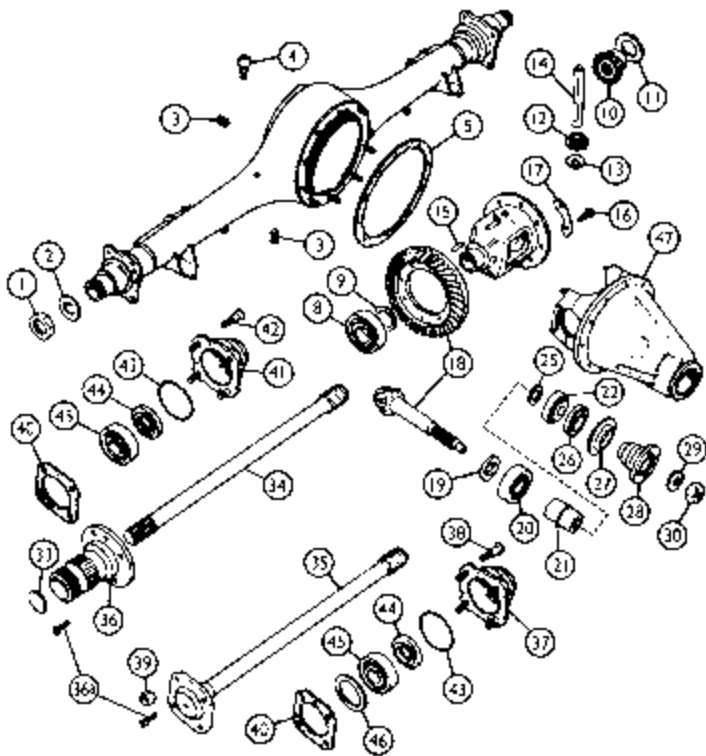


Moss Shock Absorber Fluid

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 \$17.99

Early Rear Axle



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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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	\$23.99	NUT, R/H side, R/H thread		1
	267-440	\$23.99	NUT, L/H side, L/H thread		1
2	267-450	\$3.99	WASHER		2
3	319-060	\$2.89	PLUG, oil drain & filler		2
4	267-040	\$7.99	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	\$0.99	GASKET		1
8	127-700	\$38.99	BEARING, carrier		2
9	267-150	\$2.69	WASHER, bearing packing .002"		A/R
	267-155	\$2.69	WASHER, bearing packing .003"		A/R
	267-160	\$2.69	WASHER, bearing packing .004"		A/R
	267-170	\$2.69	WASHER, bearing packing .006"		A/R
	267-175	\$2.69	WASHER, bearing packing .010"		A/R
10	267-090	\$181.99	GEAR, differential		2
11	267-140	\$4.19	THRUST WASHER, differential gear		2
12	267-100	\$136.99	PINION, differential		2
13	267-130	\$3.79	THRUST WASHER, differential pinion		2
14	267-110	\$39.99	PIN, pinion		1
15	267-120	NA	PEG, pinion pin		1
16	320-640	\$1.89	BOLT, crown wheel to carrier		8
17	267-220	\$4.39	TAB WASHER		4
18	NA		GEAR SET, repl. (3.909:1), standard		1
	267-187	\$659.99	GEAR SET, repl. (4.55:1), optional		1
	266-320	NA	GEAR SET (4.875:1), optional		1
	267-180	\$599.99	GEAR SET (4.300:1), optional		1
	267-166	\$639.99	GEAR SET (3.700:1), optional		1
19	267-320	\$13.79	THRUST WASHER, pinion .126"		A/R
	267-310	\$13.79	THRUST WASHER, pinion .124"		A/R
	267-300	\$34.99	THRUST WASHER, pinion .122"		A/R
	267-290	\$13.79	THRUST WASHER, pinion .120"		A/R
	267-280	\$13.79	THRUST WASHER, pinion .118"		A/R
	267-270	\$13.79	THRUST WASHER, pinion .116"		A/R
	267-260	\$34.99	THRUST WASHER, pinion .114"		A/R
	267-250	\$34.99	THRUST WASHER, pinion .112"		A/R

No.	Part No.	Price (each)	Description	Application	Qty. Req.
20	125-600	\$74.99	PINION BEARING, inner		1
21	267-230	\$45.99	SPACER		1
22	125-805	\$38.99	PINION BEARING, outer		1
25	267-330	\$1.39	SHIM, outer bearing .004"		A/R
	267-340	\$1.89	SHIM, outer bearing .006"		A/R
	267-345	\$2.99	SHIM, outer bearing .008"		A/R
	267-350	\$2.99	SHIM, outer bearing .010"		A/R
	267-360	\$1.89	SHIM, outer bearing .012"		A/R
	267-370	\$2.09	SHIM, outer bearing .020"		A/R
	267-380	\$2.99	SHIM, outer bearing .030"		A/R
26	120-800	\$2.19	OIL SEAL, pinion		1
27	267-240	NA	DUST COVER		1
28	267-390	\$159.99	FLANGE		1
29	324-100	\$0.49	WASHER		1
30	310-570	\$2.89	NUT		1
33	328-260	\$0.59	PLUG	} wire wheel	2
34	453-350	\$184.99	AXLE SHAFT		2
35	453-395	NA	AXLE SHAFT	disc wheel	2
36	267-740	\$129.99	EXTENSION, R/H, wire wheel	} RD to (c)30850 12 t.p.i.	1
	267-750	\$129.99	EXTENSION, L/H, wire wheel		1
	267-760	\$133.99	EXTENSION, R/H, wire wheel	} RD from (c)30851 to 132922 8 t.p.i.	1
	267-770	\$133.99	EXTENSION, L/H, wire wheel		1
36a	323-255	\$0.69	SCREW, flange to hub		2
37	267-790	NA	HUB	} disc wheel	2
38	267-795	\$7.99	STUD		8
39	264-500	\$2.99	NUT, wheel stud (std. wheels)		8
	264-980	\$2.99	NUT, wheel stud (Rostyle wheels)		8
40	296-100	\$0.69	GASKET	all	2
41	267-800	NA	HUB	} wire wheel	2
42	267-805	NA	STUD		8
	125-860	\$28.89	BEARING KIT		2
43	121-400	\$1.49	"O" RING		2
44	120-900	\$2.79	OIL SEAL		2
45	127-600	\$33.99	BEARING, hub		2
46	267-420	\$39.99	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 pinion flange #28	520-500	\$54.99
for hub seal (end of axle tube)	520-520	\$56.99

Hub Nut Socket

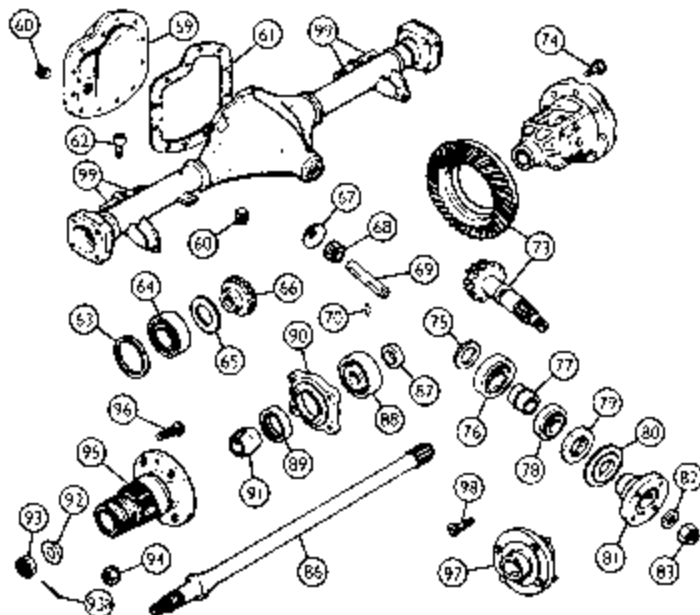
Special 8-sided 1-61/64" socket for the rear axle hub nuts (illus. no. 1 above) of the banjo type axles. This invaluable tool is a modern and affordable replacement for the hard to find and very expensive Churchill tool #18G152. (This socket has a 3/4" square drive hole, so you will need an adaptor unless you have 3/4" drive tools.) Fits banjo axles only!

384-905 \$49.99



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

59	296-211	\$162.99	COVER		1
60	319-060	\$2.89	PLUG, oil drain & fill		2
61	296-210	\$1.29	GASKET		1
62	267-040	\$7.99	BREATHER		1
63	267-810	\$29.99	DISTANCE COLLAR .149"	A/R	
	267-815	NA	DISTANCE COLLAR .147"	A/R	
	267-820	\$29.99	DISTANCE COLLAR .145"	A/R	
	267-825	NA	DISTANCE COLLAR .143"	A/R	
	267-830	\$29.99	DISTANCE COLLAR .141"	A/R	
	267-835	NA	DISTANCE COLLAR .139"	A/R	
	267-840	\$29.99	DISTANCE COLLAR .137"	A/R	
	267-845	\$29.99	DISTANCE COLLAR .135"	A/R	
	267-850	\$19.99	DISTANCE COLLAR .133"	A/R	
	267-855	\$29.99	DISTANCE COLLAR .129"	A/R	
	267-860	NA	DISTANCE COLLAR .127"	A/R	
	267-865	NA	DISTANCE COLLAR .125"	A/R	
	267-870	\$29.99	DISTANCE COLLAR .123"	A/R	
	267-875	NA	DISTANCE COLLAR .121"	A/R	
	267-880	NA	DISTANCE COLLAR .119"	A/R	
	267-885	\$19.99	DISTANCE COLLAR .117"	A/R	
	267-890	NA	DISTANCE COLLAR .115"	A/R	
64	127-710	\$24.49	BEARING, carrier		2
65	267-140	\$4.19	THRUST WASHER, differential gear		2
66	267-095	\$189.99	GEAR, differential		2
67	267-130	\$3.79	THRUST WASHER, differential pinion		2
68	267-100	\$136.99	PINION, differential		2
69	267-115	\$28.99	PIN, pinion		1
70	267-125	\$0.49	PEG, pinion pin		1
73	267-195	\$639.99	GEAR SET, 11/43 (3.909:1)		1
74	267-895	NA	BOLT, crown wheel to carrier		8
75	267-900	NA	THRUST WASHER, pinion .222"	A/R	
	267-905	NA	THRUST WASHER, pinion .220"	A/R	
	267-910	NA	THRUST WASHER, pinion .218"	A/R	
	267-915	NA	THRUST WASHER, pinion .216"	A/R	
	267-920	NA	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	NA	THRUST WASHER, pinion .208"	A/R	

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Late Rear Axle

76	125-610	\$38.89	PINION BEARING, inner		1
77	125-615	\$18.49	SPACER, collapsible		1
78	125-810	\$23.49	PINION BEARING, outer		1
79	120-810	\$3.59	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	\$7.99	NUT		1
86	453-380	\$299.99	AXLE SHAFT	disc wheel	2
	453-370	\$199.99	AXLE SHAFT	wire wheel	2
87	125-640	\$15.99	SPACER, bearing		2
	125-850	\$19.49	BEARING KIT		2
88	128-000	\$32.79	BEARING, hub		2
89	120-700	\$1.79	OIL SEAL		2
90	125-650	NA	CAP, hub bearing		2
91	266-030	\$29.99	COLLAR, oil seal		2
92	125-665	\$7.99	COLLAR, axle shaft		2
93	125-670	\$8.99	NUT, axle shaft		2
93a	325-443	\$0.49	COTTER PIN		2
94	264-500	\$2.99	NUT, wheel stud	disc wheel (not Rostyle)	8
	264-980	\$2.99	NUT, wheel stud	Rostyle	8
	264-990	\$15.99	NUT, wheel stud	Limited Edition wheel	8
95	267-720	\$108.99	HUB EXTENSION, R/H	} wire wheel	1
	267-730	\$108.99	HUB EXTENSION, L/H		1
96	264-490	\$4.49	STUD		8
	310-400	\$0.79	NUT, hub extension		8
97	125-690	\$139.99	HUB (does not include studs)	} disc wheel	2
98	125-685	\$3.49	STUD		8
99	321-000	\$4.99	PIN for check strap (welded installation required)		2

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.

Removal of the rear axle nut on wire wheel cars requires the use of a 1-5/16" socket with an outside diameter of no more than 1.8"

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. 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.



267-055 MGB/MGC (tube type axle housing) \$1699.00
 (267-055 will accept 3.9 and 3.7 gearsets only)
267-065 MGB (banjo axle housing) \$1699.00

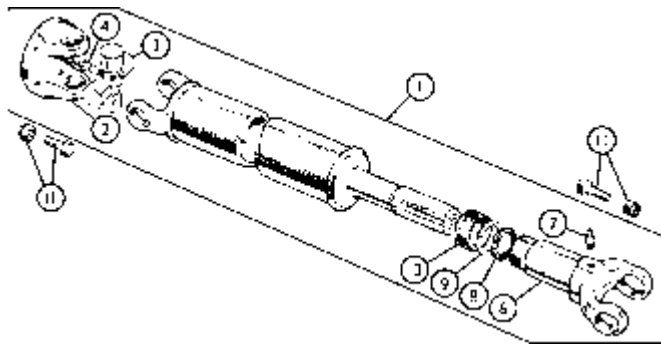


Rear Axle Puller (tubed type axles)

This tool substitutes for the factory tool 18G284D called for in the workshop manual to remove axle shafts from the housing. Must be used with a slide hammer fitted with a hook (the workshop manual charmingly refers to the slide hammer as an "impulse extractor").

384-945 \$34.99

Drive Shaft & Suspension

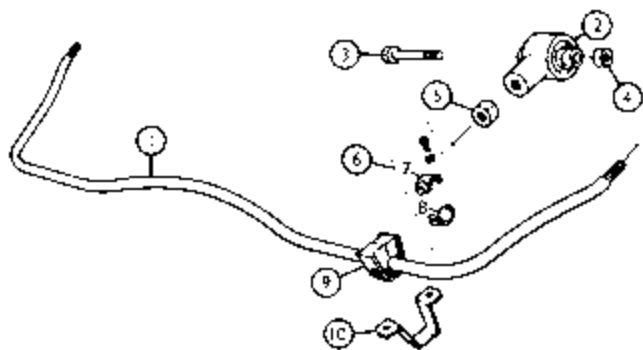


No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Drive Shaft (Lengths given are nominal operating lengths)

1	268-080	\$164.99	DRIVE SHAFT ASS'Y., 30" std.	} banjo type axle	1
	268-090	\$187.99	DRIVE SHAFT ASS'Y., 31.125" O/D		1
	268-090	\$187.99	DRIVE SHAFT ASS'Y., 31.125" std.	} tubed type axle	1
	268-100	\$179.89	DRIVE SHAFT ASS'Y., 32" O/D		1
	268-090	\$187.99	DRIVE SHAFT ASS'Y., 31.125"	RD/GT from 1968 on	1
2	268-010	\$25.29	FLANGE, yoke		2
3	268-060	\$19.99	U-JOINT, GKN/Hardy-Spicer		2
	268-061	\$9.49	U-JOINT, aftermarket		2
4	328-540	\$1.79	GREASE FITTING		2
6	268-020	\$46.99	SLEEVE, yoke		1
7	328-530	\$1.89	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	\$6.79	CAP (includes improved seal, does not use washer)		1
11	321-858	\$4.99	BOLT & NUT SET, front & rear	RD/GT to (c)138400	2
	321-848	\$11.99	BOLT & NUT SET, front	} RD/GT from (c)138401 on 1968 on	1
	321-858	\$4.99	BOLT & NUT SET, rear		1

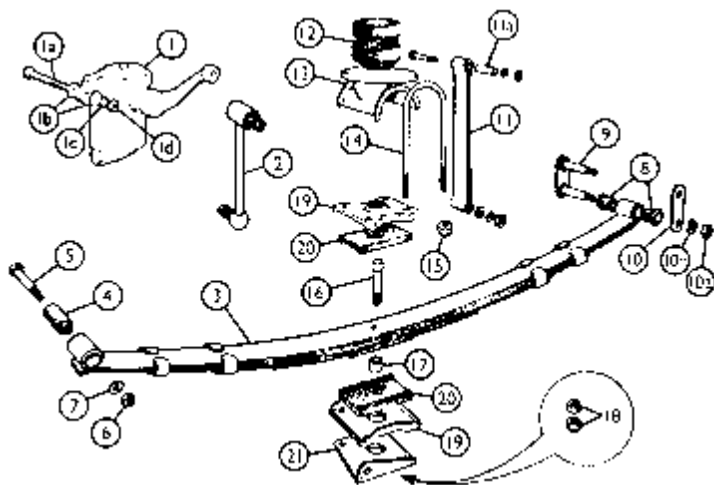
Particularly after wet weather, U-joints on MGB drive shafts tend to fail suddenly. The usual indication is a high metallic "scrunching" sound when you accelerate, often accompanied by a vibration at speed. U-joints are relatively inexpensive, so to save the hassle of frequent drive shaft removal, always 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	\$16.49	END FITTING	2
3	266-580	\$1.39	BOLT	2
4	021-634	\$0.69	NUT	2
5	310-490	\$0.89	JAM NUT	2
6	267-958	\$24.99	LOCATOR KIT (upper & lower locators & hardware)	2
7	267-955	NA	LOCATOR, upper	2
8	267-960	NA	LOCATOR, lower	2
9	267-970	\$1.59	BUSHING	2
10	263-430	\$0.89	BRACKET	2



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Rear Suspension

1	267-715	\$189.99	SHOCK ABSORBER, L/H, new		1
	267-995	\$109.99	SHOCK ABSORBER, L/H, rebuilt		1
		\$200.00	CORE CHARGE FOR 267-995		
	267-705	\$189.99	SHOCK ABSORBER, R/H, new		1
	267-985	\$109.99	SHOCK ABSORBER, R/H, rebuilt		1
		\$200.00	CORE CHARGE FOR 267-985		
Upgraded shock absorbers are approximately 25% stiffer than stock units					
	267-711	\$229.99	SHOCK ABSORBER, L/H, upgraded, new		1
	267-701	\$229.99	SHOCK ABSORBER, R/H, upgraded, new		1
	266-578	\$10.79	HARDWARE KIT, shock mounting	chrome bumper cars	1
	266-588	\$9.39	HARDWARE KIT, shock mounting	rubber bumper cars	1
1a	266-582	\$2.49	BOLT	chrome bumper cars	4
	266-582	\$2.49	BOLT, long	} rubber bumper cars	2
	266-580	\$1.39	BOLT, short		2
1b	324-475	\$0.15	WASHER, plain		8
1c	324-250	\$0.19	LOCKWASHER		4
1d	310-800	\$0.24	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	\$12.89	LINK, shock absorber (chrome bumpered cars)	} RD to (c)360300 GT to (c)361000	2
	267-645	\$15.99	LINK, shock absorber (rubber bumpered cars)		2
3	454-762*	\$76.99	LEAF SPRING, 6 leaf *	RD to (c)360300, to '74 1/2	2
	454-770*	\$109.99	LEAF SPRING, 7 leaf *	} RD from (c)360301 to 386795 GT to (c)361000	2
	454-765*	\$139.99	LEAF SPRING, 7 leaf, '74 1/2 *		2
	454-775*	\$109.99	LEAF SPRING, 6 leaf, '76 on *	RD from (c)386796 on	2
4	267-515	\$3.79	BUSH (stock type)		2
	267-525	\$54.99	BUSH SET, Prothane		1
5	266-580	\$1.39	BOLT	chrome bumper cars	2
	266-582	\$2.49	BOLT	rubber bumper cars	2
6	310-800	\$0.24	NUT		2
7	324-250	\$0.19	WASHER		2
8	282-858	\$4.89	BUSH SET, rubber (8 bushes for 2 springs)	} alternatives	1
	282-855	\$16.99	BUSH SET, Prothane (4 bushes for 1 spring)		2
	267-545	\$4.99	BUSH, Nylatron		8
	267-528	\$8.99	SHACKLE PLATE SET, with nuts & lockwashers		2
9	267-520	\$8.79	SHACKLE PLATE, w/pins		2
10	267-530	\$2.69	SHACKLE PLATE		2
10a	310-050	\$0.59	NUT		4
10b	324-040	\$0.29	LOCKWASHER		4
11	267-565	\$6.39	REBOUND STRAP, stock type	} chrome bumper cars	2
	267-566	\$34.99	REBOUND STRAP PAIR, nylon		1
	267-615	\$5.99	REBOUND STRAP, stock type	} rubber bumper cars	2
	267-616	\$34.99	REBOUND STRAP PAIR, nylon		1
11a	267-655	\$3.19	TUBE, rebound strap		2
12	266-530	\$7.99	BUMP RUBBER		2
13	266-535	\$8.49	PEDESTAL, bump rubber	banjo type axle	2
	266-540	\$7.69	PEDESTAL, bump rubber	tubed type axle	2

* See rear leaf spring mounting kits on facing page.



MOSS MOTORS, LTD.
TOLL-FREE ORDERS

1-800-667-7872

Rear Suspension

No.	Part No.	Price (each)	Description	Application	Qty. Req.
14	266-560	\$2.90	U-BOLT	banjo type axle	4
	266-570	\$2.39	U-BOLT	{ RD tubed type all GT	4
15	310-240	\$0.39	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*	\$21.99	BOLT SET (bolt, spacer & nuts)		2
17	267-585*	\$3.69	SPACER		2
18	267-608*	\$1.09	NUT & LOCKNUT SET, locating bolt		1
19	267-570	\$3.99	PLATE, spring locating	banjo type axle	4
	267-575	\$4.29	PLATE, spring locating	tubed type axle	4
20	281-598	\$7.99	PAD SET, rubber (4 pads)	} alternatives	1
	281-600	\$29.99	PAD SET, Prothane (4 pads)		1
	267-555	\$6.49	PAD, Nylatron		4
21	267-590	\$42.99	BRACKET, R/H, shock absorber	} banjo type axle	1
	267-600	\$42.99	BRACKET, L/H, shock absorber		1
	267-595	\$32.99	BRACKET, R/H, shock absorber	} tubed type axle	1
	267-605	\$32.99	BRACKET, L/H, shock absorber		1

* Included w/leaf springs.



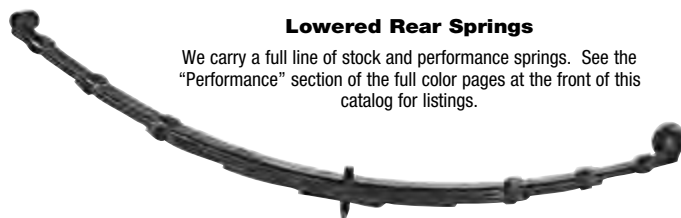
Tie Down Plates (Tube type axles only)

Stop crawling around under your car hunting for a place to attach your trailer tie downs. Our rear axle tie down plates provide an easy to reach place to secure your car safely. Hooking tie downs to the chassis forces greater loads on the tie downs and

could lead to dangerous stretching or breaking. By hooking to the axle, your car's suspension is allowed to move naturally.

Sold in pairs. Fits Tube type axles only.

267-522 \$42.99



Lowered Rear Springs

We carry a full line of stock and performance springs. See the "Performance" section of the full color pages at the front of this catalog for listings.

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 allows only 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 \$369.99



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 \$32.99**

MGB Rear Shock Valve **267-975 \$28.99**



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 \$99.99**

Lowering Kit for Tube Axle Cars **268-140 \$63.99**

Stock spring mounting pads must be replaced with one of the following:

281-600	\$29.99	SPRING PAD SET, polyurethane (set of 4)	1
267-555	\$6.49	SPRING PAD, nylatron	4

Rear Spring 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 \$15.99**

For Tube-type Axles **454-937 \$18.99**



"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, followed by quantity required per car.)

MGB Front lower control arm, inner (8/1)	281-400	\$29.99
MGB Front upper trunnion, outer (4/1)	282-325	\$16.99
MGB Gearbox steady rod eye, RD thru '67 (2/1)	280-054	\$12.99
MGB Gearbox steady rod pads, all RD, GT '67-on (2/1)	282-335	\$16.99
MGB Gearbox X-member, RD '68-on, all GT (2/1)	280-056	\$12.99
MGB Front sway bar mount (2/1)	280-935	\$14.99
MGB Front X-member pads (8/1), chrome bumper	264-906	\$39.99
MGB Front X-member pads (8/1), rubber bumper	264-907	\$49.99
MGB Rear spring, front eye (4/1)	267-525	\$54.99
MGB Rear spring, rear eye/shackle (4/2)	282-855	\$16.99
MGB Rear spring pad (4/1)	281-600	\$29.99

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.)

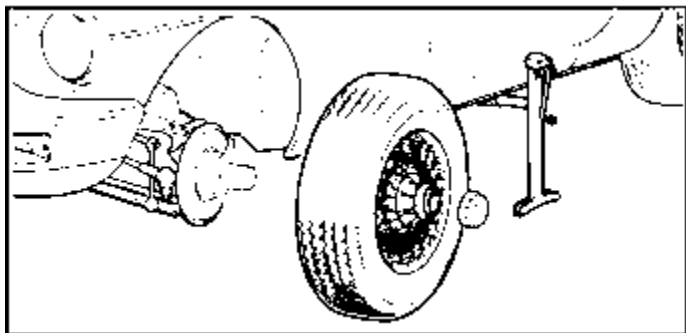


Rear Shackle Pin Bush (8 required)	267-545 \$4.99 ea.
Rear Axle Seating Pad (4 required)	267-555 \$6.49 ea.

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



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.



Bright Trim Ring Set

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 as sets of 4.

455-378 \$86.99



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 \$3.99 ea.

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	



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, knock-offs, knock-off wrench (octagonal knock-off kits only), copper knock-off hammer, front grease caps, and five beautifully plated chrome or high quality painted wire wheels.

111-418	\$2599.00	Chromed Wheel Kit with octagonal knock-offs
111-419	\$2599.00	Chromed Wheel Kit with eared knock-offs
111-428	\$1999.00	Painted Wheel Kit with octagonal knock-offs
111-429	\$1999.00	Painted Wheel Kit with eared knock-offs



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)	\$389.99
455-385	15" x 5.5" (+1)	\$399.99

Bolt-On Sport Wheels

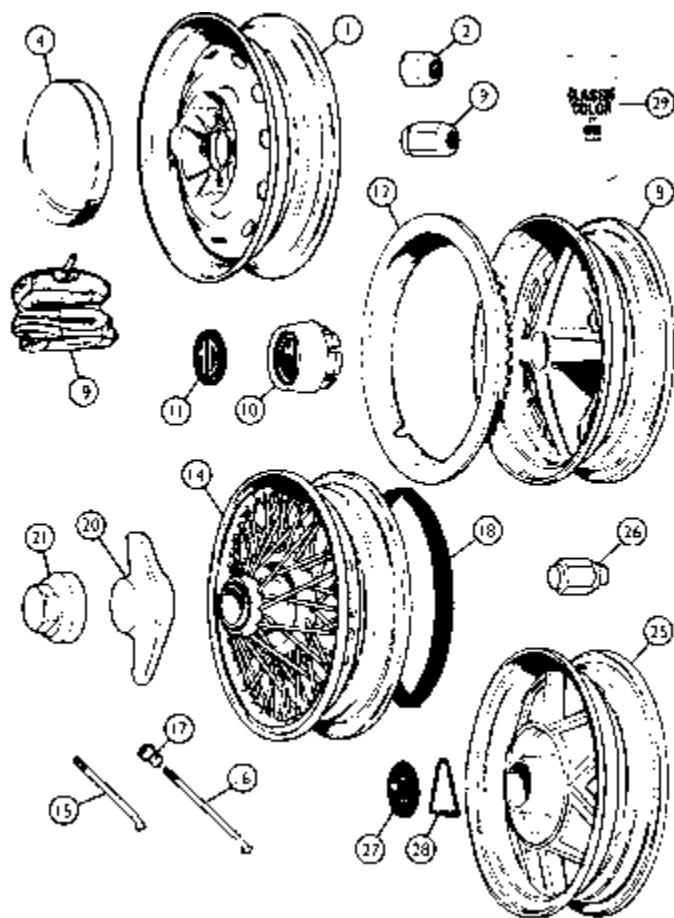
This close replica of the original Mini-lite wheel is an attractive alternative to steel wheels, and gives your British sports car a modern, aggressive look. These bolt on using "Rostyle" lug nuts (see illus. no. 9 on facing page). Wheels are supplied with a plain cap. Self-adhesive "MG" emblems are available separately.

14" x 5.5" wheel	455-386	\$179.99
MG Emblem	455-377	\$2.99
Center Cap	456-049	\$9.29

(Center caps are included with wheels.)



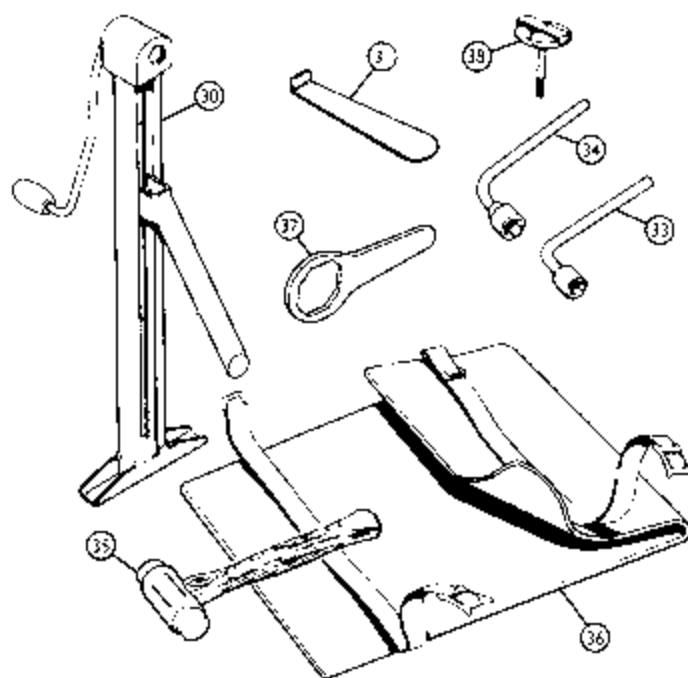
Wheels



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Wheels					
1	454-645	NA	WHEEL, disc type, 4" X 14"	} RD to (c)158230	5
	454-655	NA	WHEEL, disc type, 5" X 14"		5
2	264-500	\$2.99	NUT, wheel stud	} standard disc wheel	16
4	200-270	\$69.99	HUB CAP		4
8	462-700	\$244.99	WHEEL, Rostyle, painted	RD/GT from (c)158231 on	5
9	264-980	\$2.99	NUT, wheel stud, stock type	} Rostyle wheel	16
	264-985	\$3.99	NUT, with MG crest, option		16
	264-981	\$9.99	NUT, stainless steel		16
10	462-710	\$9.79	HUB CAP		4
11	462-720	\$1.39	MOTIF, hub cap		4
12	455-378	\$86.99	TRIM RING SET, polished stainless steel, optional for Rostyle wheels		1
14	454-626	\$275.99	WIRE WHEEL, painted, tubeless	} 60-spoke, 4.5" x 14"	5
	454-636	\$380.99	WIRE WHEEL, chromed, tubeless		5
	454-816	\$348.99	WIRE WHEEL, painted, tubeless	} 72-spoke, 5 1/2" x 14"	5
	454-826	\$464.99	WIRE WHEEL, chromed, tubeless		5
15	200-110*	\$5.89	SPOKE, plain, short, inner	} 60-spoke wheels	40
	200-080*	\$11.49	SPOKE, chromed, short, inner		40
16	200-100*	\$5.89	SPOKE, plain, long, outer		20
	200-090*	\$10.89	SPOKE, chromed, long, outer		20
17	200-050*	\$0.89	NIPPLE, plain		60
	200-052*	\$1.89	NIPPLE, chromed		60
* Note: Quantities indicated are per wheel.					
18	452-740	\$10.89	RIM BAND, 14" wire wheels		5
19	452-736	\$19.99	INNER TUBE, 155 / 165 x 14		5
	452-766	\$26.99	INNER TUBE, 175 / 185 x 14		5
20	200-280	\$47.99	KNOCK-OFF, L/H, fine thread	} RD to (c)30850, 12 t.p.i.	2
	200-290	\$47.99	KNOCK-OFF, R/H, fine thread		2

	674-680	\$47.99	KNOCK-OFF, L/H, coarse thread	} RD from (c)30850 to 138400 GT to (c)139471, 8 t.p.i.	2
	674-670	\$47.99	KNOCK-OFF, R/H, coarse thread		2
21	200-310	\$46.99	KNOCK-OFF, L/H	} RD to (c)30850 (12 tpi)	2
	200-320	\$46.99	KNOCK-OFF, R/H		2
	462-730	\$46.99	KNOCK-OFF, L/H	} RD from (c)138401 on GT from (c)139472 on (8 tpi)	2
	462-740	\$46.99	KNOCK-OFF, R/H		2
25	462-750†	\$224.99	WHEEL, Limited Edition, repro.	} (w/ red motif & spring clip)	5
26	264-990	\$15.99	NUT, wheel stud, stock type		16
	264-991	\$15.69	NUT, wheel stud, chrome plated	} Limited Edition (includes spring clip)	16
27	408-280	\$5.29	MOTIF, "MG", U.S.-spec (black)		5
	408-281	\$14.99	MOTIF, "MG", UK-spec (red)		5
28	462-760	\$2.39	SPRING CLIP, motif retaining		5
29	220-560	\$21.69	SPRAY PAINT, wheel, silver 	(not for LE wheels)	A/R
(For restoring US-spec LE wheels, we suggest Eastwood Self-Etching Primer and Eastwood Charcoal Grey Wheel Paint.)					

† Includes red UK-spec motif & spring clip. Will fit all disc wheel applications. The unique LE nuts 264-990 or 264-991 MUST be used. Use of any other nuts will damage the LE wheel.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Wheel Tools					
30	386-920	\$179.99	JACK		1
31	386-080	\$8.89	HUB CAP REMOVER	standard disc wheels	1
32	386-030	\$7.49	SPANNER	octagonal knock-off	1
33	386-040	NA	LUG WRENCH, 7/8"	standard disc wheels	1
34	386-060	\$25.99	LUG WRENCH, 13/16"	Rostyle wheels	1
	386-070	NA	LUG WRENCH, 29/32"	Limited Edition wheels	1
35	386-000	\$46.99	HAMMER, copper 1 lbs	} wire wheels	1
	386-850	\$49.99	HAMMER, copper, 2 lbs		1
	386-110	\$57.99	HAMMER, copper/rawhide		1
	386-020	\$45.99	HAMMER, zinc alloy, 2 lbs		1
36	386-930	\$49.99	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*	\$39.99	SPARE WHEEL CLAMP	Rostyle wheels	1
	386-095*	\$35.99	SPARE WHEEL CLAMP	wire wheels	1
	386-085*	NA	SPARE WHEEL CLAMP	Limited Edition wheels	1

* Spare wheel clamps may not fit other than original wheels and stock tire size.

Brakes



Wilwood Big Brake Kits

Combine Wilwood Aluminum Four Piston calipers with our unique cross-drilled/slotted performance rotors or durable long-lasting solid rotors, with a set of stainless braided brake hoses and you have improved pedal feel, better stopping power and less unsprung weight. Looks, handling and brakes all in one package. This kit will work with original Rostyle and wire wheels, but not LE wheels. The brake calipers do have dust seals, so the kit is suitable for regular road use. Installation instructions are included.

Wilwood Brake Kit (drilled/slotted rotors) **586-628 \$1299.00**
 Wilwood Brake Kit (solid rotors) **586-660 \$1199.00**
 Replacement Brake Pads **772-095 \$149.99**
 Replacement Drilled/Slotted Rotors (pair) **586-606 \$199.99**
 Replacement Solid Rotors (pair) **182-245 \$84.99**



TRW Drilled & Slotted Rotors

TRW slotted brake rotors are a performance upgrade option for your MGB. Under hard use the brake pad surface emits gasses which cause the pads to plane over the surface of the rotors. The grooves in these slotted rotors channel the gasses away from the braking surface and reduce brake fade. The grooves also reduce pad material build-up on the rotor surface and minimize glazing. Sold as a pair.

586-635 \$98.99



DBA Drilled & Slotted Rotors

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

586-605 \$199.99

Green Stuff Brake Pads

Designed for premium street driving, EBC GreenStuff has a high initial brake effect and gives drivers confidence from first application of the brake pedal. The EBC pad creates less dust and dust is more easily washed off than most.

Standard **585-630 \$86.99**
 MGB V8 Upgrade **585-650 \$124.99**



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.

585-610 \$149.99



Front Brake Kits

When your MGB needs a brake job, ordering one part number and getting everything you need at once makes the job so much simpler.

These kits include:

- 2 x front brake rotors
- 1 x front brake pad set
- 4 x pad retaining clips
- 4 x pad cotter pins
- 8 x rotor to hub bolts
- 8 x rotor to hub nuts
- 8 x rotor to hub lock washers

182-118	\$56.99	FRONT BRAKE KIT, stock replacement	1
		Stock rotors and semi-metallic pads	
182-128	\$124.99	FRONT BRAKE KIT, stage 1 upgrade	1
		TRW slotted & cross-drilled rotors and ceramic pads	
182-135	\$229.99	FRONT BRAKE KIT, stage 2 upgrade	1
		TRW slotted & cross-drilled rotors, GreenStuff V8 pads	
182-138	\$319.99	FRONT BRAKE KIT, stage 3 upgrade	1
		DBA slotted & cross-drilled rotors, GreenStuff V8 pads	



Brake Servo - single line system

If your single-line brakes are working as they should but you'd like the pedal to require less foot pressure, install this servo manufactured to the highest standards. This is a generic kit, but includes detailed instructions for proper fitment.

182-290 \$164.99



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. Hook it up, open your brake bleeders one at a time until clean airless fluid appears. Instructions are included. Includes caps to fit 1962-'67 & 1975-'80 MGB master cylinders.

386-860 \$59.99



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 a heat resistant capability of 900 degrees F. Kits come 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 \$59.99**
 Black **216-804 \$59.99**



MOSS MOTORS, LTD.
TOLL-FREE ORDERS

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Rear Brake Kit

No need to squint at the schematic to make sure you've written down all the parts you'll need. They're all in the kit. The complete brake shoe kit for MGB. includes: brake shoes, two wheel cylinders, wheel cylinder clips, four pull-off springs, hold down springs and retainers. Fits GT through 1967, and all roadsters.

182-108 \$69.99



Brake Shoe Spring Kit

All the springs you need when replacing your rear brake shoes, with shoe retaining pins, springs and washers, as well as the main pull-off springs.

181-778 \$26.99



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.

386-160 \$9.89



Wheel Cylinder Circlip Tool

The wheel cylinder circlip absolutely requires this seemingly simple tool for installation. The odds are, unless you are a mechanic by trade, the need for this tool will be limited. Car clubs ought to have one to share among their members.

386-185 \$33.49



Permatex Brake Quiet

Brake squeal occurs when there is vibration between the backing of the pads and the caliper. Apply Permatex Disc Brake Quiet to the back of your brake pads before installation to eliminate brake squeal.

583-825 \$6.99

Brake Pipe Bending Tool

Smooth bends on small diameter tubing such as brake lines are an important hallmark of quality craftsmanship. Give yourself an edge with our specialty tubing bender which will give you smooth bends in 3/16, 1/4, 5/16, and 3/8 inch tubing.

385-905 \$20.99



Stainless Steel Brake Hose Set by Cobalt

Cobalt Stainless steel brake hoses provide a more direct and consistent brake feel. They won't expand like rubber hoses can. Order this complete set of long-lasting braided steel hoses for your next brake job. Copper sealing washers are included. DOT approved.

180-898 \$63.89



Stainless Steel Brake Hose Set by Goodridge

These competition-inspired brake hose sets meet all DOT safety standards and are street legal in all 50 states. Each set includes all brake hoses, retaining nuts, and copper sealing washers.

182-228 \$78.99



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 hose.

386-885 \$11.99



Brake Caliper Piston & Seal Tool

The right tool for the job makes life much easier. Duplicating the functions of the factory tool 18G590, this allows easier installation of brake caliper pistons, seals, and seal retainers.

386-280 \$41.99

Brake Lube

This grease is specially formulated for aiding the assembly of natural and "artificial" rubber hydraulic 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. 5 gram sachet.

220-443 \$2.59



Brake Fluids

Choose the brake fluid your car needs. Genuine Lockheed and Girling brake fluids are 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.)

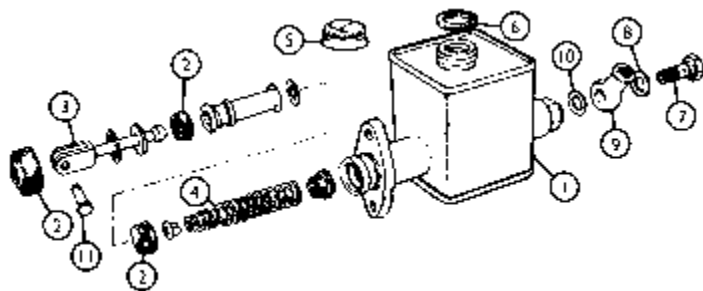
Lockheed Brake Fluid 500 ml. 220-400 \$6.99

Silicone Brake Fluid 1 liter 220-412 \$24.99

Castrol Brake Fluid, 12 oz. 220-455 \$6.59



Brakes



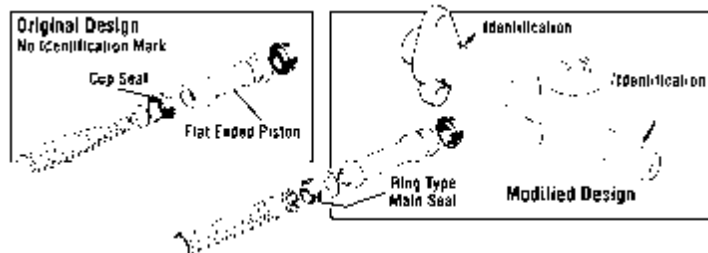
No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Single Line System

RD to (c)138400/GT to (c)139471, 1962 - 1967

1	180-754†	\$148.99	MASTER CYLINDER, Lockheed	round metal reservoir	1
	180-755†	\$73.99	MASTER CYLINDER, TRW/Lucas	plastic reservoir	1
	180-757	\$39.99	MASTER CYLINDER, Classic Gold	plastic reservoir	1
2	180-875†	\$5.29	REPAIR KIT, unmarked cylinders	} for original cylinders	1
	180-985†	\$6.29	REPAIR KIT, marked cylinders		1
3	181-690	\$18.79	PUSH ROD		1
4	181-710	NA	SPRING, piston return	marked cylinders	1
5	180-210	\$4.49	FILLER CAP, plastic replacement	} for original cylinders	1
	180-211	\$14.79	FILLER CAP, metal (as original)		1
6	180-451	\$2.99	SEAL, filler cap (for metal caps only)		1
7	180-430	\$5.99	BANJO BOLT		1
8	324-720	\$0.79	WASHER		1
9	181-720	\$17.89	BANJO FITTING		1
10	324-730	\$0.39	WASHER		1
11	325-135	\$0.99	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.



Brake Lube

This grease is specially formulated for aiding the assembly of natural and "artificial" rubber hydraulic 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. 5 gram sachet.

220-443 \$2.59

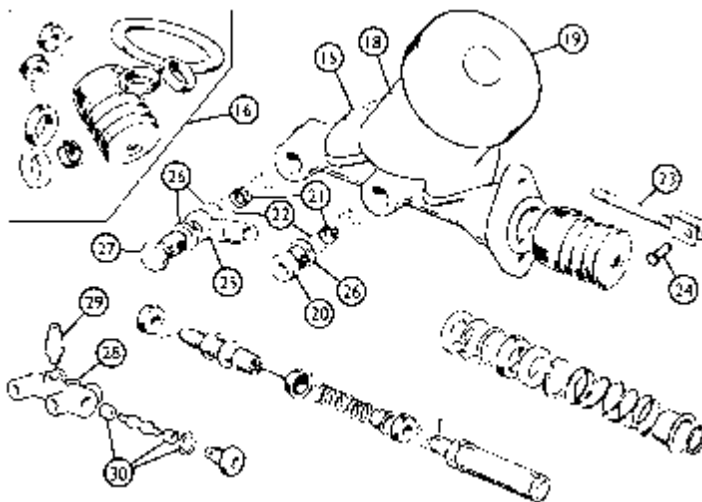
Brake Fluids

Choose the brake fluid your car needs. Genuine Lockheed and Girling brake fluids are 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 \$6.99

Silicone Brake Fluid 1 liter 220-412 \$24.99

Castrol Brake Fluid, 12 oz. 220-455 \$6.59



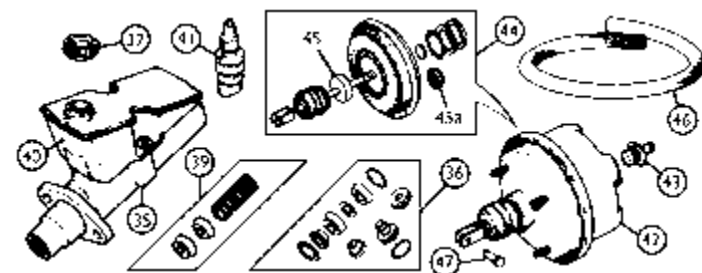
No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Dual Line, Non-Servo

RD from (c)138401 to 368081/GT from (c)139472 to 367803, 1968 - '74

NOTE: Disassembly of this master cylinder is very difficult without damage to some internal parts which are not available. We suggest no attempt be made to rebuild these.

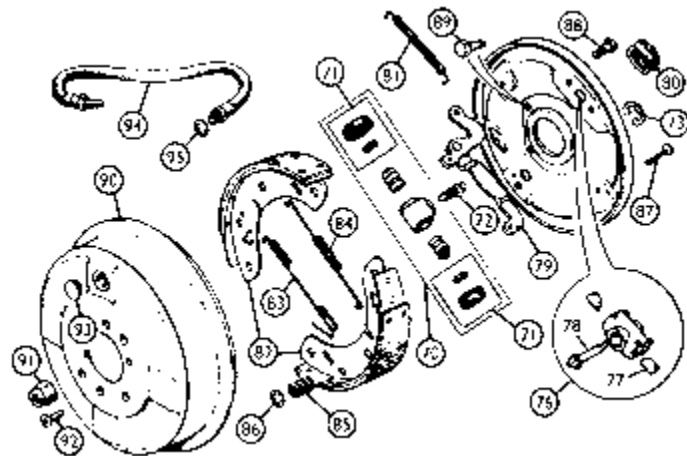
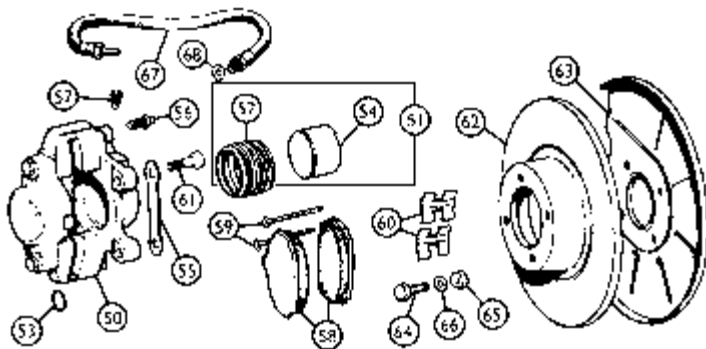
15	180-765	\$109.99	MASTER CYLINDER, TRW/Lucas		1
	180-767	\$49.99	MASTER CYLINDER, aftermarket (no repair kit for this)		1
16	180-205	\$16.99	REPAIR KIT (Fits Lockheed, AP, TRW & Lucas cylinders)		1
18	180-769	\$14.99	RESERVOIR & CAP	reproduction	1
19	180-215	\$15.99	FILLER CAP	Lockheed	1
20	181-725	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	\$0.99	CLEVIS PIN		1
25	180-435	NA	BANJO FITTING		1
26	324-735	\$1.49	WASHER		3
27	180-440	NA	BANJO BOLT		1
28	141-710	NA	SWITCH & BODY ASS'Y., pressure failure		1
29	141-725	\$54.99	SWITCH, pressure failure	for original assembly	1
30	181-985	\$34.99	KIT, repair, orig. ass'y.	RD/GT to (c)167815	1
	181-995	\$13.99	KIT, repair, orig. ass'y.	RD/GT from (c)167816	1



Dual Line - Servo Assist, RD from (c)368082 on, 1975 on

35	180-725*	NA	MASTER CYLINDER, w/wedge-type reservoir*	1975	1
			*NOTE: Later cylinder may be used.		
	180-735	\$219.99	MASTER CYLINDER, AP Braking	} 1976 on	1
	180-737	\$124.99	MASTER CYLINDER, TRW		1
	180-738	\$54.99	MASTER CYLINDER, aftermarket		1
36	180-785	\$31.99	REPAIR KIT, AP Braking (orig. cyls. only)		1
	180-786	\$11.99	REPAIR KIT, aftermarket (orig. cyls. only)		1
37	180-210	\$4.49	FILLER CAP (plastic, as original)		1
39	180-795	NA	PISTON SPRING, w/seals		1
40	180-815	NA	RESERVOIR, master cylinder, wedge-shaped		1
	180-739	\$15.69	RESERVOIR, master cylinder, square (with cap no. 37)		1
41	181-875*	NA	PRESSURE FAILURE SWITCH*	to (c)386600	1
	181-955*	\$12.49	PRESSURE FAILURE SWITCH*	from (c)386601	1
*Correct switch for application must be used. They are not interchangeable.					
42	182-280	NA	SERVO ASSEMBLY	1975	1
	182-190	\$229.99	SERVO ASSEMBLY (replacement)	1976 - 1980	1
43	182-195	\$41.99	NON-RETURN VALVE		1
	182-196	\$3.99	GROMMET (rubber) for #43		1
44	182-205	NA	REPAIR KIT	} original servos only	1
45	182-285	NA	FILTER, foam, on push rod		1
45a	180-789	\$2.49	SEAL, master cylinder to servo		1
46	182-188	\$8.99	VACUUM HOSE, servo unit to manifold, replacement		1
47	325-135	\$0.99	CLEVIS PIN		1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Front Disc Brake

50	180-538	\$139.99	CALIPER PAIR, new		1
	180-526	\$69.99	CALIPER, L/H, new		1
	180-516	\$69.99	CALIPER, R/H, new		1
51	182-880	\$24.99	PISTON & SEAL SET for rebuilding 2 calipers		1
52	182-830	\$8.49	REPAIR KIT, caliper (for 2 calipers)		1
53	180-285	\$0.79	SEAL, caliper fluid channel		2
54	182-800	\$7.99	PISTON		4
	180-746	\$15.99	PISTON, stainless steel		4
55	181-670	\$0.59	TAB WASHER		2
56	180-100	\$1.39	BLEEDER SCREW		2
57	181-680	\$8.99	PLUG		1
58	182-222	\$35.99	PAD SET, ceramic, Classic Gold	} see "Performance" section at the front of this catalog for details	1
	182-227	\$21.69	PAD SET, semi-metallic, Classic Gold		1
	585-630	\$86.99	PAD SET, "Greenstuff"		1
	585-610	\$149.99	PAD SET, "Hawk"		1
59	325-430	\$0.39	COTTER PIN		4
60	180-295	\$0.79	CLIP, pad retaining		4
61	320-135	\$1.39	BOLT, caliper mounting		4
62	182-170	\$87.99	BRAKE ROTOR, "Brembo" brand		2
	182-172	\$16.89	BRAKE ROTOR, Classic Gold brand		2
	586-635	\$98.99	BRAKE ROTOR PAIR, drilled & slotted, TRW	MORE INFO ONLINE	1
	586-605	\$199.99	BRAKE ROTOR PAIR, drilled & slotted, aftermarket		1
63	182-260	\$12.99	DUST COVER, L/H		1
	182-250	\$12.99	DUST COVER, R/H		1
64	320-115	\$0.99	BOLT, brake disc to hub		8
65	310-075	\$0.39	NUT, brake disc to hub		8
66	324-040	\$0.29	LOCKWASHER		8
67	180-895	\$20.99	HOSE, front caliper	} RD/GT to (c)394300	2
	180-896	\$12.99	HOSE, front caliper, aftermarket		2
	180-885	\$16.89	HOSE, front caliper		2
	180-886	\$12.79	HOSE, front caliper, aftermarket		2
68	324-730	\$0.39	WASHER, copper	} RD from (c)394301 on	2



Front Brake Kits

When your MGB needs a brake job, ordering one part number and getting everything you need at once makes the job so much simpler.

These kits include:
 2 x front brake rotors
 1 x front brake pad set
 4 x pad retaining clips
 4 x pad cotter pins
 8 x rotor to hub bolts
 8 x rotor to hub nuts
 8 x rotor to hub lock washers

182-118	\$56.99	FRONT BRAKE KIT, stock replacement	1
		Stock rotors and semi-metallic pads	
182-128	\$124.99	FRONT BRAKE KIT, stage 1 upgrade	1
		TRW slotted & cross-drilled rotors and ceramic pads	
182-135	\$229.99	FRONT BRAKE KIT, stage 2 upgrade	1
		TRW slotted & cross-drilled rotors, GreenStuff V8 pads	
182-138	\$319.99	FRONT BRAKE KIT, stage 3 upgrade	1
		DBA slotted & cross-drilled rotors, GreenStuff V8 pads	

Brake Servo - single line system

If your single-line brakes are working as they should but you'd like the pedal to require less foot pressure, install this servo manufactured to the highest standards. This is a generic kit, but includes detailed instructions for proper fitment.



182-290 \$164.99

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



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Rear Drum Brake

70	180-635	\$29.99	WHEEL CYLINDER	} all RD (.800" bore size) GT to (c)138400	2
	180-636	\$10.29	WHEEL CYLINDER, aftermarket		2
71	180-475	\$4.49	REPAIR KIT		2
	180-645	\$33.99	WHEEL CYLINDER	} GT from (c)138401 on (.875" bore size)	2
	180-646	\$11.29	WHEEL CYLINDER, aftermarket		2
	180-480	\$4.29	REPAIR KIT		2
72	323-145	\$1.49	BLEEDER NIPPLE		2
73	326-720	\$1.39	CIRCLIP, cylinder retaining		2
76	181-780	\$11.99	ADJUSTER ASSEMBLY		2
77	181-790	NA	TAPPET, adjuster		4
78	181-800	NA	WEDGE, adjuster		2
79		NA	HANDBRAKE LEVER, L/H	} banjo type rear axle	1
		NA	HANDBRAKE LEVER, R/H		1
	181-750	\$16.49	HANDBRAKE LEVER, L/H	} tubed type rear axle	1
	181-740	\$16.49	HANDBRAKE LEVER, R/H		1
80	181-760	\$1.39	BOOT, handbrake lever		2
81	181-770	\$3.99	SPRING, handbrake lever	banjo type rear axle	2
	181-775	\$2.89	SPRING, handbrake lever	tube type rear axle	2
82	182-100	\$26.99	BRAKE SHOE SET, 4 shoes		1
83	181-778	\$26.99	SPRING KIT, brake shoe (incl. nos. 83-87)		1
	181-820	\$4.59	SPRING, L/H, pull off		1
	181-810	\$4.59	SPRING, R/H, pull off		1
84	181-830	\$4.69	SPRING, adjuster end		2
85	329-035	\$1.29	SPRING, shoe steady		4
86	181-890	\$0.89	WASHER, spring retaining		4
87	181-840	\$0.79	PIN, brake shoe steady		4
88	320-285	\$0.69	BOLT, back plate to axle housing	banjo type rear axle	8
89	320-345	\$0.79	BOLT, back plate to axle housing	tubed type rear axle	8
90	264-810	\$72.99	BRAKE DRUM	banjo type rear axle	2
	264-821	\$26.99	BRAKE DRUM, Classic Gold brand	tubed type rear axle	2
91	310-400	\$0.79	NUT, drum retaining	wire wheels	8
92	323-255	\$0.69	SCREW, drum retaining	disc wheels	4
	264-500	\$2.99	NUT, wheel stud, lug nut	early disc wheels	8
	264-980	\$2.99	NUT, wheel stud, lug nut	Rostyle disc wheels	8
93	328-400	\$0.89	PLUG, brake drum 3/4"	} banjo type rear axle	A/R
	328-390	\$0.69	PLUG, brake drum 1/2"		A/R
94	180-835	\$20.99	HOSE, rear brakes		1
	180-836	\$8.79	HOSE, rear brakes, aftermarket		1
95	324-730	\$0.39	WASHER, copper		1



Rear Brake Kit

No need to squint at the schematic to make sure you've written down all the parts you'll need. They're all in the kit. The complete brake shoe kit for MGB includes: brake shoes, two wheel cylinders, wheel cylinder clips, four pull-off springs, hold down springs and retainers. Fits GT through 1967, and all roadsters.

182-108 \$69.99

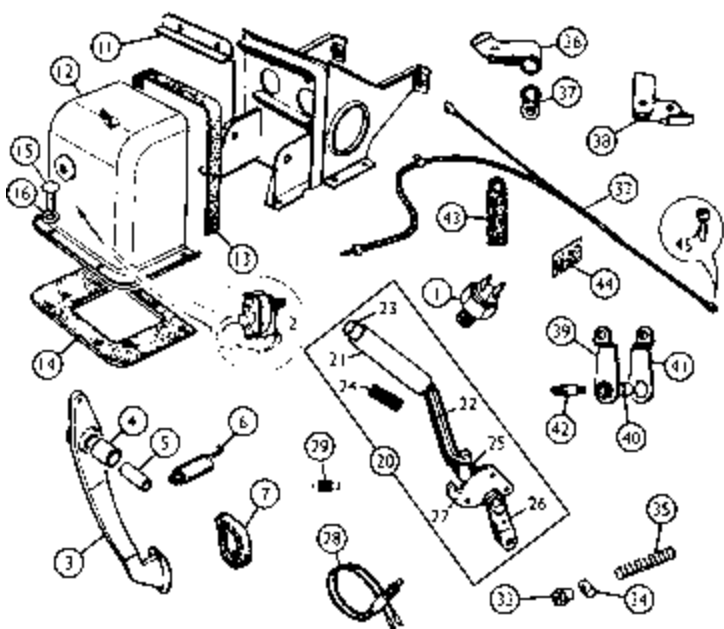


Brake Adjuster Wrench

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.

386-160 \$9.89

Brake Controls/ Handbrake



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Brake Controls					
1	542-110	\$6.59	SWITCH, brake lights	single line system	1
2	181-980	\$7.99	SWITCH, brake lights	dual line systems	1
	310-070	\$0.39	JAM NUT for switch 181-980		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 368081 GT from (c)139472 to 367803	1
	190-670	\$34.99	BRAKE PEDAL ASSEMBLY 1975	RD from (c) 368082 to 386000	1
	190-680	NA	BRAKE PEDAL ASSEMBLY	RD from (c)386001, '76 on	1
4	330-180	\$2.89	BUSH, pedal	non-servo systems	1
	330-185	NA	BUSH, pedal	servo system	1
5	190-625	\$3.69	DISTANCE TUBE		1
6	329-350	\$1.99	SPRING, pedal return		1
7	280-770	\$1.29	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	\$0.89	SEAL, cover to pedal box	non-servo systems	1
14	281-860	\$0.89	SEAL, cover bottom		1
	281-885	\$1.89	SEAL, top cover to pedal box	servo systems	1
	NA		SEAL, pedal box base	1975	1
	281-895	\$2.39	SEAL, pedal box base	1976-'80	1
	190-760	\$21.89	BLANKING PLATE, R/H pedal hole		1
	281-880	\$1.79	SEAL, R/H pedal hole plate		1
15	323-005	\$0.39	SCREW, short		3
	314-135	\$0.49	SCREW, long		1
16	324-010	\$0.19	LOCKWASHER		4
20	182-310	NA	HANDBRAKE ASSEMBLY (to mid-1974)	RD to (c)360300 GT to (c)361000	1
	182-330	NA	HANDBRAKE ASSEMBLY (1974 1/2-on)	RD from (c)360301 to 516118 GT from (c)361001 on	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
21	182-335	NA	HANDBRAKE ASSEMBLY	RD from (c)516119 on	1
22	182-340	NA	GRIP, handle		1
23	182-350	NA	ROD, pawl		1
24	182-360	NA	KNOB, rod		1
25	182-370	NA	SPRING, rod		1
	182-380	NA	PAWL		1
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	\$18.99	SWITCH, handbrake light, w/leads	RD from (c)410001	1
29	181-855	\$24.99	DIODE, inline (as fitted)	1978-80	1
32	331-100	\$17.99	BRAKE CABLE, disc wheel	RD to (c)132922 banjo type axle	1
	331-130	\$17.79	BRAKE CABLE, wire wheel		1
	331-250	\$19.39	BRAKE CABLE, disc wheel	RD from (c)132923 to 138400 GT to (c)139471	1
	331-260	\$18.99	BRAKE CABLE, wire wheel		1
	331-500	\$17.79	BRAKE CABLE, disc wheel	RD from (c)138401 to 360300 GT from (c)139472 to 361000	1
	331-510	\$17.49	BRAKE CABLE, wire wheel		1
	331-520	\$19.89	BRAKE CABLE, disc wheel	RD from (c)360301 to 415000 GT from (c)361001 on	1
	331-530	\$18.99	BRAKE CABLE, wire wheel		1
	331-540	\$19.79	BRAKE CABLE, disc wheel	RD from (c)415001 on	1
	331-550	\$19.79	BRAKE CABLE, wire wheel		1
33	181-540	\$4.29	NUT, adjusting		1
34	181-530	\$2.49	TRUNNION		1
35	329-130	\$1.09	SPRING, cable		1
36	181-555	\$13.79	CLIP, cable to battery carrier		1
37	182-425	\$2.29	FERRULE, cable clip		1
38	181-620	\$12.79	CLIP, cable to axle	RD to (c)415000 all GT	1
39	181-520	\$35.99	COMPENSATING LEVER, inner		1
40	330-190	\$3.89	BUSH, fulcrum		1
41	181-510	\$14.79	COMPENSATING LEVER, outer		1
42	181-500	\$3.49	FULCRUM		1
43	182-420	\$2.49	STRAP, cable to diff. housing	RD from (c)415001 on	1
44	182-345	\$1.89	STRAP, cable to axle housing		1
45	325-140	\$0.89	CLEVIS PIN		2

Brake Pipe Bending Tool

Smooth bends on small diameter tubing such as brake lines are an important hallmark of quality craftsmanship. Give yourself an edge with our specialty tubing bender which will give you smooth bends in 3/16, 1/4, 5/16, and 3/8 inch tubing.

385-905 \$20.99



Brakes

Pulling to one side under braking can be caused by several factors. If your car has this dangerous habit, check the following:

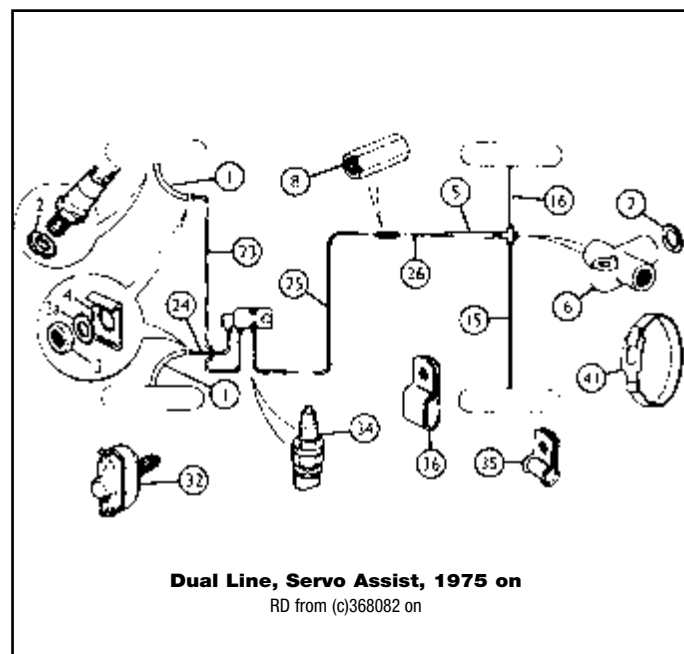
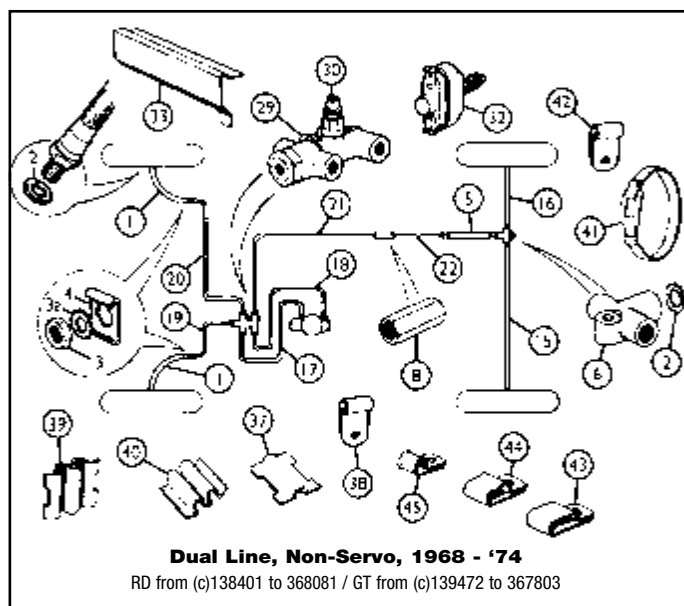
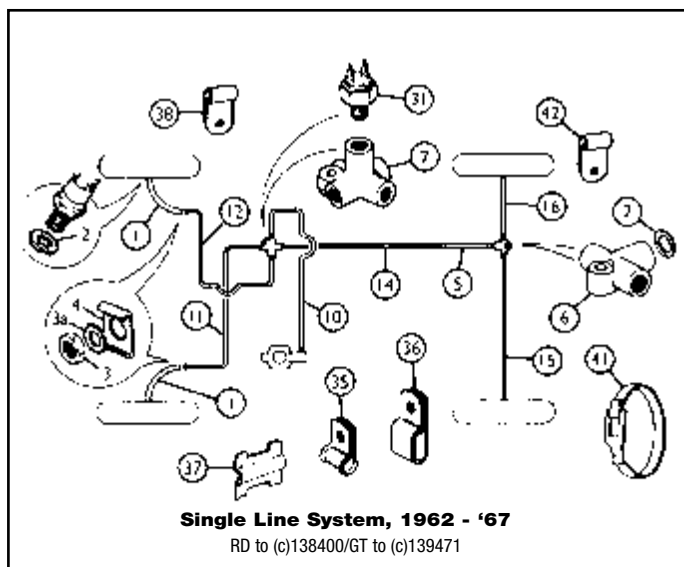
- Tire pressures set incorrectly
- Unevenly worn or mismatched tires
- Worn or loose suspension components
- Worn or loose wheel bearings
- Worn or oily brake pads or linings
- One wheel cylinder or caliper stuck or working less efficiently than the other.



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Brake Lines

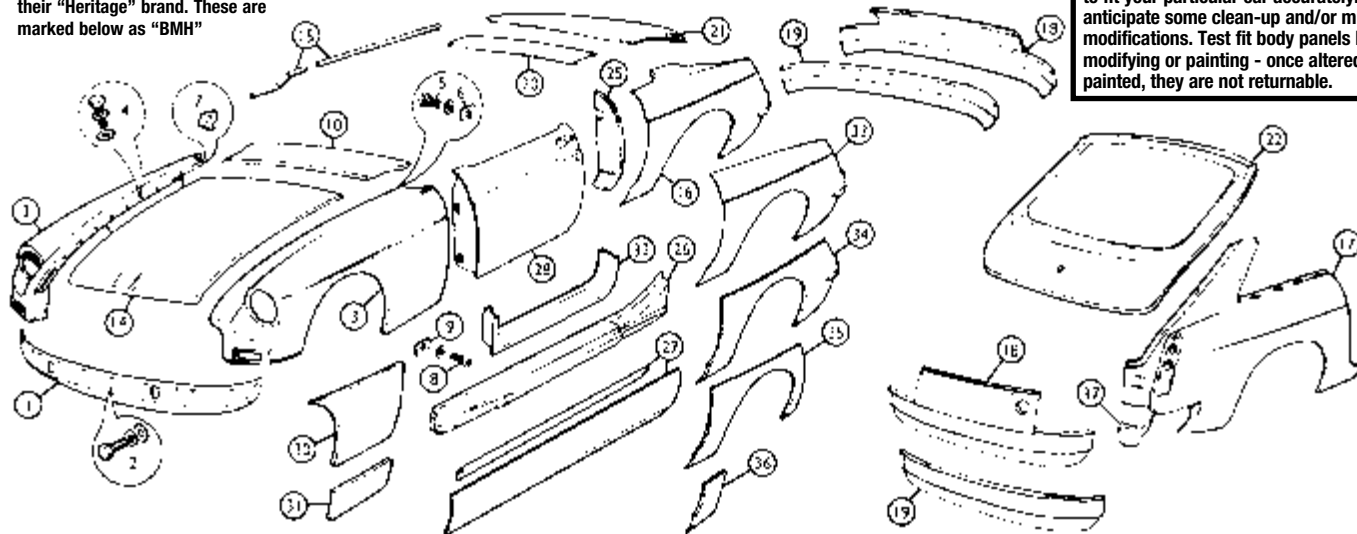


No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	180-895	\$20.99	HOSE, front brake	} RD/GT to (c)394300	2
	180-896	\$12.99	HOSE, front brake, aftermarket		2
	180-885	\$16.89	HOSE, front brake		2
	180-886	\$12.79	HOSE, front brake, aftermarket		2
2	324-730	\$0.39	WASHER, brake hose	} RD from (c)394301 on	3
3	310-070	\$0.39	LOCKNUT, hose		3
3a	324-045	\$0.24	LOCKWASHER		3
4	181-660	\$2.39	LOCKING PLATE, hose to pipe		3
5	180-835	\$20.99	HOSE, rear brake		1
	180-836	\$8.79	HOSE, rear brake, aftermarket		1
6	180-090	\$8.49	CONNECTION, 3-way		1
7	180-230	\$31.89	CONNECTION, 4-way	{ RD to (c)138400 GT to (c)139471	1
8	182-500	\$2.29	CONNECTION, rear pipe	{ RD from (c)138401 on GT from (c)139472 on	1
	182-998*†	\$139.99	BRAKE PIPE SET	1963-'67	1
	183-118*†	\$169.99	BRAKE PIPE SET	1968-'74	1
	183-128*†	\$159.99	BRAKE PIPE SET	1975-'76	1
	183-188*†	\$154.99	BRAKE PIPE SET	1977-'80	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 you know 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*	\$19.79	PIPE, master cylinder to 4-way	} RD to (c)138400 GT to (c)139471 1962-'67	1
11	181-035	\$19.89	PIPE, 4-way to L/H front hose		1
12	181-160	\$15.89	PIPE, 4-way to R/H front hose		1
14	181-065	\$26.29	PIPE, 4-way to rear hose		1
15	181-115	\$19.79	PIPE, 3-way to L/H rear cylinder	RD/GT thru 1976	1
	181-170	\$17.89	PIPE, 3-way to L/H rear cylinder	RD from 1977-'80	1
16	181-145	\$18.89	PIPE, 3-way to R/H rear cylinder	RD/GT thru 1976	1
	181-165	\$16.89	PIPE, 3-way to R/H rear cylinder	RD from 1977-'80	1
17	182-520*	\$16.79	PIPE, master cylinder front	} RD (c)138401 to 368081 GT (c)139472 to 367803	1
18	182-530*	\$16.79	PIPE, master cylinder rear		1
19	182-540	\$19.89	PIPE, switch to L/H front hose		1
20	182-545	\$21.89	PIPE, switch to R/H front hose		1
21	182-550	\$22.49	PIPE, switch to connection		1
22	182-560	\$20.99	PIPE, connection to rear hose		1
23	182-570*	\$23.99	PIPE, master cyl. to R/H hose	} RD from (c)368082 on	1
24	182-575*	\$18.99	PIPE, master cyl. to L/H hose		1
25	182-580	\$24.99	PIPE, master cyl. to connection		1
26	182-590	\$21.99	PIPE, connection to rear hose		1
29	141-710	NA	SWITCH & BODY ASSEMBLY, pressure failure (P.D.W.A.)	} RD (c)138401 to 368081 GT (c)139472 to 367803	1
30	141-725	\$54.99	SWITCH for original ass'y.		1
	181-985	\$34.99	REPAIR KIT, orig. assemblies with lip type seals Kit has "o"-rings and new shuttle to replace orig. components.	} RD (c)138401 to 167815 GT (c)139472 to 167815	1
	181-995	\$13.99	REPAIR KIT, orig. assemblies with "O"-ring seals		1
31	542-110	\$6.59	SWITCH, brake light	{ RD to (c)138400 GT to (c)139471	1
32	181-980	\$7.99	SWITCH, brake light	} RD from (c)138401 on GT from (c)139472 on	1
	310-070	\$0.39	JAM NUT for switch		1
33	182-650	\$29.79	HEAT SHIELD	{ RD (c)138401 to 368081 GT (c)139472 to 367803	1
34	181-875†	NA	PRESSURE FAILURE SWITCH*	to (c)386600 from (c)386601	1
	181-955†	\$12.49	PRESSURE FAILURE SWITCH*		1
†Correct switch for application must be used. They are not interchangeable.					
35	182-600	\$0.89	CLIP, pipe to side member		A/R
36	182-605	\$3.89	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	\$3.69	CLIP, pipe to rear axle		A/R
42	182-635	\$0.89	CLIP, pipe to differential case		A/R
43	182-605	\$3.89	CLIP, pipe to bulkhead		A/R
44	182-645	\$2.19	CLIP, pipe to bulkhead		A/R
45	470-830	\$0.89	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 body panels produced by British Motor Heritage Ltd. under their "Heritage" brand. These are marked below as "BMH"



Most of our body panels are shipped from overseas, and consequently invariably have some scratches and often minor dents. Panels may also require minor alterations to fit your particular car accurately. Please anticipate some clean-up and/or minor modifications. Test fit body panels before modifying or painting - once altered or painted, they are not returnable.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Note: Chrome bumper body panels had overlapping joints, while rubber bumper cars had butted flanges. New "BMH" (British Motor Heritage) chrome bumper panels are available only with butted flanges. Existing panels and new ones must be trimmed to fit each other. Do not cut old panels before matching them up with the new ones.

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

1	<u>457-120</u>	\$199.99	FRONT APRON, BMH**	} RD/GT, 1962 to approx. '73	1	
	<u>457-121</u>	\$159.99	FRONT APRON, aftermarket		1	
	<u>457-115</u>	\$199.99	FRONT APRON, BMH**	} RD/GT, approx. 1973-'74 1/2 (with vent holes)	1	
	<u>457-116</u>	\$159.99	FRONT APRON, aftermarket		1	
	<u>457-125</u>	\$199.99	FRONT APRON, BMH**	} RD/GT, 1974 1/2 - on (rubber bumper)	1	
	<u>457-126</u>	\$164.99	FRONT APRON, aftermarket		1	
	2	323-618	\$6.99	HARDWARE SET, front apron mounting		1
	3	457-360*	\$929.99	FRONT FENDER, L/H, BMH**	} RD to (c)158370	1
457-340*		\$929.99	FRONT FENDER, R/H, BMH**	1962 - '68 (see note A)		1
457-270*		\$929.99	FRONT FENDER, L/H, BMH**	} RD from (c)158371 to 360300	1	
457-260*		\$929.99	FRONT FENDER, R/H, BMH**		1969 - '74 1/2 (see note B)	1
457-275*		\$929.99	FRONT FENDER, L/H, BMH**	} RD from (c)360301 on	1	
457-265*		\$929.99	FRONT FENDER, R/H, BMH**		1974 1/2 - on	1
457-370*		\$929.99	FRONT FENDER, L/H, BMH**	} GT to (c)158230	1	
457-350*		\$929.99	FRONT FENDER, R/H, BMH**		1967 - '68 (see note A)	1
457-390*		\$929.99	FRONT FENDER, L/H, BMH**	} GT from (c)158231 to 361000	1	
457-380*		\$929.99	FRONT FENDER, R/H, BMH**		1969 - '74 1/2 (see note B)	1
	457-395*	\$899.99	FRONT FENDER, L/H, BMH**	} GT from (c)361001 on	1	
	457-385*	\$899.99	FRONT FENDER, R/H, BMH**		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	\$35.99	HARDWARE SET, bolts & washers for both front fenders		1	
5	322-290	\$0.89	BOLT		6	
6	456-965	\$0.89	WASHER, oval	GT uses 2	6/2	
7	324-795	\$4.99	FENDER WASHER	GT	2	
8	323-005	\$0.39	SCREW		6	
9	324-715	\$0.69	WASHER		6	
10	458-200	\$219.99	PANEL, shroud top, BMH**	RD thru 1967	1	
	458-205	NA	PANEL, shroud top	RD from 1968	1	
14	457-255*	\$1299.00	HOOD, aluminum, BMH**	MGB thru approx. 1969	1	
	457-245*	\$879.99	HOOD, steel, BMH**	} MGB, approx. 1970-on	1	
	457-250*	\$299.99	HOOD, steel, replacement		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*	NA	HOOD, aluminum	} MGC (hood also fits MGB)	1	
	457-205	\$26.99	TRIM STRIP, chrome		1	
	326-077	\$1.89	CLIP, trim strip		6	

* Note: Large body items marked * must be paid for in advance and shipped truck, freight collect.
60

No.	Part No.	Price (each)	Description	Application	Qty. Req.
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16	457-420*	\$929.99	REAR FENDER, L/H, BMH**	} RD to (c)360300, to 1974 1/2	1
	457-430*	\$929.99	REAR FENDER, R/H, BMH**		1
	457-435*	\$899.99	REAR FENDER, L/H, BMH**	} RD from (c)360301, 1974 1/2 on	1
	457-425*	\$899.99	REAR FENDER, R/H, BMH**		1
17	457-450*	\$979.99	REAR QUARTER PANEL, L/H, BMH**	} GT to (c)361000 thru 1974 1/2	1
	457-440*	\$979.99	REAR QUARTER PANEL, R/H, BMH**		1
	457-295*	NA	REAR QUARTER PANEL, L/H, BMH**	} GT from (c)361001 on 1974 1/2 on	1
	457-285*	NA	REAR QUARTER PANEL, R/H, BMH**		1
18	<u>457-690</u>	\$359.99	PANEL, lower rear body, BMH**	chrome bumpered cars	1
	<u>457-695</u>	\$239.99	PANEL, lower rear body, BMH**	rubber bumpered cars	1
19	<u>457-680</u>	\$199.99	REAR VALANCE	chrome bumpered cars	1
	<u>457-685</u>	\$209.99	REAR VALANCE	rubber bumpered cars	1
20	458-210	\$79.99	PANEL, rear deck top, BMH**	} RD	1
21	457-550*	\$679.99	TRUNK LID, BMH**		1
	† Late lid - must use late seal #282-475. Trunk lid fittings are on page 74.				
22	457-560*	\$829.99	TAILGATE, BMH**	GT	1
25	458-487†	\$149.99	"B" POST, L/H, BMH*	} RD from (b)57986 to (c)294251 GT to (c)296000, thru 1972	1
	458-485†	\$149.99	"B" POST, R/H, BMH*		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	\$139.99	"B" POST, L/H	} RD from (c)294252 GT from (c)296001, 1973 on	1
	458-490	\$139.99	"B" POST, R/H		1
26	<u>457-150</u>	\$169.99	ROCKER PANEL, L/H, BMH**		1
	<u>457-160</u>	\$169.99	ROCKER PANEL, R/H, BMH**		1
	<u>457-155</u>	\$128.99	ROCKER PANEL, L/H, replacement		1
	<u>457-165</u>	\$128.99	ROCKER PANEL, R/H, replacement		1
27	<u>458-228</u>	\$259.99	ROCKER COVER SET, polished stainless accessory		1
28	457-620	NA	DOOR, L/H	} RD to (b)57985 for pull-out door handles	1
	457-650	NA	DOOR, R/H		1
	457-630	NA	DOOR, L/H	} RD from (b)57986 to (c)138400 for push button door handles	1
	457-660	NA	DOOR, R/H		1
	458-230	\$719.99	DOOR, L/H, BMH**	} RD from (c)138401 to 294500 1969 - approx. 1972	1
	458-235	\$719.99	DOOR, R/H, BMH**		1
	458-250	NA	DOOR, L/H	} RD from (c)294501 on approx. 1973 on	1
	458-255	NA	DOOR, R/H		1
	458-260	NA	DOOR SKIN, L/H	} RD to (b)57985 pull-out door handles	1
	458-265	NA	DOOR SKIN, R/H		1
	<u>458-270</u>	\$164.99	DOOR SKIN, L/H	} RD from (b)57986 on push button door handles	1
	<u>458-275</u>	\$169.99	DOOR SKIN, R/H		1

* Note: Large body items marked * must be paid for in advance and shipped truck, freight collect.
** Parts marked "BMH" are produced by British Motor Heritage.

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

	457-640	NA	DOOR, L/H	} GT to (c)139471 1966 - '67	1
	457-670	NA	DOOR, R/H		1
	458-330	\$699.99	DOOR, L/H, BMH*	} GT from (c)139472 to 296000 1968 - '72	1
	458-340	\$699.99	DOOR, R/H, BMH*		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	\$164.99	DOOR SKIN, L/H	} GT	1
	458-275	\$169.99	DOOR SKIN, R/H		1
30	457-575	\$104.99	QUARTER SECTION, L/F	} from chrome strip down (all)	1
	457-570	\$104.99	QUARTER SECTION, R/F		1
31	457-930	\$61.99	LOWER PANEL, L/F	} lower 12" (all)	1
	457-935	\$61.99	LOWER PANEL, R/F		1
32	457-940	\$46.99	DOOR BOTTOM, L/H		1
	457-945	\$46.99	DOOR BOTTOM, R/H		1
33	457-952	\$459.99	FENDER RPR. PANEL, L/R, BMH**	} chrome-bumpered cars	1
	457-957	\$459.99	FENDER RPR. PANEL, R/R, BMH**		1
	457-950	\$459.99	FENDER RPR. PANEL, L/R, BMH**	} rubber-bumpered cars	1
	457-955	\$459.99	FENDER RPR. PANEL, R/R, BMH**		1
34	457-960	\$229.99	HALF SECTION, L/R	} chrome-bumpered cars (tail lamp area incorrect for later cars)	1
	457-965	\$229.99	HALF SECTION, R/R		1
35	457-970	NA	ARCH SECTION, L/R	} includes lower dogleg section	1
	457-975	NA	ARCH SECTION, R/R		1
36	457-585	\$45.99	DOG LEG PANEL, L/R	} lower 10"	1
	457-580	\$45.99	DOG LEG PANEL, R/R		1
37	457-980	\$34.99	REPAIR PIECE, under light	RD & GT, chrome bumper cars	2

BL "Limited Edition" Spoiler

Fitted by the factory to MGB "LE" models in 1980, this ABS plastic spoiler greatly improves the looks of all rubber-bumpered MGBs! Also adds a racy touch to chrome-bumpered MGBs. Holes must be drilled in existing valance to mount. (Oversize Parts Fee will be charged for this item.)

475-180 \$164.99



"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. (Oversize Parts Fee will be charged for this item.)

475-195 \$149.99



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 large amount of patience and skill.

Front Sebring Valance **475-185 \$149.99** } Oversize Parts Fee will be charged
Rear Sebring Valance **475-190 \$239.99** } for these items.



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



Exterior Body



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 \$59.89



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 \$108.89



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 \$78.99

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 \$159.99**
Alloy Cowl Fitting Kit **222-140 \$49.99**



Not legal for street use in California. Other states may have similar requirements, please check local laws before ordering.

Body Panel Accessories

Illus.	Description	Qty.
A	Headlamp Seal	2
B	Hood Seal	1
C	Rear Hood Seal	1
D	Windshield to Body Seal	1
E	Windshield Post Pads	2
F	Wiper Bezel Pad	3
G	Vent Window to Body Pad	2
H	Door Top Seal	2
I	Door Handle Buffer	2
J	Door Handle Gasket, small	2
K	Door Handle Gasket, large	2
L	Door Lock Gasket	2
M	Trunk Lock Gasket	1
N	Reverse Lamp Wire Grommet	2
O	Reverse Lamp Pad	2
P	Front Lamp Pad	2
Q	Trunk Seal	1
R	Taillamp Seal	2
S	Gas Filler Neck Grommet	1



Body Rubber Repaint Kits

It's no longer a chore to track down all the rubber bits and pieces commonly replaced during a repaint or moderate restoration. Start with the Roadster base kit (GT kit has all pieces), which contains the pieces common to all MGB Roadsters, then add the supplemental kit specific to your year. That's all there is to it. See the accompanying tables for specific content.

Roadster Base Rubber Kit	282-818	\$63.99
Roadster Supplemental Kit 1962-69	282-825	\$33.99
Roadster Supplemental Kit 1970-76	282-826	\$38.99
Roadster Supplemental Kit 1977-80	282-827	\$26.99
GT Rubber Kit	282-829	\$99.99

Body Rubber Kit Contents

Base Kit	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O
1962-69 Supplement	P, Q, R, S
1970-76 Supplement	P, Q, R, S
1977-80 Supplement	Q*, R, S
GT Complete Kit	A, B, C, F, G, H, I, J, K, L, M, N, O, P, Q**, R, S
	* Includes correct trunk seal on body.
	** Includes tailgate seals on body and tailgate.

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. (Oversize Parts Fee will be charged for this item.)

457-415 \$99.99



B-Pillar Repair Kit

The captive nuts on the MGB's B-pillar, used to secure the convertible top or tonneau cover mounts, often fall off. In acknowledgment of this issue, our design team created a B-pillar repair kit that offers a quick and easy solution for this common problem.

The kit consists of a screw, a set of instructions and most importantly the repair plate. The plate has been designed with four Pem nuts. The center Pem nut, as well as the supplied screw, are used to attach the repair plate to the b-pillar, while the three out side Pem nuts will take the place of any missing captive nuts. In the event you do not need to replace all three nuts, you simply cut or bend the extra(s) out of the way.

472-328 \$17.99



Corro Seal Rust Converter

Rust. Is there a more deplorable four-letter word? Corro Seal is the best way to deal with rust because it is less expensive, less time consuming, and is more environmentally friendly than sandblasting. Corro Seal Rust Converter chemically alters rust (iron oxide) into a stable substance, magnetite. It also primes the surface with a high quality latex metal primer at the same time. Corro Seal truly provides one-step corrosion control.

Water-based rust converter with high quality latex metal primer

Non-Flammable

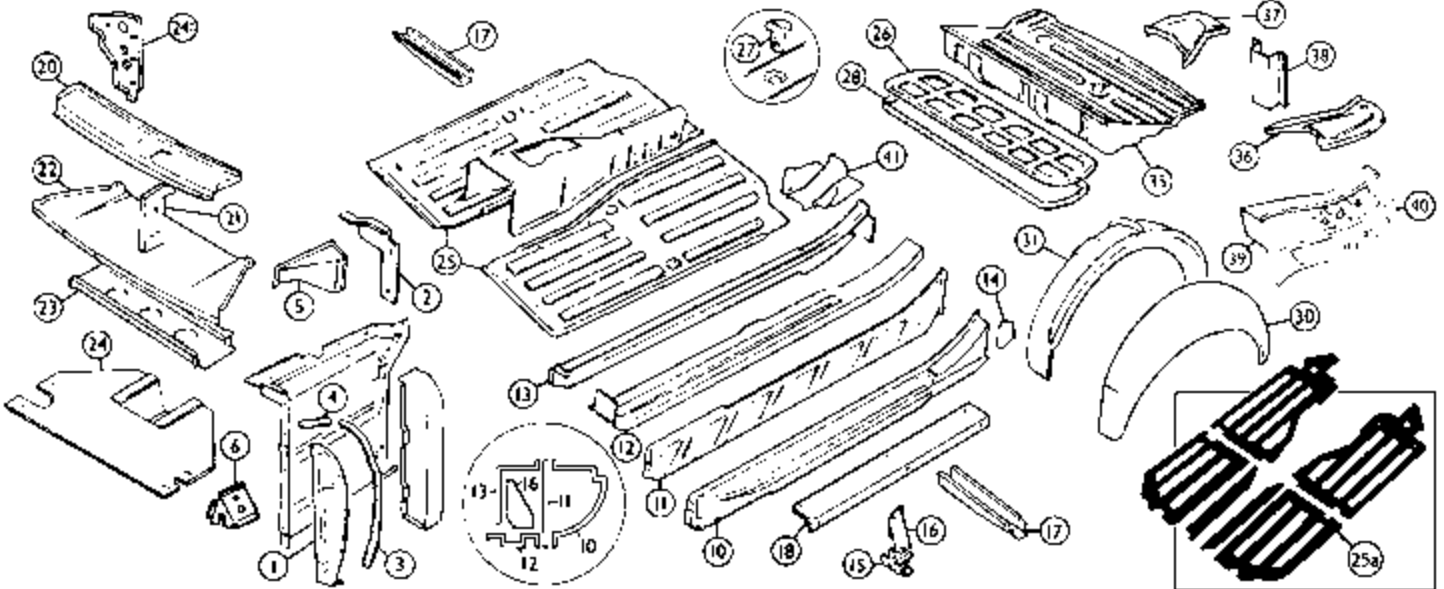
Non-Corrosive

Easy to apply (brush, roll, or spray)

Easy to cleanup with soap and water

232-205 \$33.99

Interior Body Panels



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<u>Underlined part numbers</u> indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
1	458-390	\$23.99	SPLASH PANEL, L/H	} RD to (c)294250 thru 1972 GT to (c)296000 RD from (c)294251 on GT from (c)296001 on '73 on	1
	458-395	\$23.99	SPLASH PANEL, R/H		1
	458-400	\$8.19	SPLASH PANEL, L/H		1
	458-405	\$8.19	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. Assemblies are interchangeable.					
	323-638	\$8.99	HARDWARE KIT, splash guard mounting		1
2	458-410	\$12.99	EXTENSION, L/H, splash panel, BMH*		1
	458-415	\$12.99	EXTENSION, R/H, splash panel, BMH*		1
3	282-370	\$8.99	SEAL L/H, splash panel	} RD to (c)294250 GT to (c)296000 thru '72 RD from (c)294251 on GT from (c)296001 on '73 on	1
	282-360	\$8.99	SEAL R/H, splash panel		1
	282-355	\$5.29	SEAL, splash panel		2
	325-278	\$4.49	RIVET SET, 34 rivets	early type seals	1
4	282-375	\$1.99	SEAL, L/H, splash extension		1
	282-365	\$1.39	SEAL, R/H, splash extension		1
5	458-420	\$41.99	BRACE, L/H, wheel arch	} RD to (c)386600 all GT, thru 1975	1
	458-425	\$41.99	BRACE, R/H, wheel arch		1
	458-430	\$48.99	BRACE, L/H, wheel arch, BMH*	} RD from (c)386600 on 1976 on	1
	458-435	\$48.99	BRACE, R/H, wheel arch, BMH*		1
6	458-192	\$26.99	BRACKET, engine mount, L/H, BMH*	} 1975-80	1
	458-187	\$26.99	BRACKET, engine mount, R/H, BMH*		1
	457-158	\$429.99	ROCKER PANEL / SILL REPAIR KIT, L/H	} nos. 10 thru 16	1
	457-168	\$429.99	ROCKER PANEL / SILL REPAIR KIT, R/H		1
10	457-150	\$169.99	ROCKER PANEL, L/H, BMH*		1
	457-160	\$169.99	ROCKER PANEL, R/H, BMH*		1
	457-155	\$128.99	ROCKER PANEL, L/H, aftermarket		1
	457-165	\$128.99	ROCKER PANEL, R/H, aftermarket		1
11	457-170	\$82.99	INNER PANEL, L/H, BMH*		1
	457-180	\$82.99	INNER PANEL, R/H, BMH*		1
12	459-065	\$144.99	PANEL, L/H, side member bottom, BMH*		1
	459-055	\$144.99	PANEL, R/H, side member bottom, BMH*		1
	458-440	\$128.99	PANEL, L/H, side member bottom, aftermarket		1
	458-445	\$128.99	PANEL, R/H, side member bottom, aftermarket		1
13	458-280	\$126.99	SILL, L/H, BMH*	} full length as illustrated (not in kits) repair panel, less rear 18" (included in kits)	1
	458-285	\$126.99	SILL, R/H, BMH*		1
	458-450	\$74.99	SILL, L/H, inner side member		1
	458-455	\$74.99	SILL, R/H, inner side member		1
14	458-460	\$3.99	FILLER, L/H, rocker rear		1
	458-465	\$399.99	FILLER, R/H, rocker rear		1
15	458-470	\$8.99	JACKING BRACKET		2
16	458-475	\$3.79	BRACE, jacking bracket		2

* Parts market "BMH" are produced by British Motor Heritage.

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



No.	Part No.	Price (each)	Description	Application	Qty. Req.
	457-490	\$184.99	CROSSMEMBER, full length, BMH*		1
17	458-480	\$8.99	CROSS MEMBER HALF	jack support, repair section	2
18	240-640	\$25.49	PLATE, sill tread	} RD from (c)187211 on GT from (c)187841 on	2
20	458-900	\$119.99	PLATFORM, bonnet lock, BMH*	chrome bumpered cars	1
	458-901	\$129.99	PLATFORM, bonnet lock	rubber bumpered cars	1
	458-905	\$99.99	PLATFORM, bonnet lock, repl.	all cars	1
21	458-910	\$48.99	BRACE, platform, BMH*	chrome bumpered cars	1
	458-915	\$48.99	BRACE, platform, BMH*	rubber bumpered cars	1
22	458-920	\$139.99	PANEL, radiator duct	chrome bumpered cars	1
	458-925	\$107.99	PANEL, radiator duct, BMH*	rubber bumpered cars	1
23	458-930	\$59.99	SUPPORT, duct panel, BMH*	chrome bumpered cars	1
	458-935	\$59.99	SUPPORT, duct panel, BMH*	rubber bumpered cars	1
24	458-194	\$29.99	MUD SHIELD, ABS replacement		1
	458-196	\$39.99	BRACKET SET, mudshield	} RD from (c)410001 on	1
24a	458-185	\$23.99	BRACKET, radiator mount, R/H, BMH*		1
	458-190	\$23.99	BRACKET, radiator mount, L/H, BMH*	1977-'80	1
25	458-940	\$184.99	FLOOR PANEL, L/H	} RD to (c)138400 GT to (c)139471 (thru '67)	1
	458-945	\$184.99	FLOOR PANEL, R/H		1
	458-885	\$229.99	FLOOR PANEL, L/H, BMH*	} RD from (c)138401 on GT from (c)139472 ('68 on)	1
	458-875	\$229.99	FLOOR PANEL, R/H, BMH*		1
	458-950	\$144.99	FLOOR PANEL, L/H, repro.		1
	458-955	\$144.99	FLOOR PANEL, R/H, repro.		1
25a	409-128	\$149.99	SOUND-DEADENING KIT, main floor, BMH*	1968 - '80	1
26	456-270	\$94.99	PANEL, battery access, to '74 1/2	RD/GT to (c)360300	1
	456-275	\$54.99	PANEL, battery access, BMH*	RD/GT from (c)360301	1
27	226-640	\$9.99	FASTENER, access panel		5
28	282-500	\$2.79	SEAL, battery access panel		1
30	458-960	\$199.99	WHEEL WELL, L/H outer		1
	458-965	\$199.99	WHEEL WELL, R/H outer		1
31	458-055	\$199.99	WHEEL WELL, L/H inner, BMH*		1
	458-065	\$199.99	WHEEL WELL, R/H inner, BMH*		1
35		NA	TRUNK FLOOR, main panel	1962-'67	1
	458-987	\$309.99	TRUNK FLOOR, main panel, BMH*	} 1968-'74 chrome bumpered cars	1
	458-970	\$259.99	TRUNK FLOOR, main panel, BMH*		1
			rubber bumpered cars	1974.5-'80	1
36	458-975	\$39.99	OUTER TRUNK FLOOR, L/H	} RD/GT	1
37	458-980	\$39.99	OUTER TRUNK FLOOR, R/H		1
38	457-730	\$17.49	PANEL, trunk lid striker, BMH*		1
39	457-500	\$189.99	SPRING HANGER, R/H		1
	457-510	\$189.99	SPRING HANGER, L/H		1
40	457-520	\$54.99	SIDE PLATE, R/H, BMH*	} chrome bumper cars	1
	457-530	\$54.99	SIDE PLATE, L/H, BMH*		1
41	458-028	\$76.99	SPRING MOUNT ASS'Y., L/H, BMH*		1
	458-018	\$76.99	SPRING MOUNT ASS'Y., R/H, BMH*		1
	458-048	\$63.99	SPRING MOUNT ASS'Y., L/H, BMH*	} rubber bumper cars	1
	458-038	\$63.99	SPRING MOUNT ASS'Y., R/H, BMH*		1

* Parts market "BMH" are produced by British Motor Heritage.

Body Paint Color Codes

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.

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 manufactures 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.

Color Name	Description	Factory Code	Aftermarket Codes	Application	Years
Black	Black	BK I	DITZ# 9000 DUP# 99	RD/GT	1962 - '80
Old English White	Creamy White	WT 3	RM# BM149/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 ³ /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

Silver-Gray Wheel Paint

Custom packed aerosol can of the correct shade of silver for MG wheels. (Not the gaudy, "hardware store" silver color!) Three to four cans (depending on wheel type) of this acrylic enamel will make five wheels look like new and leave a bit left for later touch-up.

220-560 \$21.69

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 \$21.69

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 \$16.99

High Temperature Primer

While our engine paints may be used on bare metal, this special primer will improve adherence and paint smoothness.

220-576 \$14.99

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 \$19.99



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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

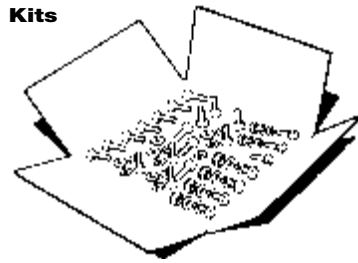
Paint Codes for Other Components

Application	Color	Aftermarket Codes	
1962 - '71 Engines (18G to 18GK)	Dark Red	Moss# 220-540	\$21.69
1972-'80 Engines (18V)	Black	Moss# 220-575	\$16.99
Engine Cooling Fan and Pulley	Yellow	Rustoleum #7747 (Sunburst Yellow)	NA
Wire and Disc Wheels	"Hammered" Silver	Moss# 220-560	\$21.69
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 \$11.99

Timing Cover Screw Set
Fits 1976 on with plain washers. 323-558 \$8.99

Sump Screw Set
Fits all 1962-'80. 323-548 \$10.79

Engine to Gearbox Nut & Bolt Set
Fits 1962-'67 with 3-Synchro gearboxes. 322-428 \$8.99

Engine to Gearbox Nut & Bolt Set
Fits 1968 on with All-Synchro gearboxes. 322-438 \$7.79

Fuel Tank Mounting Kit

Fits 1965 on (not for early strap-on tanks). 323-628 \$9.99

Exhaust Mounting Kits:

Center Exhaust Mounting Kit
Fits all 1962-'80. 470-138 \$13.39

Rear Exhaust Mounting Kit
Fits 1962-'69 to (c)167815. 470-178 \$9.49

Rear Exhaust Mounting Kit
Fits 1969-'74. Roadsters from (c)167816 to 360300 and GTs from (c)167816 to 361000. 444-145 \$26.99

Rear Exhaust Mounting Kit
Fits '74 1/2 on (all rubber-bumpered cars). 470-148 \$26.99

Exh. Manifold Stud & Nut Kit (6 studs & brass nuts)
Fits 1962-'74 (all cars with twin SU carbs.). 328-718 \$8.99

Suspension Kits:

Front Suspension Dust Tube Kits
Includes both tubes and spring. 2 required. 263-428 \$12.49

Rear Spring Fitting Kit (for 1 spring)
Fits cars with Banjo-Type rear axles. 454-927 \$15.99

Rear Spring Fitting Kit (for 1 spring)
Fits cars with Tube-Type rear axles. 454-937 \$18.99

Rear Spring Shackle Kit
Includes shackle plate with studs, plate, nuts and bolts. 2 kits required per car. 267-528 \$8.99

Bodywork & Bumper Kits:

Front Fender Fitting Kit
Fits all '62-'80. One kit does both fenders. 321-928 \$35.99

Front Valance Fitting Kit 323-618 \$6.99

Front Bumper Fitting Kit
Fits 1962-'74 (cars with chrome bumpers). 321-908 \$39.99

Rear Bumper Fitting Kit
Fits 1962-'74 (cars with chrome bumpers). 321-918 \$36.99

Trim & Body Molding Kits:

Interior Trim Screw Set
Chrome finish for early roadsters. 323-578 \$14.99

Interior Trim Screw Set
Black finish for later roadsters. 323-988 \$14.39

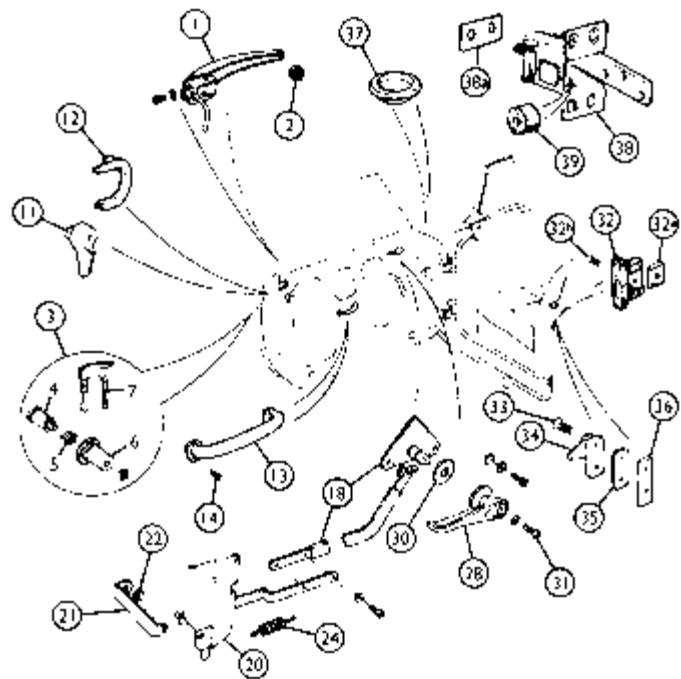
Interior Trim Screw Set
Black finish for GTs. 323-608 \$17.99

Body Molding Fitting Kit
Complete set to fit all 6 body moldings. 326-058 \$13.79

Inner Front Fender Splash Panel Fixing Kit
Complete set for left and right panels. 323-638 \$8.99



Door Fittings



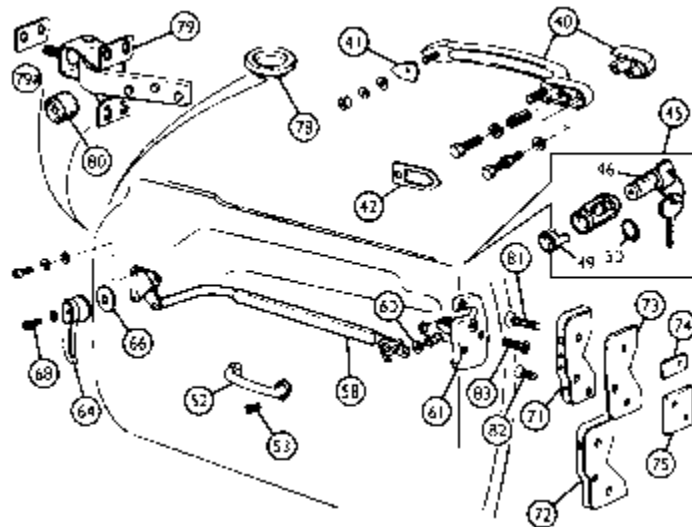
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1962 - early 1965					
RD from (b)101 to 57985 with pull-out exterior door handles					
1	401-510	\$49.99	DOOR HANDLE, L/H, exterior		1
	401-520	\$49.99	DOOR HANDLE, R/H, exterior		1
2	011-734	\$1.79	BUFFER, door handle		2
3	401-578	NA	LOCK 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	\$4.99	RETAINING CLIP		2
11	472-260	\$46.99	KNOB, inside locking, passenger's door		1
12	401-595	\$22.89	FINISHER, lock		2
13	472-240	\$6.79	HANDLE, door pull, with end brackets		2
	402-470	NA	HANDLE, door pull, without brackets		2
14	323-080	\$0.99	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	\$23.99	LINK		2
22	402-325	\$1.69	SPRING CLIP		2
24	402-330	NA	TENSION SPRING		2
28	472-250	\$11.79	HANDLE, door opening		2
30	472-265	\$1.29	FIBER WASHER		2
31	323-205	\$1.49	SCREW, handle fixing		2
32	281-608	\$8.49	DOOR BUFFER SET, 4 buffers		1
32a	470-490	\$2.49	TAPPING PLATE		4
32b	323-080	\$0.99	SCREW		4
33	323-595	\$0.79	SCREW, securing striker plate		4
34	470-540	\$8.69	STRIKER		2
35	472-455	\$1.79	PACKING	A/R	
36	470-480	\$8.69	TAPPING PLATE		2
37	282-995	\$0.79	PLUG, rain excluder		4
38	405-460	\$159.99	DOOR HINGE, L/H, BMH*		2
	405-470	\$159.99	DOOR HINGE, R/H, BMH*		2
	323-235	\$0.49	SCREW, hinge to door		12
	323-275	\$0.69	SCREW, hinge to body		16
38a	405-480	\$9.69	TAPPING PLATE, hinge to body, BMH*		8
39	282-895	\$0.99	BUFFER, door hinge		4

* Parts marked "BMH" are produced by British Motor Heritage.

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 \$19.99



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	803-165	\$58.99	DOOR HANDLE, exterior		2
41	401-540	\$0.39	GASKET, front		2
42	401-550	\$0.49	GASKET, rear		2
	401-588	NA	MASTER LOCK SET, includes 2 matching door locks		1
			1 trunk lid lock, 1 glove box and 2 keys		
	402-198	\$52.99	DOOR LOCK PAIR, with 2 keys		1
45	402-190	NA	LOCK ASSEMBLY, L/H		1
	402-200	NA	LOCK ASSEMBLY, R/H		1
46	401-560	NA	BARREL & KEY		2
49	401-590	NA	RETAINING CLIP		2
50	402-170	\$0.69	GASKET, door lock		2
52	472-240	\$6.79	HANDLE, door pull		2
53	323-080	\$0.99	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	\$11.79	HANDLE, door opening		2
66	472-265	\$1.29	FIBER WASHER		2
68	323-205	\$1.49	SCREW, handle fixing		2
71	401-320	NA	STRIKER, L/H	}RD	1
	401-340	NA	STRIKER, R/H		1
72	401-330	NA	STRIKER, L/H	}GT	1
	401-350	NA	STRIKER, R/H		1
73	402-410	\$1.19	SHIM, .064"		A/R
	402-415	\$1.19	SHIM, .036"		A/R
74	402-340	\$3.89	TAPPING PLATE, upper		2
75	402-420	\$4.79	TAPPING PLATE, lower		2
78	282-995	\$0.79	PLUG, rain excluder		4
79	405-460	\$159.99	DOOR HINGE, L/H, BMH*		2
	405-470	\$159.99	DOOR HINGE, R/H, BMH*		2
	323-235	\$0.49	SCREW, hinge to door		12
	323-275	\$0.69	SCREW, hinge to body		16
79a	405-480	\$9.69	TAPPING PLATE, hinge to body, BMH*		8
80	282-895	\$0.99	BUFFER, door hinge		4
81	323-195	\$0.99	SCREW, striker plate, long		2
82	323-255	\$0.69	SCREW, striker plate, short		4
83	323-585	\$0.49	SCREW, securing door latch		6

* Parts marked "BMH" are produced by British Motor Heritage.

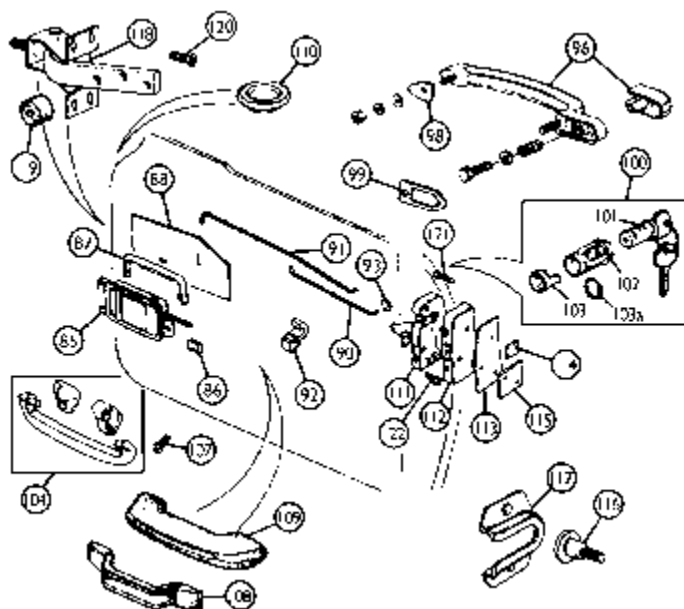
To prevent the "crack of doom" on MGB doors just behind the vent window frame, ensure that the car's doors are properly hung, adjusted, and hinges lubricated. This does need periodic attention due to hinge wear. Also, don't pull on the vent window to close the doors!



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Door Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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1968 - 1980

RD from (c)138401/GT from (c)139472

85	402-360	\$48.99	HANDLE & CONTROL ASSEMBLY, L/H		1
	402-365	\$48.99	HANDLE & CONTROL ASSEMBLY, R/H		1
86	402-370	NA	CONNECTOR		2
87	402-375	\$1.69	BEZEL, interior handle		4
88	402-380	NA	DUST SEAL, handle assembly		2
90	402-390	NA	LINK, operating, L/H		1
	402-395	\$4.99	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
93	401-121	\$3.49	CLIP, operating links to latch		2
96	401-535	\$58.99	DOOR HANDLE, exterior		2
98	401-540	\$0.39	GASKET, front		2
99	401-550	\$0.49	GASKET, rear		2
	401-598	\$124.99	MASTER LOCK SET, includes 2 door locks, 1 trunk lock and 2 keys		1
	402-198	\$52.99	DOOR LOCK PAIR		1
100	402-190	NA	LOCK ASSEMBLY, L/H		1
	402-200	NA	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	\$0.69	GASKET, door lock		2
104	472-240	\$6.79	DOOR PULL, assembly, thru 1971**	RD/GT to (c)258000	2
**Earlier type (orig. thru 1967), with open ends on brackets. Later type is not available.					
107	323-080	\$0.99	SCREW, door pull		4
108	402-450	NA	DOOR PULL, autumn leaf (tan)	} RD from (c)258001 to 294250 GT from (c)258001 to 296000 1972	2
	402-455	\$14.79	DOOR PULL, ochre (mustard)		2
	402-453	\$13.79	DOOR PULL, black		2
	402-490	NA	DOOR PULL, navy		2
	472-507	\$0.89	SCREW, door pull		4
109	402-425	\$42.99	DOOR PULL, armrest, black	} RD from (c)294251 GT from (c)296001 1973 on	2
	402-430	\$69.99	DOOR PULL, armrest, autumn leaf		2
	402-435	\$89.99	DOOR PULL, armrest, navy		2
	402-440	NA	DOOR PULL, armrest, ochre		2
	402-495	NA	DOOR PULL, armrest, champagne		2
	402-442	\$0.49	SCREW, door pull		4
	402-443	\$0.59	NUT, plastic (in door)		4
110	282-995	\$0.79	PLUG, rain excluder		4
111	401-130	NA	LATCH, L/H		1
	401-135	\$319.99	LATCH, R/H		1
112	401-360	\$29.29	STRIKER, L/H	} RD GT use RD parts as repl.	1
	401-370	\$29.29	STRIKER, R/H		1
	401-380	NA	STRIKER, L/H		1
	401-390	NA	STRIKER, R/H		1

113	402-410	\$1.19	SHIM, .064"		A/R
	402-415	\$1.19	SHIM, .036"		A/R
114	402-340	\$3.89	TAPPING PLATE, upper		2
115	402-420	\$4.79	TAPPING PLATE, lower		2
116	401-385	\$9.99	PIN, anti-burst unit	RD from (c)410001 on 1977 on	2
117	401-395	\$7.79	PLATE, anti-burst unit		2
118	405-460	\$159.99	DOOR HINGE, L/H, BMH*	RD from (c)138401 to 410000 GT from (c)139472 to 410000	2
	405-470	\$159.99	DOOR HINGE, R/H, BMH*		2
	405-460	\$159.99	DOOR HINGE, L/H, upper, BMH*	RD from (c)410001 on 1977 on	1
	405-465	\$159.99	DOOR HINGE, L/H, lower, BMH*		1
	405-470	\$159.99	DOOR HINGE, R/H, upper, BMH*		1
	405-475	\$159.99	DOOR HINGE, R/H, lower, BMH*		1
119	282-895	\$0.99	BUFFER, door hinge		4
120	323-275	\$0.69	SCREW, hinge to body		16
	323-235	\$0.49	SCREW, hinge to door		12
121	323-195	\$0.99	SCREW, striker plate, long		2
	323-255	\$0.69	SCREW, striker plate, short		4
122	323-585	\$0.49	SCREW, securing door latch		6

* Parts marked "BMH" are produced by British Motor Heritage.

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 \$13.29**



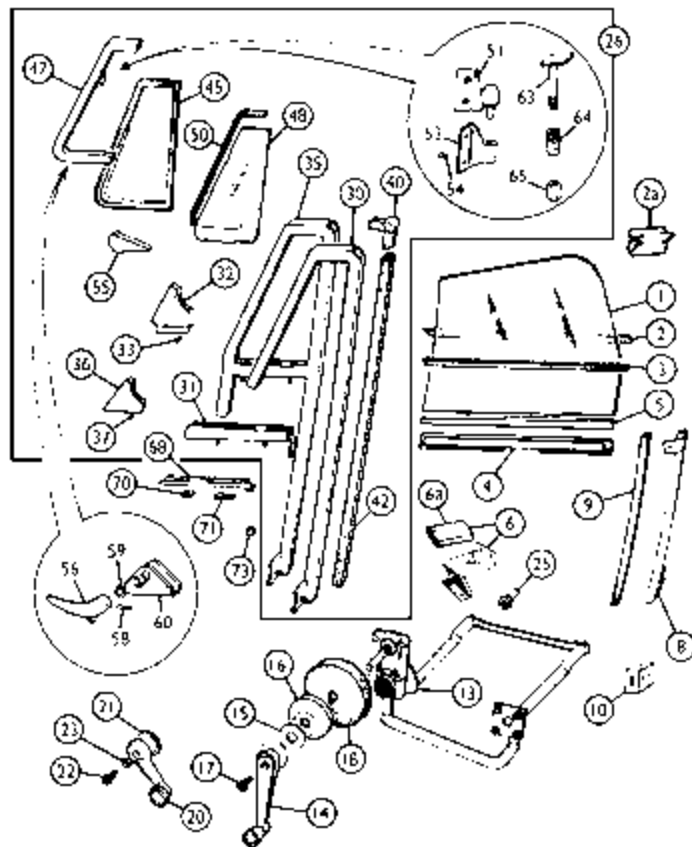
Chrome Door Pull & Window Winder

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 \$15.29**
1968-'80 Winder **472-540 \$19.99**



Door Window Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	458-830	\$49.99	DOOR GLASS, L/H	} RD	1
	458-850	\$49.99	DOOR GLASS, R/H		1
	458-840	\$64.99	DOOR GLASS, L/H, clear	} GT to (c)219000	1
	458-860	\$64.99	DOOR GLASS, R/H, clear		1
	458-890	\$74.99	DOOR GLASS, L/H, tinted	} GT from (c)219001 on (optional for earlier cars)	1
	458-895	\$74.99	DOOR GLASS, R/H, tinted		1
2	282-380	\$4.99	SEAL, door top, L/H		1
	282-390	\$4.99	SEAL, door top, R/H		1
2a	803-400	\$0.17	CLIP, seal to finisher	GT	14
	NA		RIVET, seal to finisher	RD	14
3	682-030	\$6.49	BRUSH SEAL, door top		2
4	402-220	\$28.99	CHANNEL, lower		2
5	282-550	\$4.29	GLAZING RUBBER		2
6	402-231	\$51.99	BRACKET, glass stop, R/H		2
	402-232	\$51.99	BRACKET, glass stop, L/H		2
6a	402-230	\$1.99	BUFFER, glass stop		2
8	402-235	\$42.99	REAR CHANNEL, L/H		1
	402-240	\$42.99	REAR CHANNEL, R/H		1
9	458-610	\$3.19	FLEX CHANNEL		2
10	458-605	\$27.79	BRACKET, R/H, channel	} RD/GT from (c)146104 on (fits RD ft. & rear, GT rear only)	2/1
	458-615	\$27.79	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	NA	REGULATOR, L/H	} RD from (c)138401 on ('68 on)	1
	402-275	NA	REGULATOR, R/H		1
14	472-230	\$6.99	HANDLE, regulator	} RD to (c)138400	2
15	472-265	\$1.29	WASHER, fiber		2
16	472-500	\$10.49	ESCUTCHEON		2
17	323-205	\$1.49	SCREW, handle		2
18	472-510	\$2.19	PAD, handle	} GT to (c)139471 (thru 1967)	2
20	472-520	\$2.29	HANDLE, plastic (original)	} RD from (c)138401 on	2
	472-540	\$19.99	HANDLE, chrome (replacement)		2
21	472-525	\$0.79	WASHER, fiber	} (1968 on)	2
22	472-495	\$1.89	SCREW & SPACER, black	} for black handles	2
	472-535	\$0.59	SCREW, chrome		2
23	472-530	\$3.79	SPACER, chrome	} for chrome handles	2
24	324-010	\$0.19	LOCKWASHER for screw		2
25	402-280	NA	STOP, regulator arm	RD/GT from (b)57986 on	2

26	458-500	\$346.99	VENTILATOR ASSEMBLY, L/H	} RD from (c)65865 on (ealier parts not avail.)	1
	458-505	NA	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	\$0.79	SCREW, capping to frame		4
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	NA	OUTER FRAME, R/H		1
36	458-580	\$27.99	CAPPING, L/H	} RD from (c)65865 on	1
	458-585	\$27.99	CAPPING, R/H		1
	458-590	NA	CAPPING, L/H	} GT	1
	458-595	NA	CAPPING, R/H		1
37	458-550	\$0.79	SCREW, capping to frame	RD from (c)65865 on	4
40	458-555	NA	SCREW, capping to frame	GT	4
	282-575	\$4.99	BLOCK, corner	RD/GT to approx. 1969	2
	282-595	\$3.19	BLOCK, corner	RD/GT approx. '69 to (c)279339	2
42	282-065	\$1.99	BLOCK, corner	RD/GT from (c)279340	2
	458-610	\$3.19	FLEX CHANNEL		2
45	282-530	\$7.89	SEAL, vent window, L/H	} RD	1
	282-510	\$7.89	SEAL, vent window, R/H		1
	282-540	\$12.49	SEAL, vent window, L/H	} GT	1
	282-520	\$12.49	SEAL, vent window, R/H		1
47	458-620	NA	INNER FRAME, L/H	} RD	1
	458-625	NA	INNER FRAME, R/H		1
	458-630	NA	INNER FRAME, L/H	} GT	1
	458-635	NA	INNER FRAME, R/H		1
48	458-780	\$32.99	GLASS, L/H & R/H	RD	2
	458-800	\$57.99	GLASS, L/H, clear	} GT to (c)279339	1
	458-790	\$57.99	GLASS, R/H, clear		1
	458-855	\$59.99	GLASS, L/H, tinted	} GT from (c)279340 on	1
	458-865	\$59.99	GLASS, R/H, tinted		1
50	282-095	\$2.29	GLAZING RUBBER	sold per foot	A/R
51	458-640	\$9.99	HINGE TOP, L/H	} RD	1
	458-645	\$9.99	HINGE TOP, R/H		1
	458-765†	\$0.39	RIVET, hinge top		4
	458-650	NA	HINGE TOP, L/H	} GT	1
	458-655	NA	HINGE TOP, R/H		1
	458-765†	\$0.39	RIVET, hinge top		4
† Rivet is factory replacement for original screw.					
53	458-745	\$8.69	HINGE BOTTOM, L/H	} RD to (c)279339 (screw type)	1
	458-755	\$8.69	HINGE BOTTOM, R/H		1
	458-775	NA	HINGE BOTTOM, L/H	} GT to (c)279339 (screw type)	1
	458-785	NA	HINGE BOTTOM, R/H		1
54	323-060	\$0.89	SCREW, hinge	RD/GT to (c)279339	4
	458-660	\$5.79	HINGE BOTTOM, L/H	} RD from (c)279340 (rivet type)	1
	458-665	\$5.79	HINGE BOTTOM, R/H		1
	458-670	\$7.99	HINGE BOTTOM, L/H	} GT from (c)279340 (rivet type)	1
	458-675	NA	HINGE BOTTOM, R/H		1
	458-765	\$0.39	RIVET, hinge	RD/GT from (c)279340	4
55	458-680	\$15.79	DRAIN CHANNEL, L/H	} RD	1
	458-685	\$15.79	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	\$31.99	HANDLE, L/H, curved	} RD to (c)138799	1
	470-580	\$31.99	HANDLE, R/H, curved		1
				} GT to (c)139283	1

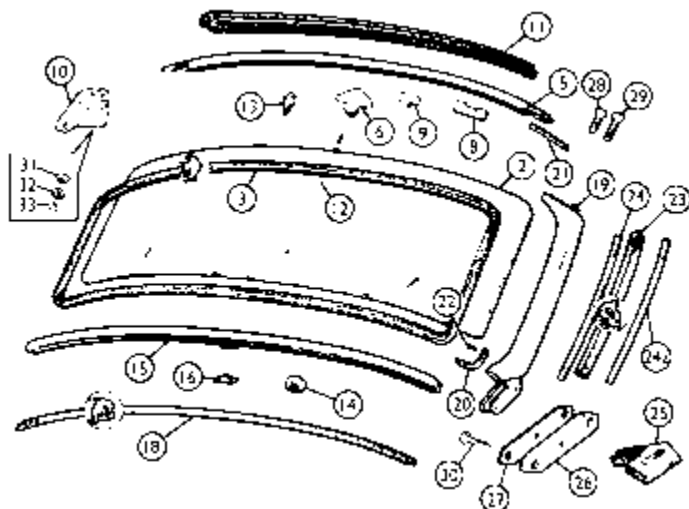
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470-595	\$26.99	HANDLE, L/H, flat	} RD from (c)138000 on 1 GT from (c)139284 on 1
470-585	\$26.99	HANDLE, R/H, flat	

58	325-470	\$2.79	PIN, handle securing		2
59	324-295	\$0.29	WASHER, anti-rattle		2
60	458-700	\$49.99	BRACKET, curved handle		2
	458-705	\$14.89	BRACKET, flat handle		2
63	458-710	\$14.79	PIVOT PIN, bottom	RD	2
	458-715	\$22.49	PIVOT PIN, bottom	GT	2
64	329-850	\$1.49	SPRING		2
65	312-000	\$0.24	NUT, pivot pin		2
68	282-780	\$2.29	SEAL, frame seating, L/H	} RD	1
	282-770	\$2.29	SEAL, frame seating, R/H		1
	324-305	\$0.89	SEAL, frame seating	GT	2
70	312-015	\$1.99	REINFORCEMENT, front		2
71	312-020	\$2.69	REINFORCEMENT, rear		2
73	312-010	\$2.49	NUT, frame to door		4



Roadster Windshield

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

	472-600	NA	WINDSHIELD ASSEMBLY, complete	RD to (c)306515	1
	472-610	NA	WINDSHIELD ASSEMBLY, complete	RD from (c)306516 on 1	1
2	<u>458-345</u>	<u>\$389.99</u>	GLASS, windshield, clear, Triplex brand, orig.*	}	1
	<u>458-365</u>	<u>\$389.99</u>	GLASS, windshield, clear, Triplex, modified*		1
	<u>458-375</u>	<u>\$389.99</u>	GLASS, windshield, tinted, Triplex, modified*		1
	<u>458-810</u>	NA	GLASS, windshield, clear, aftermarket, orig.*		1
	<u>458-815</u>	<u>\$119.99</u>	GLASS, windshield, tinted, aftermarket, orig.*		1
**orig" = original style rounded corners					
"modified" = slightly recessed corners to minimise breakage					
3	282-420	\$16.99	GLAZING RUBBER, windshield		1
5	453-270	NA	TOP RAIL	RD to (c)187210	1
	453-275	NA	TOP RAIL	RD from (c)187211 on 1	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	1
8	472-620	NA	BRACKET, soft top latch		2
9	233-930	\$1.19	ANCHOR, sun visor		2
10	233-920	NA	BRACKET, sun visor pivot	RD to (c)410000	2
	233-925	\$9.89	BRACKET, sun visor pivot	RD from (c)410001 on 2	2
	314-280	\$0.49	SCREW, sunvisor mountings	replaces orig. rivets	12
11	453-610	\$9.99	SEAL, on header rail		1
12	472-420	\$16.89	CENTER ROD	RD to (c)138400	1
	472-425	\$4.99	CENTER ROD	RD from (c)138401 on 1	1
13	472-635	\$3.39	NUT, rod to top bracket	RD to (c)187210	1
14	310-040	\$0.19	NUT, rod to bottom bracket	RD to (c)138400	1
	472-640	\$1.19	NUT, rod to bottom bracket	RD from (c)138401 on 1	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	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	1
18	282-410	\$13.49	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	1
	408-025	NA	PILLAR, R/H		1
20	408-040	\$49.99	BRACKET, L/H, pillar to bottom rail		1
	408-050	\$49.99	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	\$0.49	SCREW, bracket		8
23	282-400	\$3.79	SEAL, pillar to ventilator		2
24	408-030	\$5.79	RETAINER, pillar seal		2

Roadster Windshield

24a	408-035	\$4.39	INNER SEAL RETAINER		2
25	282-450	\$1.89	GROMMET, L/H, pillar to body		1
	282-460	\$1.89	GROMMET, R/H, pillar to body		1
26	408-070	\$19.89	PACKING, outer (aluminum), pillar to body		2
27	408-060	\$11.99	PACKING, inner (fiber), pillar to body		2
28	408-056	\$0.49	SCREW, short, top rail to pillar		4
29	408-057	\$0.39	SCREW, long, top rail to pillar		2
30	117-022	\$0.69	BOLT, pillar to body		4
	322-946	\$0.69	SCREW, packing to body		2

31	324-175	\$0.39	CUP WASHER, visor mounting	} RD	2
32	324-185	\$0.29	SPRING WASHER, visor mounting		2
33	310-830	\$0.24	NUT, visor mounting		2

Sun Visor Kit

Sun visors were a factory option from 1962 through 1967, and these kits are intended for those of you with cars not so equipped. Includes two black vinyl visors and all necessary brackets and hardware. Fits Roadster only (not GT).

224-108 \$79.99

See complete sunvisor listing on page 104.

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 the color section at the front of this catalog).

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 properly, 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.

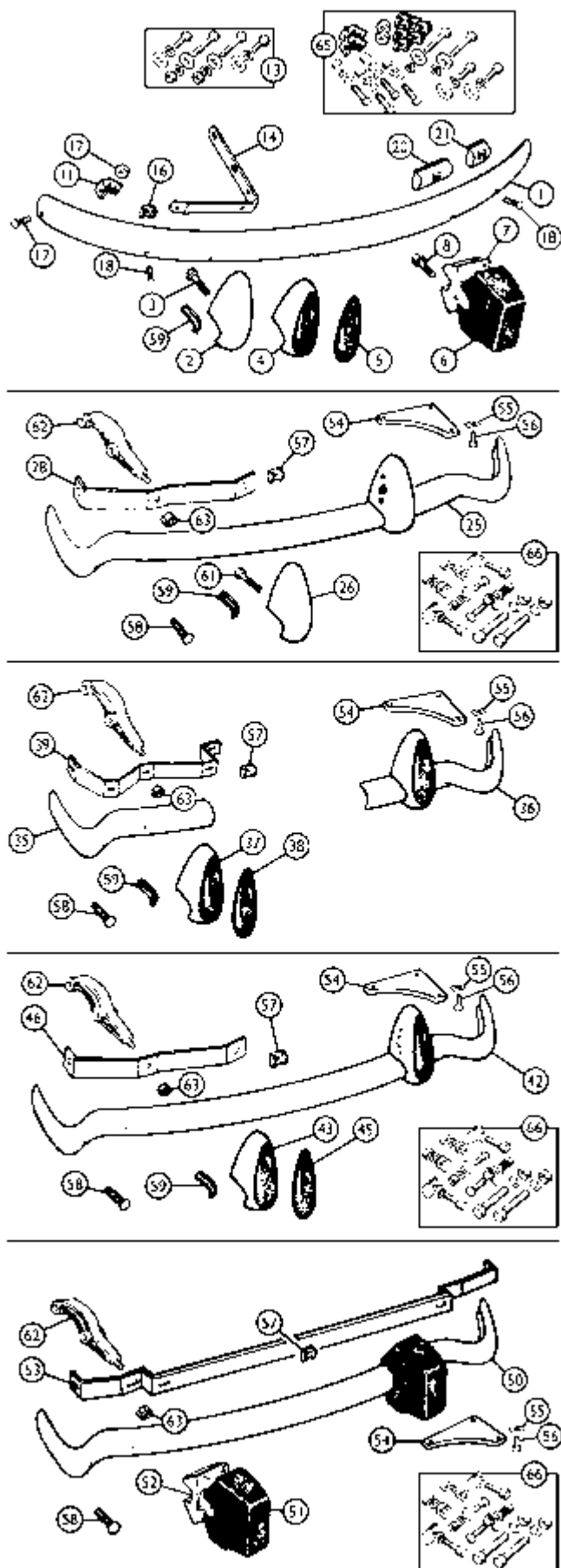
LOCAL & OVERSEAS: 805-681-3400

FAX: 805-692-2525

www.mossmotors.com



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	\$189.99	FRONT BUMPER BAR		1
2	454-310	\$46.99	OVERRIDEER, front bumper	RD to (c)187210 GT to (c)187840 1962 - '69	2
3	322-075	\$0.89	BOLT, ft. overrideer		2
4	454-315	\$38.99	OVERRIDEER, front	RD from (c)187211 to 339094 GT from (c)187841 to 339471 1970 - '74	2
5	454-375	\$4.49	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	\$0.89	BOLT, ft. overrideer		4
11	472-200	\$3.79	BRACKET, outer	incl. in front bumper hardware kit #65	2
12	472-205	\$0.89	PAD, outer bracket		2
13	321-938	\$8.99	MOUNTING KIT, front brackets to car		1
14	472-210	\$9.99	SPRING BRACKET, L/H, front	RD to (c)339094 GT to (c)339471 (to early '74)	1
	472-220	\$9.99	SPRING BRACKET, R/H, front		1
	472-215	NA	SPRING BRACKET, L/H, front	RD (c)339095 to 360300 GT (c)339472 to 361100	1
	472-225	NA	SPRING BRACKET, R/H, front		1
16	475-280	\$1.19	SPACER (to early '74 uses 6; mid '74 uses 2)		6/2
17	322-900	\$1.89	BOLT & NUT, bar to bracket	RD to (c)339094 GT to (c)339471 (to early '74)	2
	310-050	\$0.59	NUT		2
18	322-900	\$1.89	BOLT & NUT, bar to spring bracket		2
20	475-295	NA	SPACER, behind overrideer	RD (c)339095 to 360300 GT (c)339472 to 361100	2
21	475-290	NA	SPACER, spring bracket		2
25	453-100	\$219.99	REAR BUMPER BAR	RD to (c)187210 GT to (c)187840, 1962 - '69	1
26	454-320	\$46.99	OVERRIDEER, L/H, rear		1
	454-330	\$46.99	OVERRIDEER, R/H, rear		1
28	472-340	\$8.99	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	\$38.99	OVERRIDEER		2
38	454-375	\$4.49	BUFFER		2
39	472-235	NA	SPRING BRACKET		2
42	453-100	\$219.99	REAR BUMPER BAR	RD from (c)219001 to 339094 GT from (c)219001 to 339471 1971 - early '74	1
43	453-105	\$56.99	OVERRIDEER, L/H		1
	453-115	\$56.99	OVERRIDEER, R/H		1
45	454-375	\$4.49	BUFFER		2
46	472-340	\$8.99	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
54	472-360	\$3.19	FILLER PLATE, L/H		1
	472-350	\$3.19	FILLER PLATE, R/H		1
55	317-045	\$0.59	FIX NUT		6
56	314-095	\$0.39	SCREW		6
57	475-280	\$1.19	SPACER		4
58	322-900	\$1.89	BOLT & NUT, bar to bracket	bumpers no. 25, 35, 42	2
	322-080	\$3.89	BOLT & NUT, bar to bracket	bumper no. 50	2
	310-050	\$0.59	NUT, for bolts		2
59	400-418	\$3.69	PACKING SET, overrideer to bar		1
60	322-075	\$0.89	BOLT, front overrideer		2
61	320-345	\$0.79	BOLT, rear overrideer	all-chrome overrideers only	2
62	472-345	\$24.79	MOUNT, rear bracket		2
63	472-347	\$0.24	NUT, rear mount		2

Complete Bumper Kits (Oversize Parts Fee will be charged for Bumper Kits.)

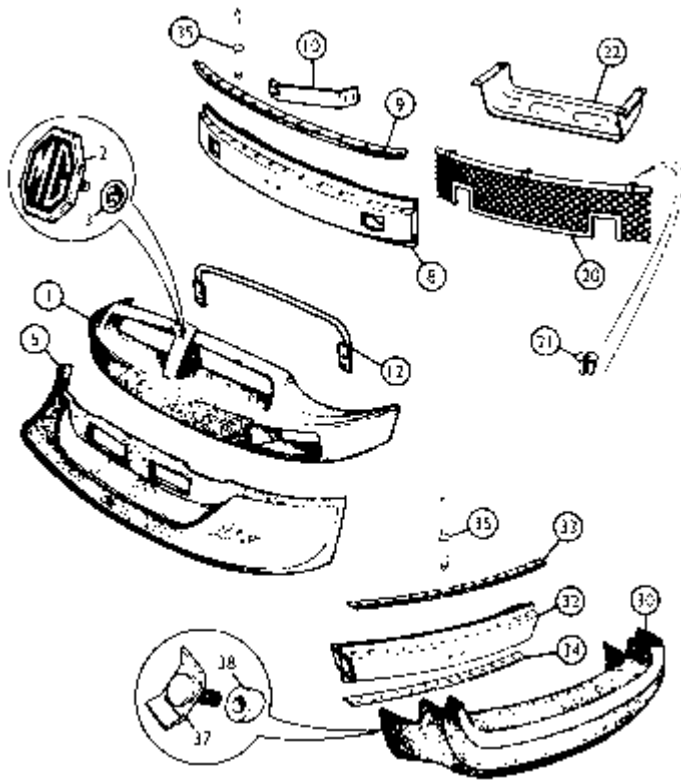
Each kit contains 1 face bar, 2 overrideers, packing, brackets and all necessary spacers, nuts and bolts. All bumper kits are interchangeable. (No kit available for 1970 split rear bumper.)

453-808	\$269.99	FRONT BUMPER KIT, w/all chrome overrideers	1
453-818	\$269.99	FRONT BUMPER KIT, w/rubber tip overrideers	1
65	321-908	HARDWARE KIT, front bumpers	1
453-828	\$329.99	REAR BUMPER KIT, w/all chrome overrideers	1
453-838	\$329.99	REAR BUMPER KIT, w/rubber tip overrideers	1
66	321-918	HARDWARE KIT, rear bumpers	1

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
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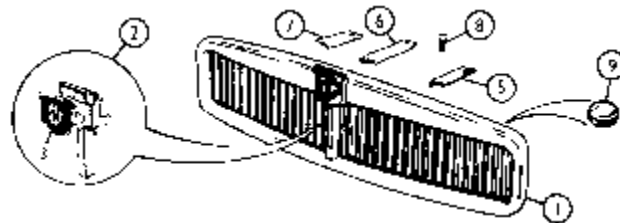
1974 1/2 - 1980

RD from (c)360301 on/GT from (c)361101 on

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

1	475-100	\$129.00	FRONT BUMPER, rubber	British Motor Heritage	1
2	475-165	\$19.99	BADGE, silver letters on black	late style	1
	475-170	\$27.99	BADGE, gold letters on black	50th anniversary style	1
	475-175	\$39.99	BADGE, silver letters on red	early style	1
3	326-530	\$0.24	CLIP, badge fixing		2
5	<u>475-180</u>	\$164.99	AIR DAM, BL factory option		1
8	475-105	NA	ARMATURE, front bumper		1
9	475-110	\$47.99	CLAMPING PLATE, armature (upper & lower)		2
10	475-115	NA	SPRING BRACKET, L/H		1
	475-125	NA	SPRING BRACKET, R/H		1
12	475-120	\$78.99	SUPPORT BAR, bumper		1
	475-130	\$2.39	STUD, armature to body		5
	324-860	\$0.19	WASHER, plain		13
	324-040	\$0.29	WASHER, spring		25
	310-050	\$0.59	NUT		9
	475-150	\$1.19	BOLT, armature to spring & body		8
	475-155	NA	WASHER, plain, armature		4
	324-655	\$0.49	WASHER, plain, body		4
20	475-260	\$51.99	GRILLE ASSEMBLY, black		1
21	117-051	\$0.89	CAPTIVE NUT, nylon		3
22	475-245	\$66.99	PANEL, air duct, lower	RD from (c)360301 to 410000	1
	475-255	\$56.99	PANEL, air duct, lower	RD from (c)410001 on	1
30	475-200	\$199.00	COVER, rear bumper, rubber	British Motor Heritage	1
32	475-205	NA	ARMATURE, bumper		1
33	<u>475-210</u>	\$58.99	CLAMPING PLATE, upper		1
34	<u>475-215</u>	\$68.99	CLAMPING PLATE, lower		1
35	326-195	NA	RIVET, clamping plates		A/R
37	475-220	\$5.99	SIDE BRACKET		2
38	475-225	\$1.89	DISTANCE PIECE		4
	365-720	\$0.29	WASHER, plain	} used w/475-215, 475-220	2
	365-730	\$0.25	WASHER, spring		2
	310-140	\$0.24	NUT		2

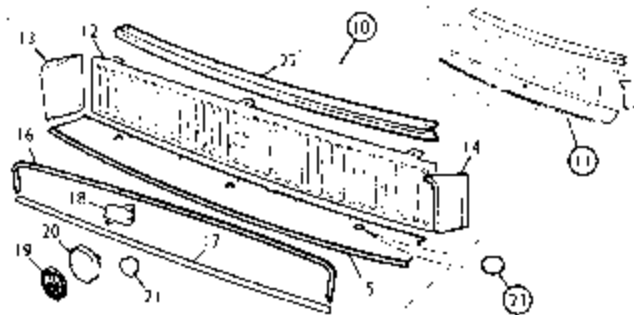
Rubber Bumpers & Grilles



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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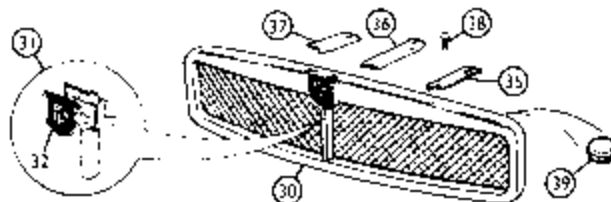
1962 - 1969 RD to (c)187210/GT to (c)187840

1	454-140	\$289.99	GRILLE ASSEMBLY, complete	Classic Gold brand	1
2	202-072	\$49.99	PLINTH & BADGE		1
3	201-050	\$15.49	BADGE, black & red		1
	400-126	\$9.99	BRACKET SET		1
5	400-135	\$4.99	BRACKET, L/H		1
6	400-125	NA	BRACKET, center		1
7	400-115	\$4.99	BRACKET, R/H		1
8	323-005	\$0.39	SCREW, brackets to slam panel		3
	472-507	\$0.89	SCREW, brackets to grille		3
9	282-605	\$1.89	BUFFER, hood to grille		2



1970 - 1972 RD from (c)187211 to 294250/GT from (c)187841 to 296000

10	455-308	NA	GRILLE ASSEMBLY, complete	black grille	1
11	455-295	NA	GRILLE ASSEMBLY, partial	(#12 thru 15)	1
12	455-300	\$74.99	GRILLE, black (British Motor Heritage)		1
13	455-310	NA	FINISHER, R/H, grille bay		1
14	455-320	NA	FINISHER, L/H, grille bay		1
15	455-305	NA	FINISHER, bottom, grille bay		1
16	455-315	\$33.79	GRILLE STRIP, upper		1
17	455-325	\$18.89	GRILLE STRIP, lower		1
18	455-330	\$0.89	CLIP, grille strip		12
19	201-060	\$11.49	BADGE		1
20	201-065	NA	BEZEL, badge		1
21	201-075	\$0.69	FASTENER, bezel		1
22	455-335	NA	FINISHER, top, hood front edge		1
23	682-075	\$0.89	PLUG in #15		3

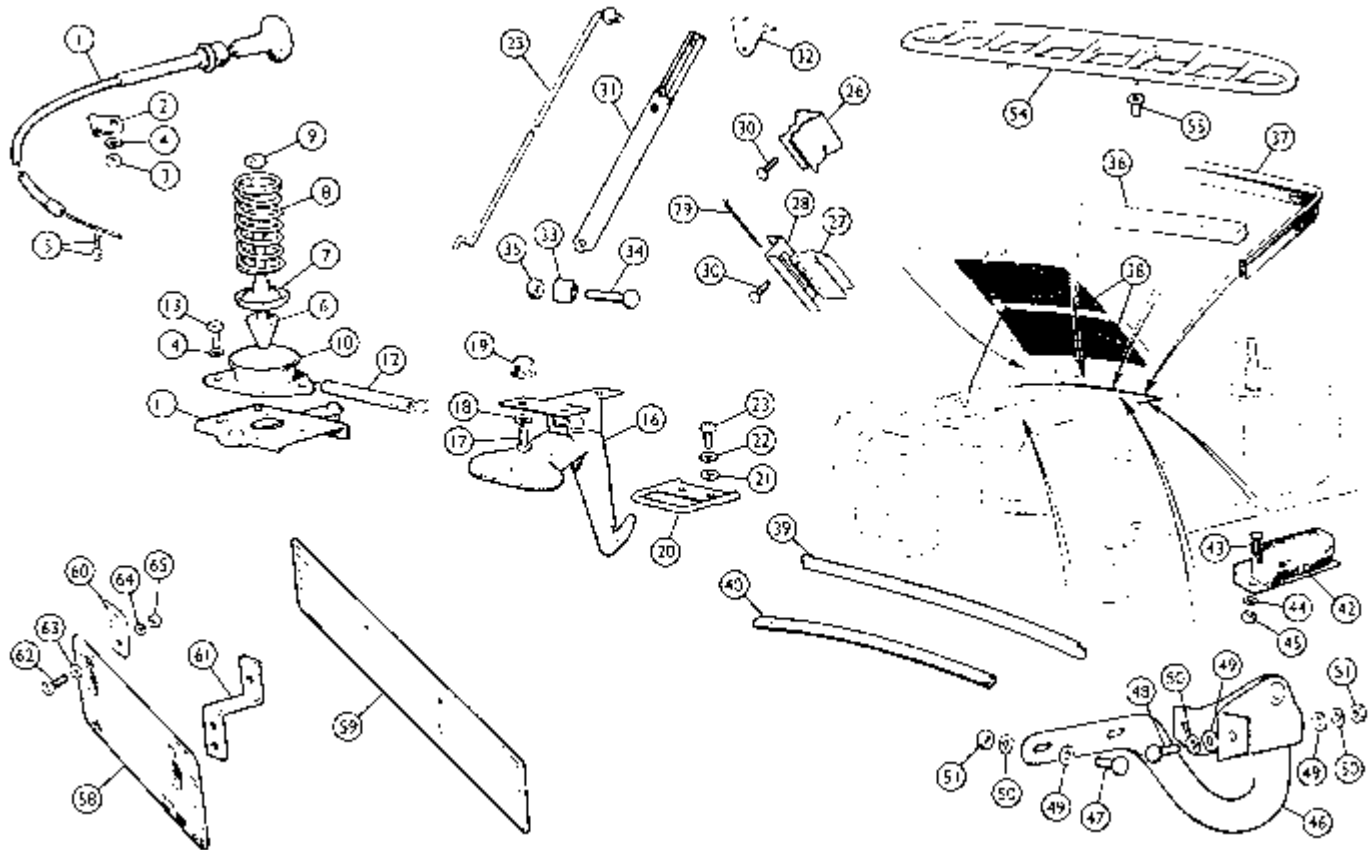


1973 - 1974 1/2 RD from (c)294251 to 360300/GT from (c)296001 to 361000

30	455-340	\$289.99	GRILLE ASSEMBLY, complete	Classic Gold brand	1
31	201-080	\$54.99	HOUSING & BADGE		1
32	201-070	\$16.79	BADGE, red & white		1
	400-126	\$9.99	BRACKET SET		1
35	400-135	\$4.99	BRACKET, L/H		1
36	400-125	NA	BRACKET, center		1
37	400-115	\$4.99	BRACKET, R/H		1
38	323-005	\$0.39	SCREW, brackets to slam panel		3
	472-507	\$0.89	SCREW, brackets to grille		3
39	282-605	\$1.89	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	406-029	\$17.99	CABLE, hood release, round knob w/ "B" thru 1969**		1
	406-030	\$15.99	CABLE, hood release, "T" handle from 1970-on**		1
** Change point is theoretical - cars as late as 1974 have been reported with round knob.					
2	182-635	\$0.89	CLIP, cable		3
3	848-540	\$0.19	NUT, cable clip		2
4	324-030	\$0.39	LOCKWASHER		2
5	406-040	\$2.89	TRUNNION & SCREW, cable		1
6	406-000	\$6.79	PIN, hood lock		1
7	406-055	\$6.79	THIMBLE, hood lock pin, BMH**		1
8	406-060	\$1.89	SPRING, hood lock pin		1
9	310-070	\$0.39	NUT		1
10	406-065	\$12.79	GUIDE PLATE		1
11	406-015	\$99.99	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	\$2.49	SPRING, catch return		1
13	322-170	\$0.49	BOLT		3
14	324-855	\$0.20	LOCKWASHER		3
16	406-010	\$27.99	SAFETY CATCH, hood		1
	406-035	\$2.49	SPRING, safety catch		1
17	323-005	\$0.39	SCREW		3
18	324-010	\$0.19	LOCKWASHER		3
19	NA		CAPTIVE NUT		3
20	406-020	\$4.49	BRACKET, safety catch		1
21	324-990	\$0.29	WASHER		2
22	324-010	\$0.19	LOCKWASHER		2
23	323-005	\$0.39	SCREW		2
25	457-470*	\$20.79	HOOD PROP, rod type*	RD/GT to (c)219000 ('62-'70)	1
26	471-130	\$5.79	CLIP, prop rod	RD to (b)11240	1
27	282-350	\$1.29	RUBBER GRIP, prop rod	} RD from (b)11241 thru (c)219000, GT to (c)219000	1
28	406-075	\$10.89	BRACKET for rubber grip		1
29	325-440	\$0.19	COTTER PIN, grip retaining		1
30	323-705	\$0.29	SCREW for #26, 28 above		2
31	457-445*	\$28.99	HOOD PROP, telescopic (stock type)*	} RD/GT from (c)219001 on (1971-on)	1
	457-535*	\$37.99	HOOD PROP, automatic type (aftermarket)*		1
32	457-455	\$14.99	BRACKET, hood prop (on hood)		1
33	457-460	\$3.39	SPACER		1
34	322-247	\$0.49	BOLT		2
35	310-765	\$1.19	NUT		2

36	282-810	\$1.39	SEAL, hood to channel	1962-approx. '74	1
37	282-815	\$8.69	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	\$34.99	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 aerosol upholstery adhesive, #409-036.					
39	282-900	\$3.89	SEAL, radiator support to hood	1962-'76	1
40	282-905	\$3.99	SEAL, radiator to support	1968-'76	1
42	282-600	\$1.99	HOOD BUFFER	} 4 buffers thru 1967 2 buffers 1968 on	4/2
43	314-010	\$0.24	SCREW		8/4
44	324-010	\$0.19	LOCKWASHER		8/4
45	310-040	\$0.19	NUT		8/4
46	405-410	\$84.99	HOOD HINGE, BMH**		2
47	322-230	\$0.19	BOLT, hinge to hood		4
48	322-645	\$0.49	BOLT, hinge to body		4
49	324-590	\$0.19	WASHER		10
50	324-855	\$0.20	LOCKWASHER		10
51	310-760	\$0.39	NUT		10
54	471-020	\$22.49	GRILLE, air intake		1
55	326-665	\$0.29	BLIND FIX		6
58	451-285	\$9.89	SUPPORT, front licence plate	USA type	1
59	451-720	\$11.29	SUPPORT, front licence plate	non-USA type	1
60	402-560	\$3.69	BRACKET, support, front	RD/GT to (c)368081	2
61	402-570	NA	BRACKET, support, front	RD from (c)368082 to 384318	2
62	322-645	\$0.49	BOLT		4
63	324-590	\$0.19	WASHER		4
64	324-855	\$0.20	LOCKWASHER		4
65	310-760	\$0.39	NUT		4

** Parts marked "BMH" are produced by British Motor Heritage.

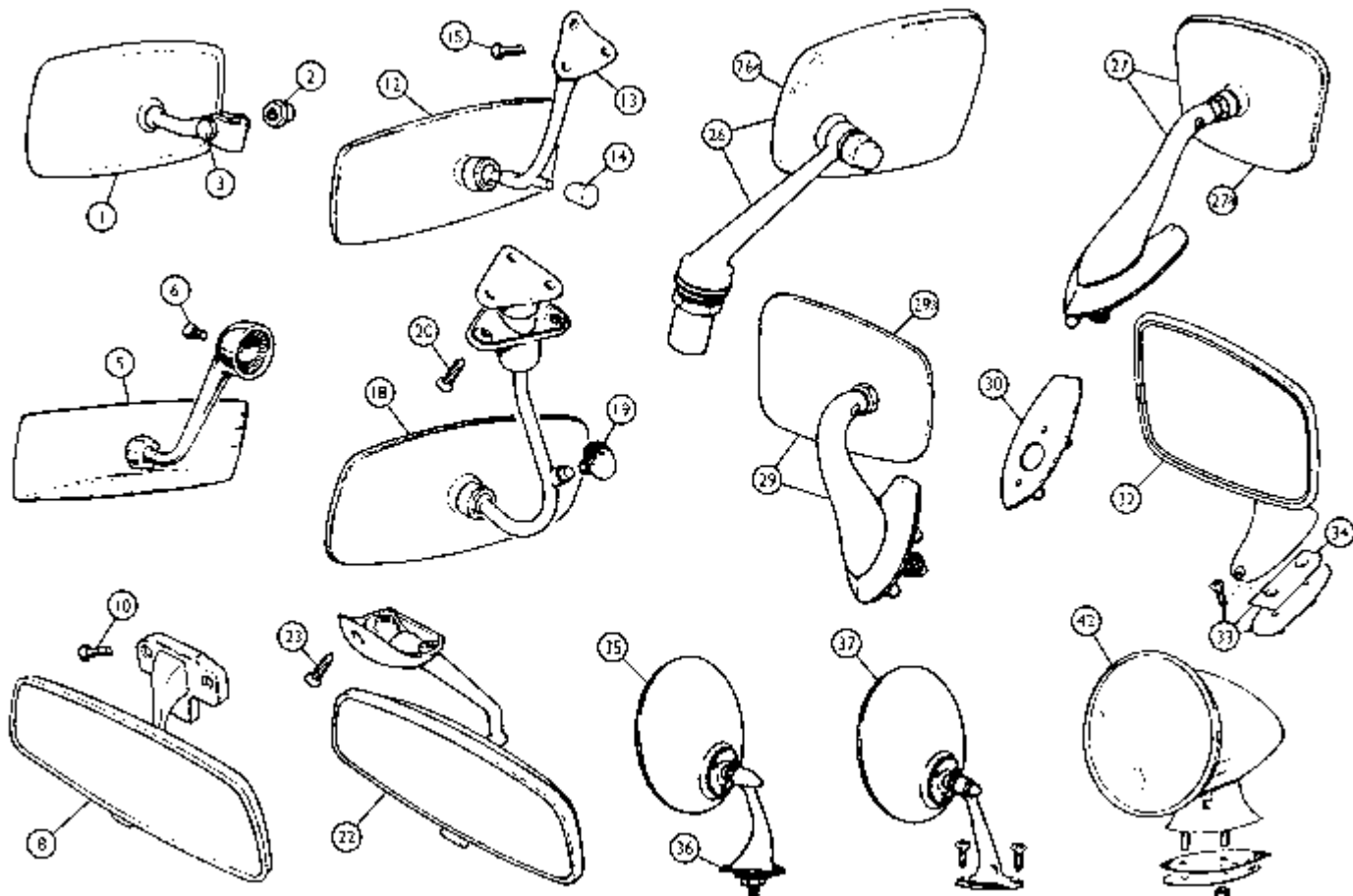
Intake Grille Mesh

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 \$6.89



*See "Exterior" color section at the front of this catalog for gas strut replacements.



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	165-110	\$23.99	MIRROR, interior	} Roadster 1962-'67	1
2	311-045	\$1.29	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	\$38.99	MIRROR, interior	} Roadster 1970-'80	1
	165-245	\$26.99	MIRROR HEAD		1
	323-645	\$0.19	SCREW		1
10	472-507	\$0.89	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	\$0.89	SCREW, chrome		3
18	165-230	NA	MIRROR, interior	} GT 1968-'69	1
	165-235	NA	MIRROR HEAD		1
19	116-036	\$11.99	SUCTION CUP		1
20	314-180	\$0.89	SCREW, chrome		3
22	165-125	NA	MIRROR, interior	} GT 1970-on	1
	165-245	\$26.99	MIRROR HEAD		1
23	472-507	\$0.89	SCREW, mirror mounting		3
26	165-260 *	\$62.99	FENDER MIRROR, LH/RH	} factory option 1962-'67	A/R
26a	165-261	\$36.99	MIRROR HEAD, "TEX"		A/R
* Replacement, similar in appearance to original, but with 1974-'80 mirror head. This was a factory option before mirrors were fitted as standard. Originally fitted on the driver's side only.					
27	165-130	NA	DOOR MIRROR, L/H only	} 1968-'71 Suggest 1972-'73 mirrors	1
27a	165-237	NA	MIRROR HEAD		1

29	165-228	\$94.99	DOOR MIRROR, L/H	} 1972-'73	1
	165-258	\$94.99	DOOR MIRROR, R/H		1
29a	165-239	\$39.99	MIRROR HEAD, "TEX"		2
30	165-255	\$10.99	BASE PAD, plastic, "TEX" mirrors #27 & 29		A/R
32	165-135	\$49.99	DOOR MIRROR, stainless steel, L/H, flat, "TEX"	} 1974-'80	1
	165-170	\$49.99	DOOR MIRROR, stainless steel, R/H, flat, "TEX"		1
	165-181	\$54.99	DOOR MIRROR, stainless steel L/H, convex, "TEX"		1
	165-186	\$54.99	DOOR MIRROR, stainless steel R/H, convex, "TEX"		1
	165-190	\$46.99	DOOR MIRROR, black, L/H, flat, "TEX"		1
	165-195	\$46.99	DOOR MIRROR, black, R/H, flat, "TEX"		1
33	165-145	\$16.99	BASE KIT, plastic, 1-1/2" hole spacing, "TEX"		A/R
34	165-165	\$2.79	MOUNTING PLATE (plastic)		A/R
	165-183	\$14.99	GLASS MIRROR only, flat, "TEX"		A/R
	165-182	\$15.39	GLASS MIRROR only, convex, "TEX"		A/R
35	165-210	\$22.99	FENDER MIRROR, R/H, convex	} Lucas style	1
	165-300	\$22.99	FENDER MIRROR, L/H, convex		1
	165-400	\$19.49	FENDER MIRROR, R/H, flat		1
	165-500	\$19.49	FENDER MIRROR, L/H, flat		1
36	280-140	\$1.89	PAD, rubber		1
37	223-310	\$24.79	DOOR MIRROR, flat	period accessory	A/R
42	222-372	\$59.99	"BULLET" MIRROR, 3.5" diameter		A/R
(This mirror has 2 bases - one with 1" hole spacing, one with 3.5" spacing.)					

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.

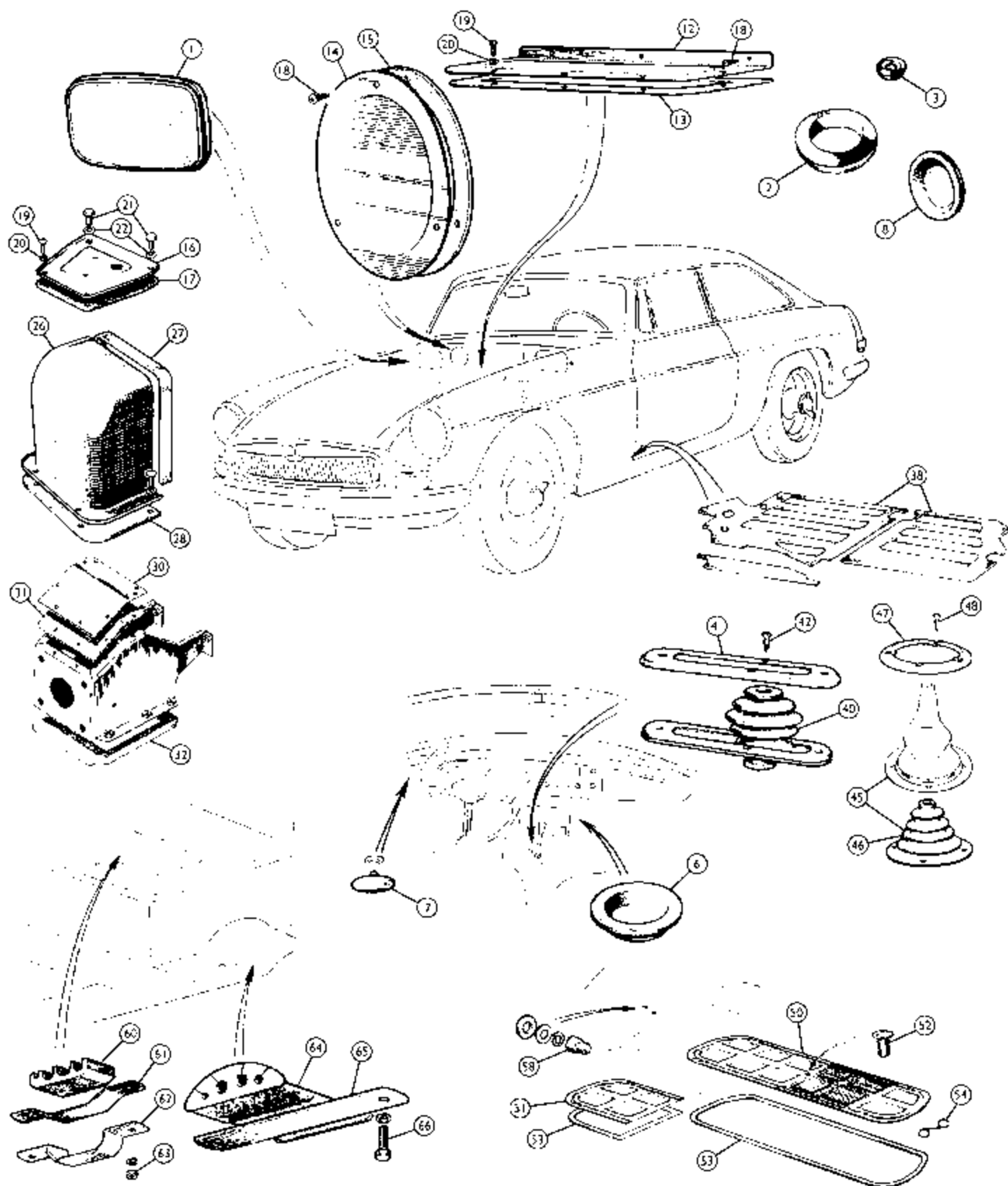
222-355 \$49.99



LOCAL & OVERSEAS: 805-681-3400
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Inner Body Fittings



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Inner Body Fittings

No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	282-970	\$2.79	PLUG, firewall		2
2	682-205	\$3.79	GROMMET, firewall, wiring harness	1-3/4"x1/2"	1
3	282-640	\$1.19	GROMMET, heater cable, w/shield washer tube	1"x1/8" A/R	1
	282-385	\$1.19	GROMMET, license lamp wires	9/16"x3/16"	2
	281-890	\$4.99	GROMMET, oil gauge pipe & heater cable early	1/2"x3/16"	2
	680-630	\$0.89	GROMMET, oil gauge pipe late	1"x1/8"	1
	281-900	\$1.49	GROMMET, speedo. & mechanical tach. cable	5/8"x3/8"	2/1
	682-480	\$0.99	GROMMET, defroster control cable	5/8"x1/4"	1
	282-655	NA	GROMMET, trunk, wiring harness		1
6	282-980	\$2.29	PLUG, gearbox dipstick access		1
7	233-840	NA	PLUG, switch hole (when overdrive or heater not fitted)		A/R
8	282-990	\$1.39	RUBBER PLUG, steering column blanking	early, 1.5"	1
	282-960	\$1.39	PLASTIC PLUG, steering column blanking	late, 1.5"	1
	282-990	\$1.39	RUBBER PLUG, 1.5", shock access	early	1
	282-960	\$1.39	PLASTIC PLUG, 1.5", shock access	late	2
	282-995	\$0.79	PLASTIC PLUG, 1", door hinges & rear floor		6
	282-935	\$0.89	PLASTIC PLUG, 3/4"		A/R
	282-915	\$0.79	PLASTIC PLUG, 3/8"		A/R
	282-925	\$0.69	PLASTIC PLUG, 5/8"		A/R
	472-735	\$0.49	RUBBER BLANKING PLUG, 1/4"		A/R
12	363-260	\$84.99	BLANKING PLATE, heater shelf	} cars without heater	1
13	363-210	\$4.69	SEAL		1
14	363-250	\$29.99	BLANKING PLATE, heater duct		1
15	363-255	NA	GASKET		1
16	190-760	\$21.89	BLANKING PLATE, pedal aperture	thru 1974-1/2	1
17	281-880	\$1.79	SEAL, blanking plate		1
18	322-205	\$0.24	SCREW, self-tapping		A/R
19	373-960	\$0.20	MACHINE SCREW, blanking & cover plates		A/R
20	324-010	\$0.19	LOCKWASHER		2
21	320-990	\$0.69	BOLT		2
22	324-020	\$0.20	LOCKWASHER		2
26	190-740	\$199.99	COVER, pedal box	1962-'67	1
	190-750	NA	COVER, pedal box	1967-'74 1/2	1
27	281-850	\$0.89	SEAL, pedal box end	} 1962-'74 1/2	1
28	281-860	\$0.89	SEAL, pedal box base		1
30		NA	COVER, pedal box (servo)	} 1975-'80	1
31	281-885	\$1.89	SEAL, pedal box top		1
32		NA	SEAL, pedal box base		1
	281-895	\$2.39	SEAL, pedal box base		1
38	409-128	\$149.99	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	\$5.79	SHIFT BOOT, rubber	} 1962-'67	1
	228-370	\$33.99	SHIFT BOOT, leather (option)		1
41	443-120	\$16.99	RETAINER, shift boot		1
42	323-555	\$0.89	SCREW, chrome		4
45	282-880	\$24.99	SHIFT BOOT, black vinyl	} 1968-'80	1
	228-368*	\$33.99	SHIFT BOOT, black leather (option)		1
	228-365*	\$33.99	SHIFT BOOT, tan leather (option)		1
	228-366*	\$33.99	SHIFT BOOT, honey tan leather (option)		1
	228-367*	\$33.99	SHIFT BOOT, red leather (option)		1
46	282-890	\$4.29	GROMMET, rubber		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	\$5.49	RETAINER, chrome	1968-early '76	1
	443-125	\$7.29	RETAINER, black	early 1976-'80	1
48	323-565	\$1.29	SCREW	1968-'72 (no console)	4
	323-175	\$1.29	SCREW, long	} 1973-'80 w/console	3
	323-565	\$1.29	SCREW, short		1
50	456-270	\$94.99	BATTERY COVER	chrome bumpered cars	1
51	456-275	\$54.99	BATTERY COVER (Brit. Motor Heritage)	rubber bumpered cars	1
52	226-640	\$9.99	DZUS FASTENER	(all)	5
53	282-500	\$2.79	SEAL, battery cover	(all)	1
54	470-720	\$3.99	SPRING for Dzus fasteners		5
58	402-550	\$3.09	DOVE NUT, chrome	as fitted	4
60	282-165	\$1.99	GROMMET, underbody, small		4
61	405-565	\$2.89	STRAP, retaining	1962-'67(4), '68-'80(3)	4/3
62	405-575	\$4.29	STRAP, retaining	1968-'80	1
63	310-760	\$0.39	NUT		8
64	282-280	\$12.49	GROMMET, underbody, large		1
65	405-585	\$2.79	STRAP, retaining		1
66	322-040	\$0.49	BOLT		2



Sound and Heat Control Insulation

Install on doors, floors, and firewall. This insulation consists of an 80 mil thick butyl rubber core covered by a 2.4 mil aluminum coating. It deadens body panel vibrations, and reduces heat transfer. The kit includes nine 29" x 20" sheets.

409-027 \$159.99

Heatshield Material

This foil covered insulation, reduces unwanted heat, cold and sound inside the vehicle when installed under carpets, over the transmission tunnel, and against the firewall. The closed cell insulating material has a layer of foil on both sides, and will not absorb moisture like it's jute or cotton counterparts. Being lightweight and easily managed, it is sold in 4' x 6' sheets which can be cut to fit with just scissors or a sharp knife.



409-016 \$39.99

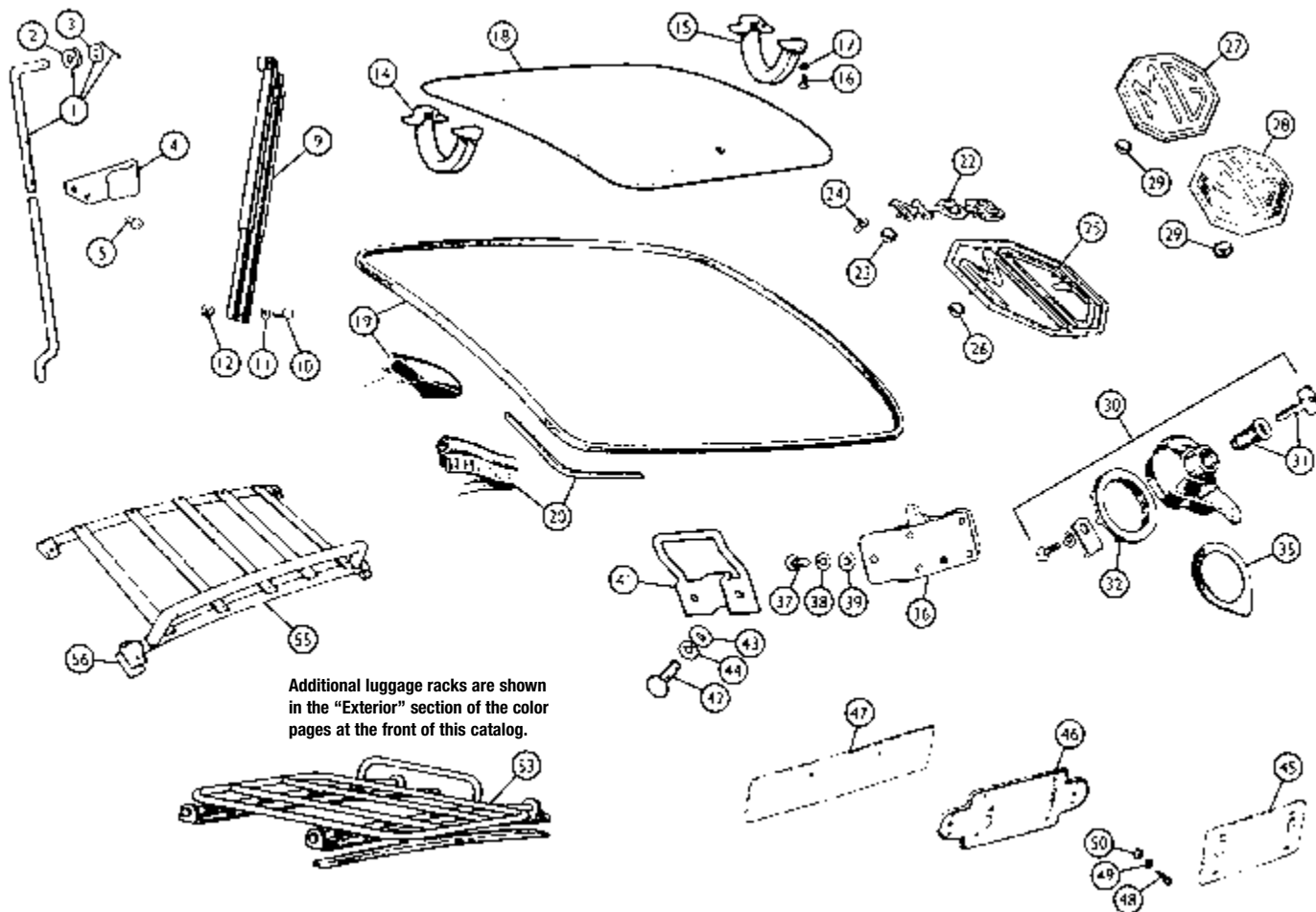


Contact Adhesive

The high temperature adhesive is specially designed for use on heat shield applications. Bonds to carpet, headlining material, fiberglass, plastic, wood and more. 13 oz. aerosol can.

409-037 \$19.99

Rear Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	457-480	\$14.79	TRUNK LID PROP, rod type	RD to (c)219000 (thru 1970)	1
2	370-460	\$0.59	SPRING WASHER		1
3	324-590	\$0.19	FLAT WASHER		1
4	457-475	\$6.49	SPRING CLIP, prop rod		1
5	323-430	\$0.29	SCREW, spring clip		2
9	457-465	\$26.99	PROP trunk lid, telescopic	RD from (c)219001 (1971 on)	1
	457-540	\$42.99	PROP, trunk lid, self-triggering(see note)		1
10	322-247	\$0.49	BOLT, trunk lid prop		2
11	324-590	\$0.19	WASHER		2
12	310-765	\$1.19	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	\$74.99	TRUNK HINGE, L/H, BMH**	RD	1
15	405-425	\$74.99	TRUNK HINGE, R/H, BMH**		1
16	322-645	\$0.49	BOLT, trunk hinge		12
17	324-855	\$0.20	LOCKWASHER		12
18			TRUNK LID - see page 60		1
19	282-480	\$28.99	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	\$13.89	SEAL, trunk lid, on body	RD 1977-'80	1
22	408-440	\$5.99	MGB BADGE	RD to (c)394009	1
23	326-500	\$0.29	SPEEDNUT		2
24	326-650	\$0.49	FIX, push-on (alternative to speednut)		2
25	470-698	\$13.99	MG OCTAGON SET, 3 pc. w/speednuts	RD 1962-'69	1
26	326-500	\$0.29	SPEEDNUT		13
27	470-665	\$14.89	MG BADGE, black & silver plastic	RD 1970 to (c)394007	1
28	470-690	\$23.89	MG BADGE, black & silver aluminum	RD from (c)394008	1
29	326-530	\$0.24	FIX, push-on	RD 1970 - on	3
30	402-180	\$59.79	LOCK ASSEMBLY, w/two keys *		1
31	402-500	NA	BARREL, lock w/two keys		1
32	402-510	NA	LOCKING NUT		1
* Note: See pages 64 and 65 for master lock sets.					
35	402-520	\$0.89	SEALING WASHER		1
36	402-530	\$17.99	LATCH ASSEMBLY		1
37	323-005	\$0.39	SCREW		4

No.	Part No.	Price (each)	Description	Application	Qty. Req.
38	324-010	\$0.19	LOCKWASHER		4
39	315-085	\$0.14	WASHER		4
41	402-540	\$4.99	STRIKER, lock		1
42	322-230	\$0.19	BOLT		2
43	324-590	\$0.19	WASHER		2
44	324-855	\$0.20	LOCKWASHER		2
45	451-285	\$9.89	SUPPORT, license plate	RD to (c)339094 GT to (c)393471	1
46	451-295	\$33.99	SUPPORT, license plate, mild steel	RD from (c)339095	1
	451-296	\$43.99	SUPPORT, license plate, stainless steel	GT from (c)339472	1
47	451-720	\$11.29	SUPPORT, UK number plate		A/R
48	725-190	\$1.19	SCREW		2
49	324-020	\$0.20	LOCKWASHER		2
50	310-760	\$0.39	NUT		2
53	244-712	\$389.99	LUGGAGE RACK, accessory MORE INFO ONLINE		1
Similar to factory option 1962-'74 rack, but with luggage attachment "staples".					
55	244-010	\$229.99	LUGGAGE RACK, factory option (repro.)	approx. 1974-'80	1
56	282-476	\$6.79	MOUNTING PAD, plastic		4

** Parts marked "BMH" are produced by British Motor Heritage.



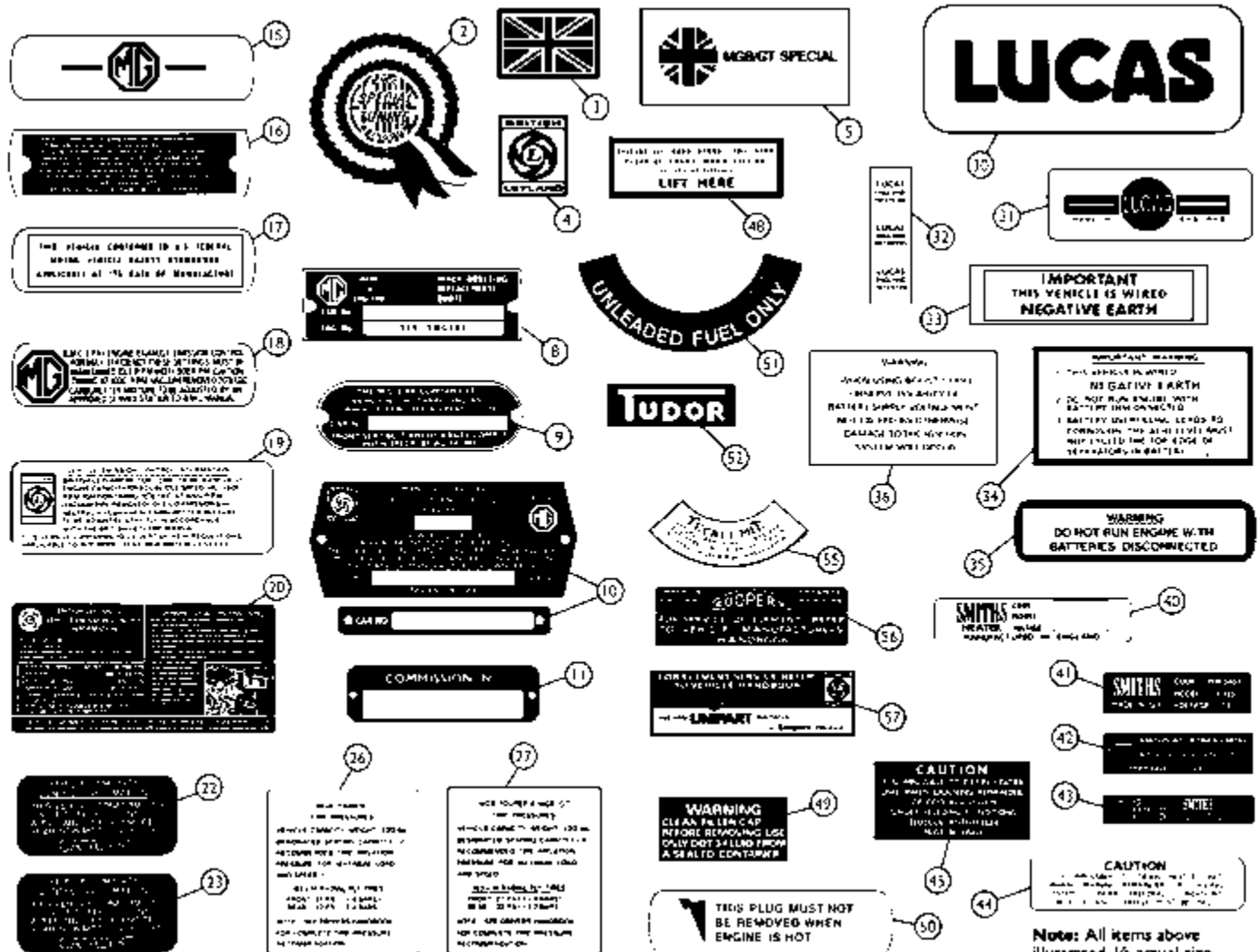
MGB Trunk Lid Gas Strut

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 \$38.99

See more trunk and hood struts in the color pages in the "Exterior" section.

ID Plates/Decals/Stickers



Note: All items above illustrated 1/3 actual size.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
2	408-505	\$7.89	SPECIAL TUNING DECAL		A/R
3	215-608	\$3.99	UNION JACK DECAL, pair		A/R
4	215-660	\$1.99	BRITISH LEYLAND STICKER		A/R
5	408-480	NA	GT SPECIAL EDITION BADGE, pair		A/R
	453-775	\$14.99	"LIMITED EDITION" DASH PLAQUE		A/R
8	408-310	\$6.89	CAR NUMBER PLATE	1962 - '67	1
9	408-320	\$7.39	CAR NUMBER PLATE	1968 - '69	1
10	408-340	\$13.99	CAR NUMBER PLATE, 2 piece set	1970 on	1
11	408-330	\$5.99	COMMISSION NUMBER PLATE	Roadster 1968 - '69	1
	408-335	\$6.89	COMMISSION NUMBER PLATE	Roadster 1970 - '76	1
	408-333	\$6.99	COMMISSION NUMBER PLATE	GT 1965-'70	1
15	408-800	\$3.89	"MG" PLATE, on valve cover	G and GA engines	1
	215-620	\$2.79	"MG" STICKER, on valve cover	GB and V engines	1
16	408-810	\$4.39	PATENT PLATE	G and GA engines	1
17	408-510	\$6.99	FEDERAL COMPLIANCE STICKER		1
18	408-815	\$6.99	INSTRUCTION STICKER		1
19	408-825	\$2.89	EMISSION CONTROL STICKER	1970	1
20	408-859	\$3.89	EMISSION CONTROL STICKER	1979	1
22	408-515	\$5.89	"CATALYST" STICKER	1978	1
23	408-520	\$5.89	"CATALYST" STICKER	1979	1
26	408-525	\$3.99	TIRE PRESSURE STICKER, roadster	1963 - '75	1
	408-590	\$3.99	TIRE PRESSURE STICKER, GT	all	1
27	408-535	\$8.99	TIRE PRESSURE STICKER	1976 on	1
30	215-610	\$3.89	LUCAS BATTERY STICKER		1
31	215-630	\$2.49	LUCAS COIL STICKER		1
32	215-640	\$1.99	LUCAS WIRING HARNESS STICKER		1
33	215-650	\$2.49	"NEGATIVE EARTH" STICKER	black/silver, 1" x 4"	1
34	215-655	\$2.29	"NEGATIVE EARTH" STICKER	red/silver, 2" x 4"	1
35	408-540	\$2.79	WARNING STICKER		1
36	408-545	\$4.69	POLARITY WARNING STICKER		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
40	408-350	\$4.69	HEATER NUMBER PLATE	} as fitted	1
41	408-355	\$2.29	HEATER NUMBER STICKER		1
42	408-550	\$2.29	HEATER NUMBER STICKER		1
43	408-345	\$2.29	HEATER MOTOR STICKER	} as fitted	1
44	408-360	\$4.39	HEATER CAUTION PLATE		1
45	408-365	\$3.39	HEATER CAUTION STICKER		1
48	408-555	\$2.79	SOFT TOP LABEL		1
49	408-560	\$8.99	BRAKE SERVO LABEL		1
50	408-565	\$2.29	WARNING LABEL		1
51	408-570	\$3.49	UNLEADED FUEL STICKER		1
52	408-575	\$2.29	W/SHIELD WASHER BOTTLE STICKER		1
55	215-670	\$2.29	"TECALEMIT" DECAL	canister-type oil filters	1
56	215-615	\$2.49	"COOPERS" LABEL, for air filters	S.U. HS carburetors	2
57	215-680	\$2.29	"UNIPART" LABEL, for air filter	S.U. HIF carburetors. Zenith-Stromberg carb.	2

Decal & Plate Sets

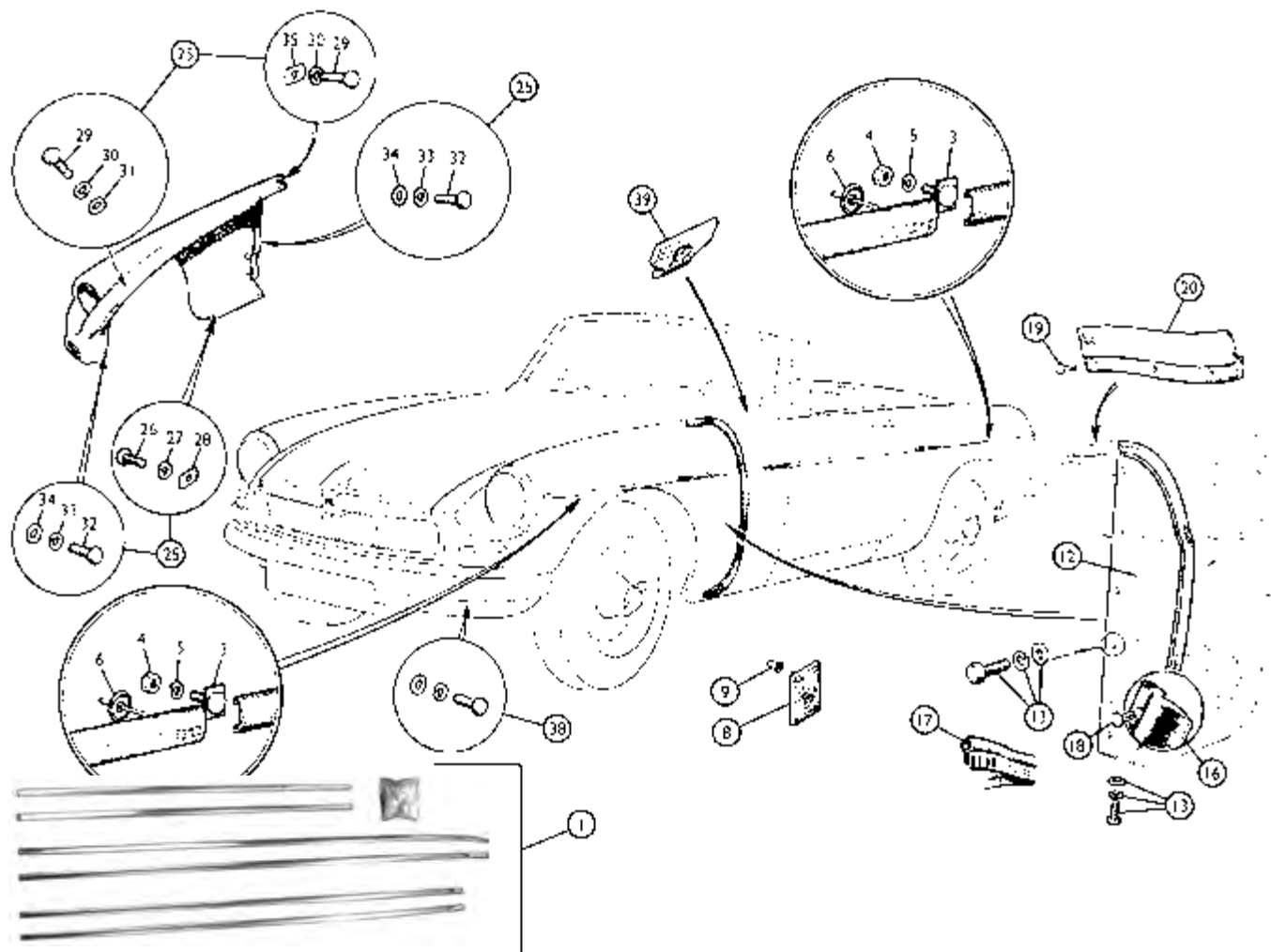
These include chassis and body number plates, and decals or stickers for such things as windshield washer reservoir, valve cover, trip odometer, convertible top, heater, and air filters. Contents vary from kit to kit - see www.mossmotors.com for detailed listings of contents.

410-125	\$24.99	DECAL & PLATE SET	RD 1962-'64	1
410-130	\$24.99	DECAL & PLATE SET	RD 1965-'67	1
410-135	\$24.99	DECAL & PLATE SET	GT 1965-'67	1
410-140	\$24.99	DECAL & PLATE SET	RD 1968-'69	1
410-145	\$24.99	DECAL & PLATE SET	GT 1968-'69	1
410-225	\$33.99	DECAL & PLATE SET	RD 1975-'80	1

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External Body Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-428	\$149.99	MOULDING SET, w/ mounting hardware	O.E. quality	1
	453-478	\$64.99	MOULDING SET, w/mtg. hardware	aftermarket	1
	326-058	\$13.79	HARDWARE SET		1
3	326-075	\$0.69	STUD PLATE		6
4	310-115	\$0.24	NUT for stud		6
5	324-010	\$0.19	LOCK WASHER		6
6	326-048	\$11.99	CLIP & RIVET SET (42 each)		1
	326-065	\$0.39	CLIP with rivet		42
	453-438	\$139.99	MOULDING SET, w/o mounting hardware	O.E. quality	1
	453-421	\$26.99	MOULDING, L/H front fender		1
	453-431	\$26.99	MOULDING, R/H front fender		1
	453-441	\$26.99	MOULDING, L/H door		1
	453-451	\$26.99	MOULDING, R/H door		1
	453-461	\$26.99	MOULDING, L/H rear fender		1
	453-471	\$26.99	MOULDING, R/H rear fender		1
	453-488	NA	MOULDING SET, w/o mounting hardware	aftermarket	1
	453-420	\$12.99	MOULDING, L/H front fender		1
	453-430	\$12.99	MOULDING, R/H front fender		1
	453-440	\$12.99	MOULDING, L/H door		1
	453-450	\$12.99	MOULDING, R/H door		1
	453-460	\$12.99	MOULDING, L/H rear fender		1
	453-470	\$12.99	MOULDING, R/H rear fender		1
8	470-687	\$5.89	BRITISH LEYLAND BADGE silver on blue, self-adhesive	1970-'71	2
	470-686	\$9.99	BRITISH LEYLAND BADGE blue on silver, self adhesive	1972 on	2
9	326-665	\$0.29	BLIND FIX	early BL badges w/studs	4
12	458-390	\$23.99	SPLASH PANEL, L/H	} RD to (c)294250 thru 1972 } GT to (c)296000	1
	458-395	\$23.99	SPLASH PANEL, R/H		1
	458-400	\$8.19	SPLASH PANEL, L/H	} RD from (c)294251 on } GT from (c)296001 on '73 on	1
	458-405	\$8.19	SPLASH PANEL, R/H		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
13	323-638	\$8.99	HARDWARE KIT, splash panel mounting		1
16	282-370	\$8.99	SEAL L/H, splash panel	} RD to (c)294250 } GT to (c)296000 thru '72	1
	282-360	\$8.99	SEAL R/H, splash panel		1
17	282-355	\$5.29	SEAL, splash panel	{ RD from (c)294251 on GT from (c)296001 on '73 on	2
18	325-278	\$4.49	RIVET SET, 34 rivets	early type seals	1
19	325-260	\$0.29	RIVET, extension seals	all	6
20	282-375	\$1.99	SEAL, L/H, splash extension		1
	282-365	\$1.39	SEAL, R/H, splash extension		1
25	321-928	\$35.99	HARDWARE KIT, bolts & washers for both front fenders		1
26	323-005	\$0.39	SCREW		6
27	324-010	\$0.19	LOCKWASHER		6
28	324-715	\$0.69	OVAL WASHER		6
29	NA	NA	BOLT		24
30	365-730	\$0.25	LOCKWASHER		24
31	NA	NA	FLAT WASHER		24
32	NA	NA	BOLT		12
33	324-020	\$0.20	LOCKWASHER		12
34	NA	NA	FLAT WASHER		12
35	NA	NA	OVAL WASHER	GT uses 2	2/6
38	323-618	\$6.99	HARDWARE KIT, bolts & washers for front valance		1
39	324-795	\$4.99	FENDER WASHER	GT	2

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.



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External Body Accessories

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. Holes must be drilled in the existing valance to mount. Oversize Parts Fee will be charged for this item.

475-180 \$164.99



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 \$59.89

"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. Oversize Parts Fee will be charged for this item.

475-195 \$149.99



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 \$108.89



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 \$149.99**

Rear Sebring Valance **475-190 \$239.99**

(Oversize Parts Fee will be charged for these items.)



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 \$78.99

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 \$109.99



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 \$159.99**

Alloy Cowl Fitting Kit **222-140 \$49.99**

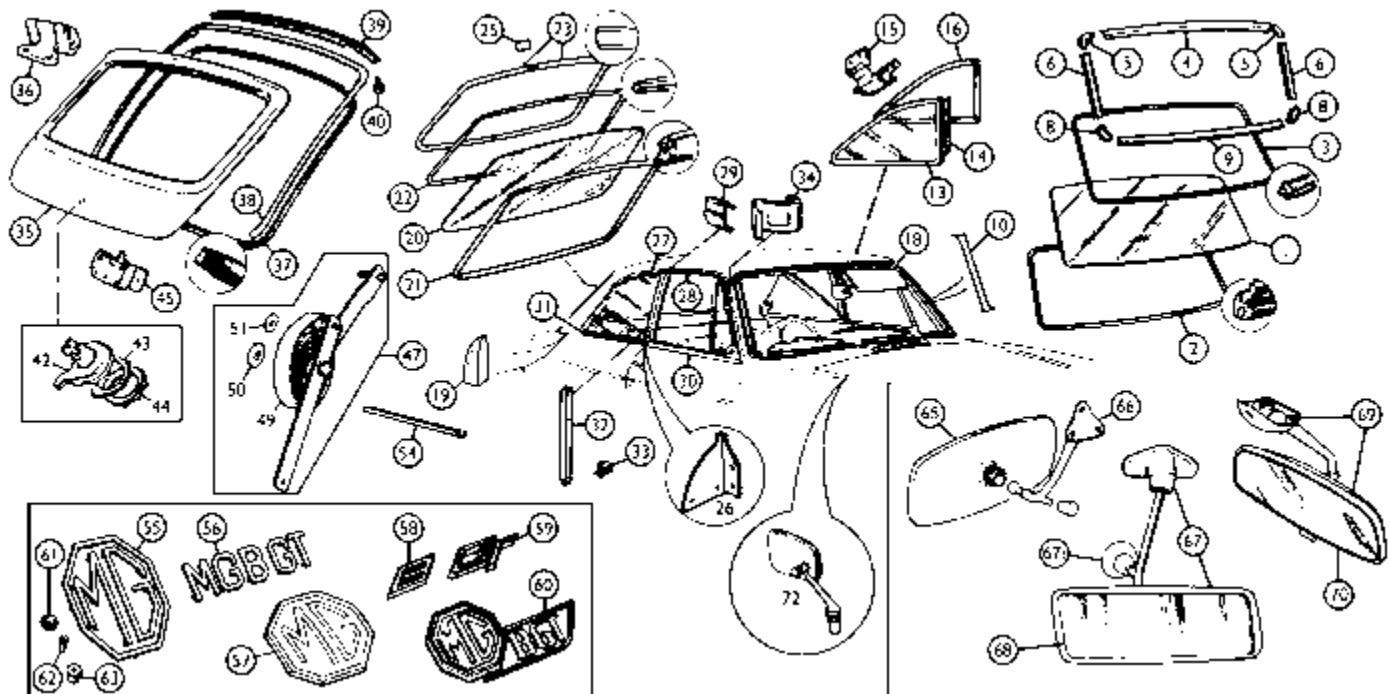


Not legal for street use in California. Other states may have similar requirements, please check local laws before ordering.

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GT Unique



No.	Part No.	Price (each)	Description	Application	Qty. Req.
<u>Underlined part numbers</u> indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
1	458-821	\$339.99	WINDSHIELD, Triplex brand		1
	458-820	\$116.99	WINDSHIELD		1
	458-825	\$124.99	WINDSHIELD, tinted		1
2	282-430	\$36.99	GLAZING RUBBER, windshield		1
3	282-485	\$5.89	FILLER STRIP, glazing rubber		1
4	408-090	\$33.89	FINISHER, windshield top		1
5	408-160	\$8.89	FINISHER, windshield top corner		2
6	408-150	\$10.79	FINISHER, windshield side		2
8	408-170	\$8.89	FINISHER, windshield bottom corner		2
9	408-080	\$33.89	FINISHER, windshield bottom		1
10	643-890	\$42.59	FINISHER PAIR, A-post (black)		1
13	458-720	NA	QUARTER WINDOW ASS'Y., R/H		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	\$2.49	GLAZING RUBBER, quarter window, sold by the foot		A/R
	458-730	NA	QUARTER WINDOW ASS'Y., R/H		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	\$6.49	GLAZING RUBBER, quarter window		2
14	402-580	NA	HINGE, R/H		1
	402-585	NA	HINGE, L/H		1
	402-590	NA	HINGE		4
15	402-600	NA	TOGGLE CATCH, R/H		1
	402-610	NA	TOGGLE CATCH, L/H		1
	402-620	NA	TOGGLE CATCH, R/H		1
	402-630	NA	TOGGLE CATCH, L/H		1
16	282-560	\$21.29	SEAL, quarter window, R/H		1
	282-570	\$21.29	SEAL, quarter window, L/H		1
18	233-917	\$84.99	SUN VISOR		2
19	641-505	NA	FOAM RUBBER BLOCK, pair, C-pillar		1
20	458-740	\$359.99	TAILGATE GLASS, clear, heated	1	1
	458-795	\$299.99	TAILGATE GLASS, tinted, heated	1	1
21	282-590	\$44.99	GLAZING RUBBER, rear window		1
22	282-485	\$5.89	FILLER STRIP, glazing rubber		1
23	408-212	\$279.99	FINISHER PAIR, L/H & R/H		1
25	472-400	\$1.99	CLIP for finisher		2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
26	472-700	\$31.99	FINISHER, door shut face, L/H		1
	472-705	\$31.99	FINISHER, door shut face, R/H		1
27	472-710	NA	FINISHER, drip moulding, rear, R/H		1
	472-715	NA	FINISHER, drip moulding, rear, L/H		1
28	472-720	NA	FINISHER, drip moulding, front, R/H		1
	472-725	NA	FINISHER, drip moulding, front, L/H		1
29	472-730	\$5.99	CLIP, finisher		2
30	453-410	\$96.89	MOULDING, door top, R/H		1
	453-480	\$96.89	MOULDING, door top, L/H		1
31	453-490	\$68.99	FINISHER, tonneau waist, R/H		1
	453-495	\$68.99	FINISHER, tonneau waist, L/H		1
32	472-750	\$18.99	FINISHER, "B" post, R/H		1
	472-755	\$18.99	FINISHER, "B" post, L/H		1
33	472-735	\$0.49	GROMMET, "B" post finisher		2
34	472-760	NA	FINISHER, "A" post, R/H		1
	472-765	NA	FINISHER, "A" post, L/H		1
35	457-560*	\$829.99	TAILGATE (Must be pre-paid, and shipped by truck, freight collect.)		1
			(Tailgate is a British Motor Heritage part)		
36	405-440	\$54.99	HINGE, tailgate, R/H		1
	405-450	\$54.99	HINGE, tailgate, L/H		1
37	282-480	\$28.99	TAILGATE SEAL, inner		1
38	282-490	\$25.99	TAILGATE SEAL, outer		1
39	457-565	NA	RETAINER, seal		1
40	323-430	\$0.29	SCREW, seal retainer		10
42	402-180	\$59.79	LOCK ASSEMBLY, tailgate, w/2 keys		1
Note: See pages 64 and 65 for master lock sets					
43	402-520	\$0.89	WASHER		1
44	402-510	NA	NUT		1
45	402-530	\$17.99	LATCH		1
47	472-370	\$114.99	STAY ASSEMBLY, tailgate, R/H		1
	472-380	\$114.99	STAY ASSEMBLY, tailgate, L/H		1
49	472-390	\$11.99	COVER		2
50	472-375	\$1.39	CAP COVER, large		2
51	472-385	\$0.39	CAP COVER, small		2
54	457-240	\$13.99	SEAL RETAINER, door sill		2
55	470-698	\$13.99	"MG" BADGE, chrome, 3 pc.	1965-'69	1
			(use blind fix 326-650 x4, and push-on fix 326-500 x13)		
56	408-450	\$56.99	"MGB GT" MOTIF, chrome, 5 pc.	1965-'69	1
			(use blind fix 326-650 x5, and push-on fix 326-500 x5)		
57	470-665	\$14.89	"MG" BADGE, black & chrome	1970-'72	1
			(use blind fix 326-655 x3)		
58	472-780	\$27.99	LETTER "B" (use blind fix 326-665 x4)	1970-'72	1
59	472-786*	\$39.99	"GT" MOTIF (use blind fix 326-665 x4)	1970-'72	1
			* unpainted		



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
60	472-770	\$86.99	"MGB GT" BADGE, black & chrome (use blind fix 326-665 x3)	1973-on	1
	472-775	\$89.89	"MGB GT" BADGE, black & gold	UK Jubilee Edition	1
61	326-500	\$0.29	PUSH-ON FIX	used w/#470-698, 408-450	13/5
	326-530	\$0.24	PUSH-ON FIX	used w/#470-695	2
62	326-650	\$0.49	BLIND FIX	used w/#470-698, 408-450	4/5
	326-655	\$0.59	BLIND FIX	used w/#470-695, 470-665	1
	326-665	\$0.29	BLIND FIX	used w/#472-780, 472-785	4
63	326-665	\$0.29	BLIND FIX	used w/#472-770	3
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
67a	116-036	\$11.99	SUCTION PAD		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	\$26.99	MIRROR HEAD		1
72	165-260	\$62.99	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 unique chrome & black trim piece produced by British Motor Heritage.

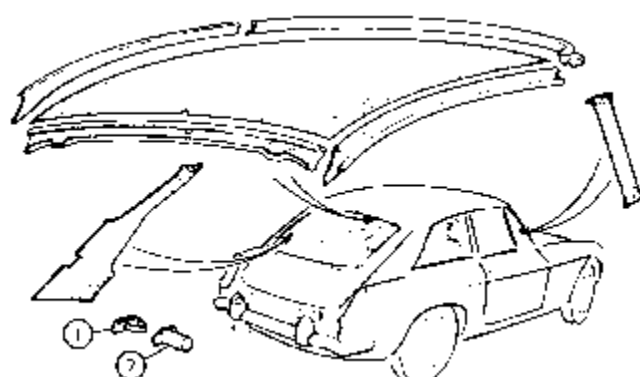
Left Hand 408-390 \$74.99
Right Hand 408-395 \$74.99



Seat Belt Bracket Set

MGB GT from 1973-on were fitted with retractor type seat belts. Since the seat belt anchor boss in the top of the fender arch sits so close to the vertical bulkhead panel, these brackets are required to mount the bulky retractor mechanisms.

Bracket Pair 222-158 \$38.89



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, fiberglass hinge cover, and instructions.

	643-900 \$569.99	Grey Vinyl Headliner Kit	
	643-915 \$499.99	Grey Fabric Headliner Kit	
	643-905 \$509.99	Tan Fabric Headliner Kit	
1	803-420 \$0.79	CLIP, upper rear quarter liner	6 required
2	226-695 \$2.39	SOCKET, for clip	6 required

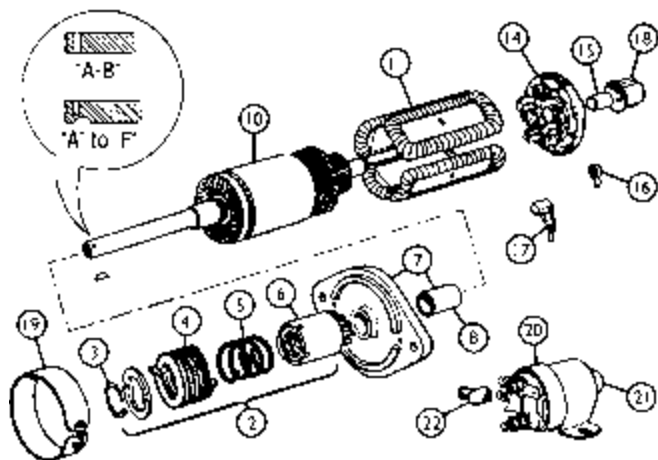
Spray Contact Adhesive

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. 13 oz. aerosol can.

409-037 \$19.99



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	\$179.99	STARTER, rebuilt, exchange	all (e)18G/GA/GB	1
	\$300.00	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	1
	150-470	NA	RING, retaining	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	\$5.99	BUSH	1
10	150-480	NA	ARMATURE	1
	150-490	NA	ARMATURE	1
11	150-150	\$139.99	FIELD COIL SET	1
14	549-510	NA	BRACKET, commutator end	1
15	149-400	\$3.99	BUSH	1
16	150-200	NA	SPRING SET	1
17	149-620	\$13.99	BRUSH SET, 4 pc.	1
18	149-800	NA	CAP, shaft end	1
19	549-550	NA	BAND, dust cover	1
20	546-020	\$19.79	SOLENOID, starter (push-button type)	1962 - '65
	546-150	NA	SOLENOID, starter, Lucas (square type)	1966 - '67
	546-152	\$9.99	SOLENOID, starter, reproduction	1
21	546-025	\$1.69	COVER, push button (incl. with solenoid #545-020)	1
22	161-900	\$1.39	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.

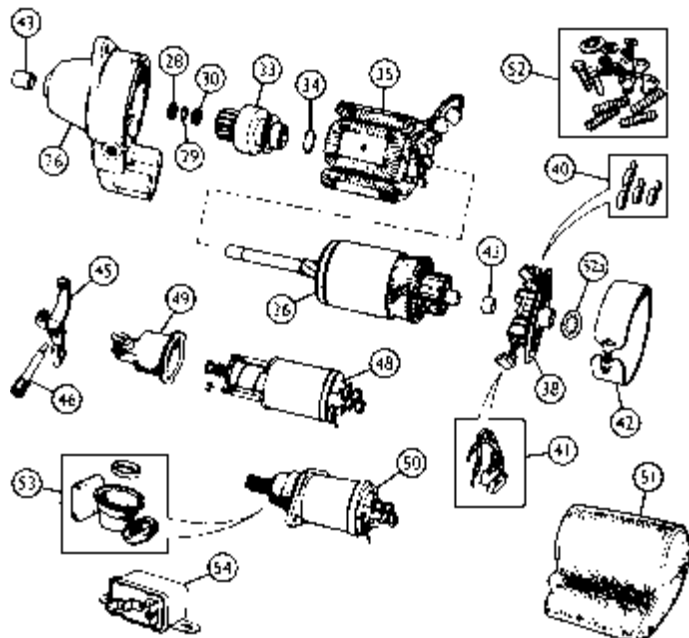
Solenoid clicks repeatedly - battery is discharged or terminals are dirty.

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 all new 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	\$279.99	1962-'67 Starter
131-215	\$279.99	1968-'80 Starter



1968 - 1980 RD from (c)138401 on GT/ from (c)139472 on

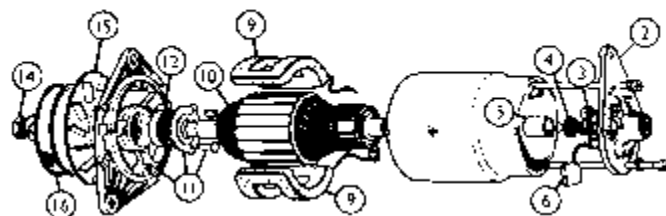
131-220	\$99.99	STARTER, new replacement	negative ground only	1
131-221	\$74.79	DRIVE ASSEMBLY	} repl. starter 131-220	1
131-211	\$79.99	SOLENOID		1
131-210	\$179.99	STARTER, rebuilt, exchange		1
	\$200.00	CORE CHARGE FOR 131-210 STARTER		
Note: These are replacements for starters #25660 and #25654.				
#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
28	131-250	NA	THRUST WASHER	1
29	131-260	NA	RING, retaining	1
30	131-270	NA	THRUST COLLAR	1
33	131-280	\$59.79	DRIVE ASSEMBLY	#25660 1
	131-290	\$49.99	DRIVE ASSEMBLY	#25654 1
34	131-285	NA	RING, retaining	1
35	131-300	\$95.99	FIELD COIL SET	#25660 1
	131-305	NA	FIELD COIL SET	#25654 1
36	131-310	NA	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
40	150-200	NA	SPRING SET	
41	149-620	\$13.99	BRUSH SET, 4 pc.	#25660, rectangular brush 1
	549-420	\$10.99	BRUSH SET, 4 pc.	#25654, triangular brush 1
42	131-350	NA	BAND, cover	1
43	549-400	\$1.49	BUSH SET (front & rear bushes)	#25660 1
	549-405	\$2.99	BUSH SET (front & rear bushes)	#25654 1
45	131-360	NA	LEVER, pinion engaging	} #25660
46	131-370	NA	BOLT, pivot	
	131-380	NA	LEVER & BOLT KIT	} #25654
46	131-385	NA	BOLT, pivot	
48	131-400	\$69.99	SOLENOID (Lucas)	} #25660
	131-402	\$39.99	SOLENOID (aftermarket)	
49	131-410	NA	BELLOWS	
50	131-450	\$42.79	SOLENOID	#25654 1
51	131-460*	\$16.99	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	\$2.09	SPIRE NUT (armature end)	#25654 1
53	131-420	NA	SEALING KIT	1
54	131-510	\$68.89	RELAY, starter, Lucas	{ RD from (c)187211 to 395331 1
	542-170	\$19.49	RELAY, starter, replacement	
	131-520	\$17.99	RELAY, starter	

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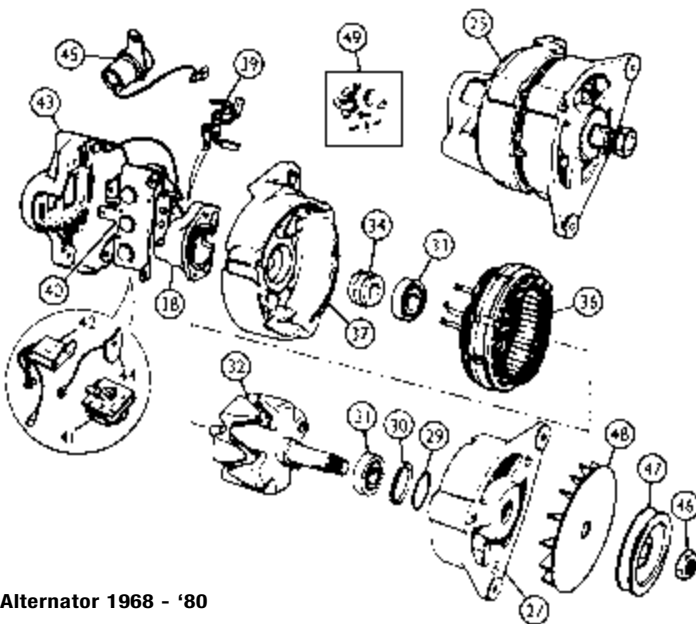
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Charging System



No.	Part No.	Price (each)	Description	Application	Qty. Req.
Generator 1962 - '67					
	140-200	\$119.99	GENERATOR, new, replacement	all (e)18G/GA/GB	1
			(no internal parts are available for 140-200)		
	540-200	\$129.99	GENERATOR, Lucas rebuilt		1
		\$250.00	CORE CHARGE for 540-200		
2		NA	BRACKET ASSEMBLY, commutator end		1
3	549-030	\$9.89	SPRING SET		1
4	697-020	\$0.69	OILER, felt		1
5	147-600	\$6.89	BUSH		1
6	147-250	\$1.99	BRUSH SET		1
9	560-070	NA	FIELD COIL SET		1
10	162-900	\$79.99	ARMATURE		1
11		NA	BRACKET ASSEMBLY, driving end		1
12	125-100	\$8.79	BEARING		1
14	310-310	\$0.39	NUT		1
15	433-670	\$10.99	FAN		1
16	433-720	\$189.99	PULLEY		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 87.)



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*	NA	ALTERNATOR, new	{ 1968, #23548 1969 - '71, #23716	1
			(may use 130-102 below)		
	130-000	NA	ALTERNATOR, new	{ 1972- 74, 23716, L23804 alternative - #23748	1
			(may use 130-102 below)		
	130-090	\$159.99	ALTERNATOR, rebuilt	} 1974 1/2 - '78, #23756 end at (c)471000	1
		\$200.00	CORE CHARGE FOR 130-090		
	161-525	NA	CONNECTOR, 1/2" (required for this alternator)		1
	130-102	\$97.99	ALTERNATOR, new	{ 1979 - '80, #23737 from (c)471001 on	1

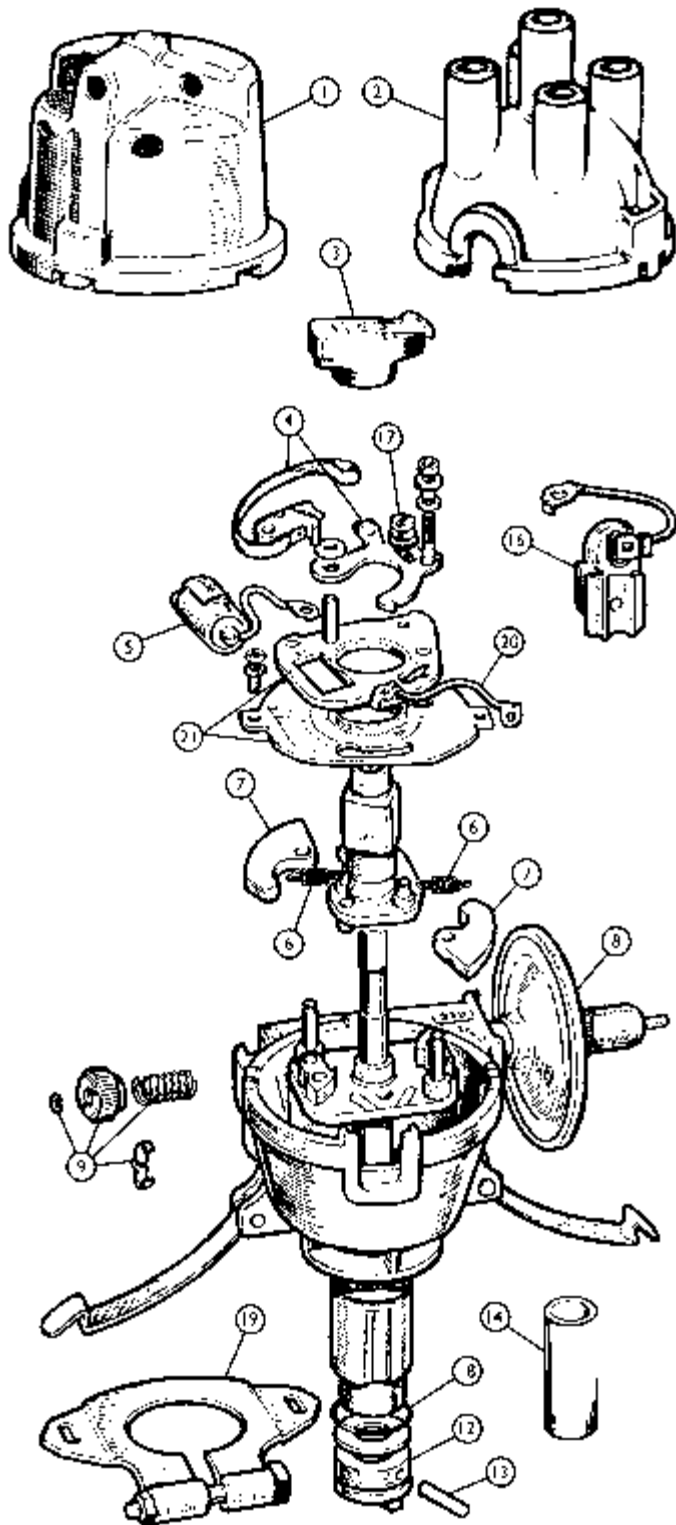
*NOTE: This alternator has 3 terminals to replace the original 5 terminals used from 1968-'71. Refer to the "Alternator Terminal Conversions" article on page 91.

27	130-120	NA	BRACKET ASSEMBLY, drive end	#23756, 23737	1
29	130-450	NA	O-RING		1
30	130-455	NA	CIRCLIP		1
31	125-100	\$8.79	BEARING, drive end	#23548, 23716, L23804	1
	130-465	\$14.00	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		NA	BEARING, slip ring end		1
34	130-215	\$3.39	SLIP RING		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	\$3.99	BRUSH SET	#23548, 23756	1
	130-235	\$3.29	BRUSH SET	#23716 -on	1
40	130-240	NA	RECTIFIER	#23548	1
41	130-250	\$12.89	RECTIFIER	#23716, 23737	1
	130-260	\$22.79	RECTIFIER	#L23804	1
	130-270	\$22.79	RECTIFIER	#23756	1
42	130-280	\$10.89	REGULATOR, 2-wire	#23716, 23737	1
	130-290	\$29.99	REGULATOR, 4-wire	#L23804, 23756	1
43	130-310	NA	COVER	#23548	1
	130-320	\$14.49	COVER	#23716, L23804, 23737	1
	130-330	NA	COVER	#23756	1
44	130-345	NA	SURGE PROTECTOR	} #23716 -on	1
45	130-350	NA	CAPACITOR		1
46	310-810	\$1.19	NUT		1
47	130-370	\$26.79	PULLEY, alternator	RD/GT to (c)410000	1
	539-090	\$17.99	PULLEY, alternator	RD from (c)410001 on	1
48	130-400	\$24.99	FAN, alternator		1
49	130-360	NA	SUNDRIES KIT		1



50	560-100	\$6.99	FUSE BOX, 2 fuse	{ RD to (c)187210 GT to (c)187840	1
	162-510	\$7.79	FUSE BOX, 4 fuse	{ RD from (c)187211 on GT from (c)187841 on	1
51	560-110	\$3.39	COVER, fuse box	use w/560-100	1
	560-115	\$2.89	COVER, fuse box	use w/162-510	1
52	146-700	\$0.39	FUSE, 35 amp.		A/R
	146-710	\$0.39	FUSE, 25 amp.		A/R
	146-720	\$0.49	FUSE, 15 amp.		A/R
	146-730	\$0.59	FUSE, 10 amp.		A/R
53	142-040	NA	REGULATOR, Lucas	} RD/GT to (c)138400	1
	142-045	\$36.99	REGULATOR, replacement		1
54	162-010	NA	COVER, regulator		1
55	130-440	\$38.99	CONTROL UNIT	{ RD/GT from (c)138401 to 158230	1

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 143-115) are model 45D4. Parts for these are found on the next page.

No.	Part No.	Price (each)	Description	Application	Qty. Req.
Distributor model 25D4					
	143-114	\$72.99	DISTRIBUTOR, new, replacement	1962 - 1971	1
Note: This replacement distributor 41427 based on 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	163-825	\$29.99	CAP, Intermotor brand	} distributors #40897, 41155, and 41156	1
	163-800	\$13.89	CAP, replacement		1
2	163-815	NA	CAP, Lucas	} #41220, 41288, 41290, 41264, 41339, 41370, 41491	1
	163-810	\$8.99	CAP, replacement		1
Note: All of these caps may be interchanged if used with the appropriate wire set.					
3	151-805	\$6.99	ROTOR, premium replacement (red)		1
	151-710	\$2.39	ROTOR, Lucas		1
	151-800	\$4.39	ROTOR, aftermarket		1
	152-220	\$7.99	POINT & CONDENSER SET, Lucas		1
	152-221	\$9.99	POINT & CONDENSER SET, Intermotor brand		1
4	151-720	\$2.89	POINT SET, Lucas		1
	152-225	\$19.99	POINT SET, Premium aftermarket		1
	153-900	\$5.49	POINT SET, aftermarket		1
5	151-730	\$3.39	CONDENSER, Lucas		1
	154-001	\$8.99	CONDENSER, Premium aftermarket		1
6	551-010	\$17.99	SPRING SET (universal set of 5 assorted springs)		1
7		NA	WEIGHT		2
8	163-665§	\$88.99	VACUUM UNIT, reproduction	#40897	1
	163-630†	\$69.99	VACUUM UNIT, replacement	#41155, 41220, 41288	1
	560-151†	\$88.99	VACUUM UNIT, reproduction	#41156, 41290	1
	560-160†	\$88.99	VACUUM UNIT, reproduction	#41264	1
	163-660†	\$88.99	VACUUM UNIT, replacement	#41339	1
	560-513†	\$88.99	VACUUM UNIT, reproduction	#41370	1
	163-670†	\$88.99	VACUUM UNIT, replacement	#41491	1
§ threaded vacuum pipe connection					
† push-on vacuum connection					
9	163-739	\$12.99	ADJUSTER KIT		1
12	153-300	\$17.99	DOG, drive		1
13	539-020	\$0.49	PIN		1
14	153-500	\$31.09	BUSHING		1
16	153-640	\$3.99	TERMINAL & LEAD		1
17	323-245	\$0.79	SCREW, points retaining		1
18	163-750	\$0.19	O-RING	as fitted	1
19	153-400	\$8.19	CLAMP ASSEMBLY with bolt & nut (replacement type)		1
	153-401	\$32.59	CLAMP, without bolt & nut (OE type)		1
	153-402	\$7.49	BOLT & NUT for clamp		1
20	153-645	\$2.49	WIRE, ground (replacement)		1
21	551-055	\$36.99	BREAKER PLATE ASS'Y., w/ground wire		1

Lucas model number cast in body here

Lucas part number stamped here

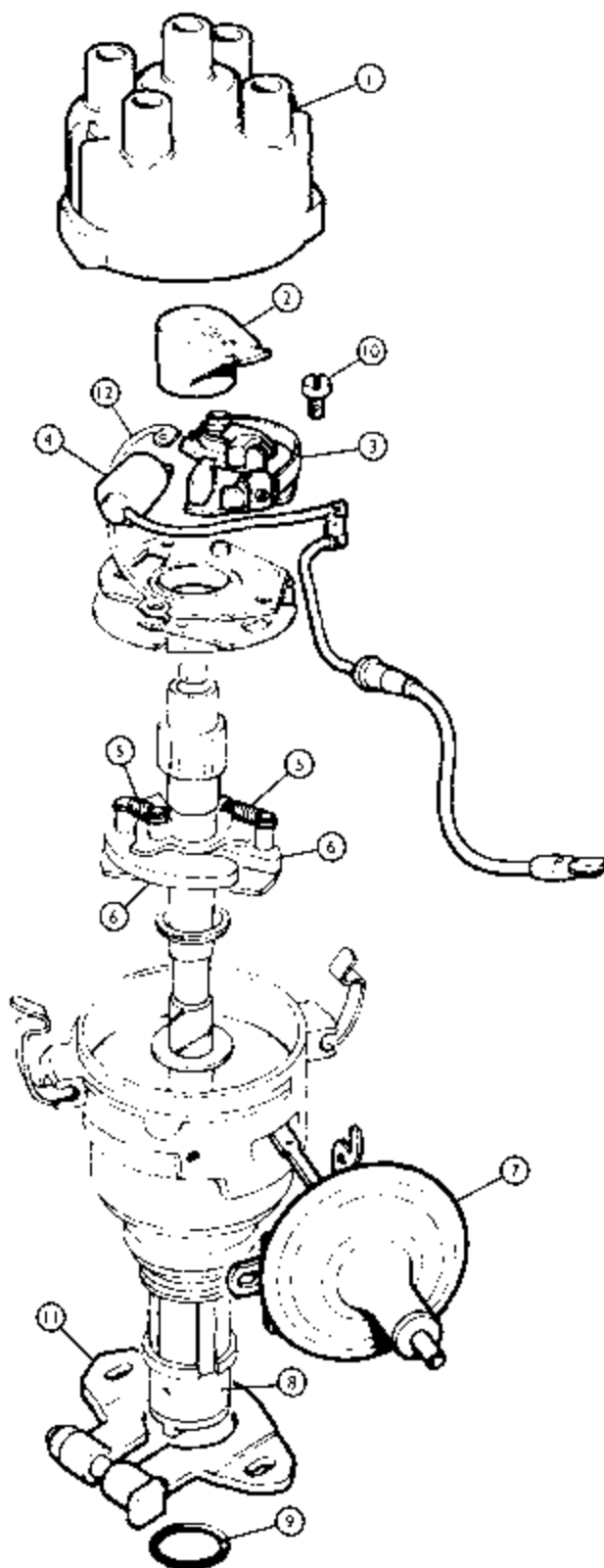
Note: This information does not apply to later model distributors.



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Distributor - Fed. 1975-'76



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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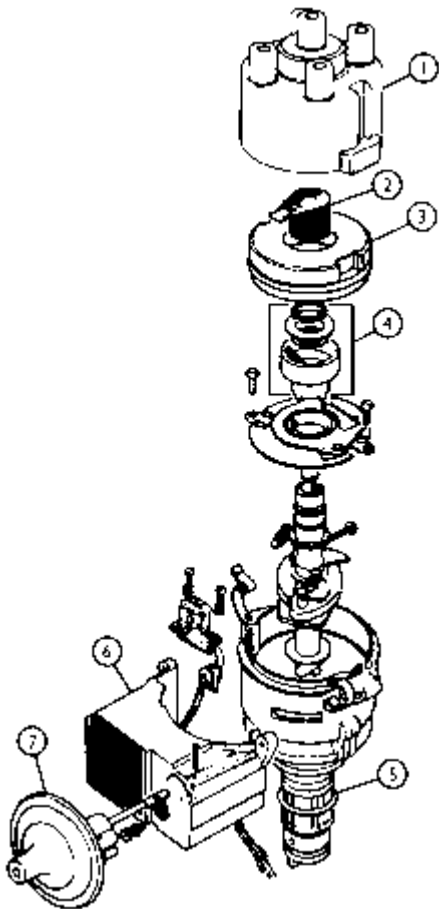
Distributor models 45D4 and 43D4

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	\$6.59	CAP, distributor, Lucas	1
	151-870	\$8.49	CAP, distributor, aftermarket	1
2	151-865	\$6.99	ROTOR, premium (red)	1
	151-855	\$2.39	ROTOR, Lucas	1
	151-850	NA	ROTOR, aftermarket	1
3	153-915	\$2.99	POINT SET, Lucas	1
	153-910	\$4.79	POINT SET, aftermarket	1
4	154-020	\$5.89	CONDENSER, TERMINAL & LEAD,	1
5	551-010	\$17.99	SPRING SET (universal set of 5 assorted springs)	1
6		NA	WEIGHT, auto advance	2
7	163-695	\$68.99	VACUUM UNIT, auto advance #41427 (repl. distributor)	1
	163-680	\$49.99	VACUUM UNIT, auto advance #41599	1
8	153-300	\$17.99	DOG, drive	1
	539-020	\$0.49	PIN for dog	1
	163-760	NA	SUNDRIES KIT	1
9	163-750	\$0.19	O-RING	1
10	323-246	\$0.99	SCREW, points retaining	1
11	153-400	\$8.19	CLAMP ASSEMBLY with bolt & nut (replacement type)	1
	153-401	\$32.59	CLAMP, without bolt & nut (OE type)	1
	153-402	\$7.49	BOLT & NUT for clamp	1
12	153-645	\$2.49	WIRE, ground (replacement)	1

Distributors - Electronic Ignition

Opus



Lucas Electronic Ignition

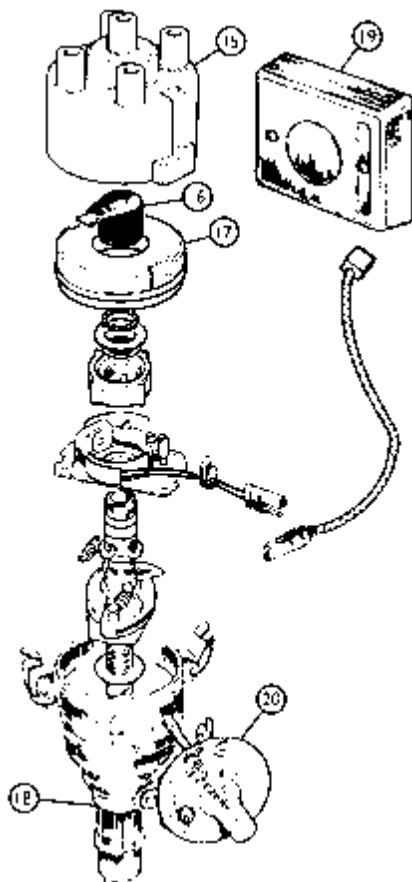
The original Lucas "Opus" electronic ignition used through 1979 featured the ignition amplifier mounted on the distributor body. As this system proved notoriously troublesome and unreliable, 1980 cars were produced with the "CEI" (Constant Energy Ignition) system, which had a remote amplifier, and was 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	\$6.59	CAP, distributor, Lucas	#41643, 41693, 41695	1
	151-870	\$8.49	CAP, distributor, aftermarket		1
2	151-865	\$6.99	ROTOR ARM, Premium	#4163, 41693, 41695	1
	151-855	\$2.39	ROTOR ARM, Lucas		1
	151-850	NA	ROTOR ARM, aftermarket		1
3	154-030	NA	COVER, anti-flash	#41643	1
	154-040	NA	COVER, anti-flash	#41693, 41695	1
4	154-050	NA	TIMING ROTOR ASSEMBLY		1
5	163-750	\$0.19	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

See the "Performance" section in the color pages at the front of this catalog for more distributor and ignition options.

C.E.I.



C.E.I.

15	151-875	\$6.59	CAP, distributor, Lucas (black)		1
	151-870	\$8.49	CAP, distributor, aftermarket (black)		1
16	151-865	\$6.99	ROTOR ARM, Premium		1
	151-855	\$2.39	ROTOR ARM, Lucas		1
	151-850	NA	ROTOR ARM, aftermarket		1
17	154-040	NA	COVER, anti-flash		1
18	163-750	\$0.19	O-RING		1
19	142-975	NA	AMPLIFIER ASSEMBLY		1
20	163-960	\$32.99	VACUUM UNIT, auto advance	#41851, 41813	1
	163-970	NA	VACUUM UNIT, auto advance	#41853, 41814	1



Pertronix High Performance Ignition Coils

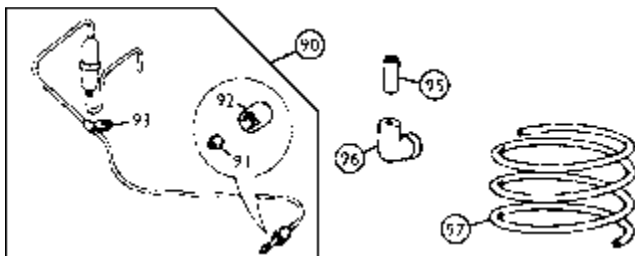
With an output of 40,000 volts, these coils allow larger spark plug gaps for added power, smoother response, and better fuel economy.

1962-74 (non-ballasted system) - Black	143-265	\$44.99
1962-74 (non-ballasted system) - Chrome	143-266	\$49.99
1975-'80 (ballasted system) - Black	143-270	\$44.99
End clip for solid core wire	571-037	\$0.79
Boot for push-in wire	571-047	\$1.49



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
90	163-640	\$38.99	VACUUM PIPE ASSEMBLY, steel	all (e)18G/GA/GB 1962 - '67	1
91	163-635	\$0.89	COMPRESSION FITTING		1
92	153-810	\$4.19	NUT		1
93	153-820	\$1.49	CLIP		1

95	282-650	\$1.99	CONNECTOR, carburetor end	1968 thru early 1977	1
96	153-840	\$0.99	CONNECTOR, distributor end		1

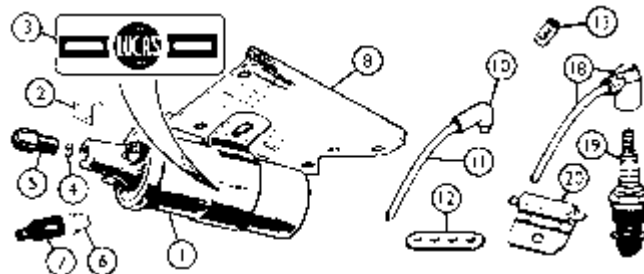
97	163-655	\$1.19	VACUUM LINE, plastic, sold by the foot	RD from (c)138401 on A/R GT from (c)139472 on	
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Transmission-Controlled Spark Advance System

97	163-655	\$1.19	VACUUM LINE, plastic, sold by the foot	RD from (c) 415001 on (from early 1977-on)	A/R
98	153-830	\$1.19	CONNECTOR, straight		2
99	145-740	NA	VALVE, solenoid		1
100	153-840	\$0.99	CONNECTOR, elbow		2

Ignition System



Coil & Ignition Wires

1	543-020	\$32.99	COIL, screw-in H.T. conn.	1962 - '67	1
	143-220	\$23.99	COIL, Lucas, push-in H.T. conn.	1968 - '74	1
	143-221	\$18.59	COIL, aftermarket, push-in conn.		1
	143-230	\$19.99	COIL, ballasted system	Sep. '74(74 1/2) - '80	1
	143-201	\$42.99	SPORTS COIL, Intermotor brand	1962-'74	1
2	571-045	\$0.39	CONNECTOR, double male		A/R
3	215-630	\$2.49	LUCAS COIL DECAL		1
4	146-310	\$0.24	WASHER	early coils with screw-in connection	1
5	152-400	\$1.29	NUT, coil wire		1
6	571-037	\$0.79	WIRE END, push-in coil wire		1
7	571-047	\$1.49	BOOT, push-in coil wire		1
8	470-055	\$43.89	BRACKET, coil mounting	1962-'67	1
	171-628	\$49.99	IGNITION WIRE SET, w/caps	side entry distributor cap all (e)18G/GA/GB	1
10	171-620	\$8.69	CAP, suppressor		4
11	171-627	\$8.99	WIRE, ignition, 5 1/4 ft.		1
12	171-550	\$2.89	SPACER, ignition wires		1
13	171-630	\$4.29	LABEL SET, ignition wires		1

To use modern high performance ignition wires with your early distributor, use top-entry cap 163-815 rotor 151-710, Magnecore wire set 143-565, and ignition coil 143-200 or 143-220.

18	171-658	\$12.49	IGNITION WIRE SET	top entry distr. cap	1
	143-565	\$109.99	IGNITION WIRE SET, "Magnecore"		1
19	152-130	\$2.89	SPARK PLUG, Champion		4
	052-627	\$3.69	SPARK PLUG, NGK (standard type)		4
	115-332	\$3.39	SPARK PLUG, NGK (resistor type)		4
20	131-560	NA	DRIVE RESISTOR	electronic ignition '75-80	1

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.

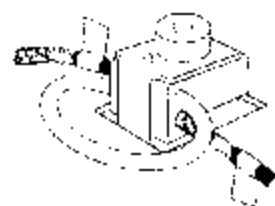
To convert the tachometer, John Twist offers the following advice:

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.

Before



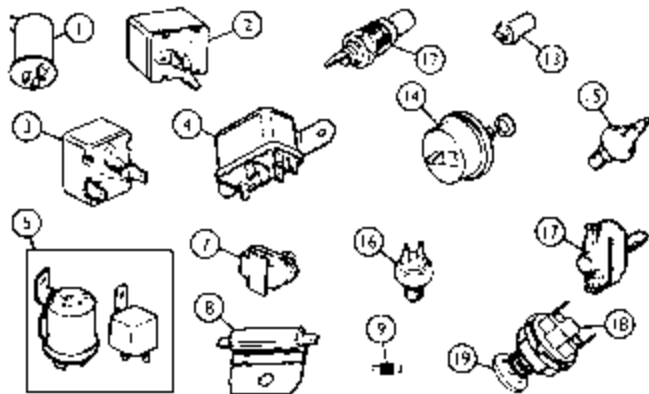
After



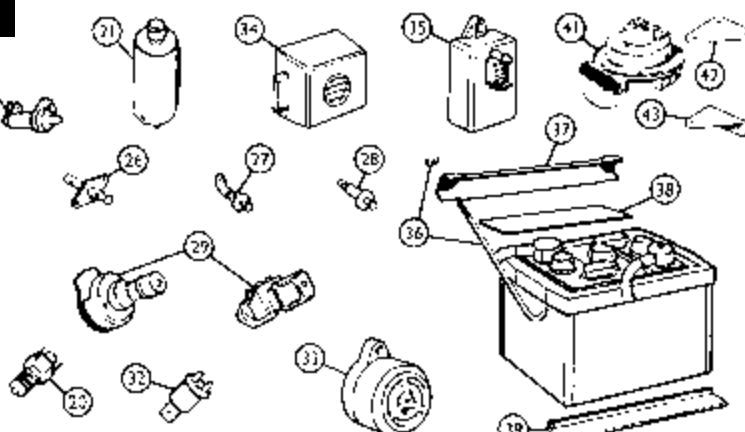
a.) The wire in the "white wire loop" comes from the key switch and travels to the hot side of the coil. Referring to the illustration below, select one of the wires and tag it with two pieces of tape for identification. Then, cut the wire between the pieces of tape, and cut the other wire to the same 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.

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.

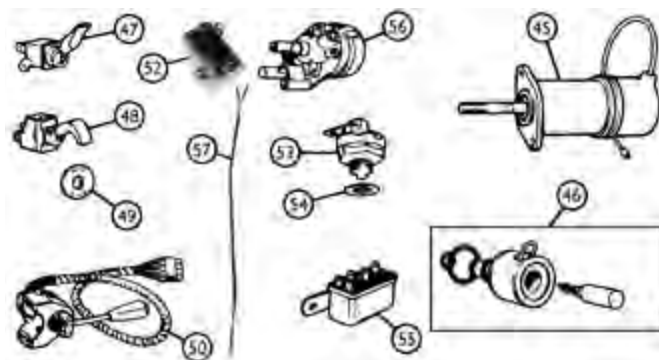
Minor Electrical



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	141-750*	\$8.49	FLASHER UNIT, turn signals	{ RD to (c)138400 GT to (c)139471	1
2	141-748**	\$14.99	FLASHER UNIT, turn signals	{ RD from (c)138401 on GT from (c)139472 on '68 on	1
	141-650*	\$4.89	FLASHER UNIT, hazard	} RD from (c)238408 GT from (c)239805	1
	141-748**	\$14.99	FLASHER UNIT, hazard (repl.)		1
3	141-655*	\$4.49	FLASHER UNIT, hazard (repl.)	} RD from (c)138401 to 238407 GT from (c)139472 to 239804	1
	141-747**	\$13.99	FLASHER UNIT, hazard (repl.)		1
* Thermal (bi-metallic) type ** Electronic replacement type, more reliable than thermal type.					
4	542-235	\$5.89	RELAY, radiator fans	1977-'80 as fitted	1
5	131-520	\$17.99	RELAY, ignition switch, either	} RD from (c)410001 on, '77 on	1
			one illustrated may be fitted		
	131-520	\$17.99	RELAY, heated rear window	GT as fitted	1
7	131-556	\$16.99	VOLTAGE STABILIZER, pos. grd	RD & GT 1965-'67	1
	131-555	\$12.99	VOLTAGE STABILIZER negative ground, 1968 on	} RD from (c)138401 on GT from (c)139272 on	1
8	131-560	NA	DRIVE RESISTOR	electronic ignition	1
9	181-855	\$24.99	DIODE, handbrake light	as fitted 1978-'80	1
12	760-180	\$7.49	SENDING UNIT, temp. 1968 - '76	} RD from (c)138401 to 410000 GT from (c)139472 on	1
	131-565	\$8.99	SENDING UNIT, temp.		RD from (c)410001 on
13	542-215	\$19.89	SWITCH, thermostatic fan	RD from (c)410001 to 511290	1
	542-213	\$44.99	SWITCH, thermostatic fan	RD from (c)511291 on	1
14	131-580	\$99.99	TRANSMITTER, oil press. 1968 - '72	} RD from (c)138401 to 258000 GT from (c)139472 to 258000	1
15	141-715	\$23.99	SWITCH, oil pressure 1973 on	} RD from (c)294251 on GT from (c)296001 on	1
16	542-110	\$6.59	SWITCH, brake light 1962 - '67	} RD to (c)138400 GT to (c)139472	1
17	181-980	\$7.99	SWITCH, brake light, 1968-on	} RD from (c)138401 on GT from (c)139472 on	1
	310-070	\$0.39	JAM NUT for switch		1
18	140-470	\$9.29	SWITCH, reverse light	} RD/GT from mid 1967 on	1
19	324-145	\$0.29	WASHER, for switch		1
20	542-410	\$10.99	INHIBITOR SWITCH, seat belt (replacement)	} RD from (c)138401 to 410000 GT from (c)139472 on	1
21	900-240	\$58.99	INERTIA SWITCH (repl.) fuel cut-off	} RD from (c)360301 to 516373 GT from (c)361001 on	1
	145-755	\$109.99	INERTIA SWITCH, fuel cut-off		RD from (c)516374 on
25	131-600	NA	SWITCH, ignition key warning 1970 on	} RD from (c)187211 on GT from (c)187841 on	1
26	131-611	\$10.49	SWITCH, courtesy light	RD/GT from (c)219001 on	2
27	131-620	\$13.79	SWITCH, trunk light	RD from (c)21900 on	1
28	131-630	\$13.49	SWITCH, tailgate light	GT only from (c)219001 on	1
29			SWITCH, headlamp dimmer	See page 90	
32	142-110	NA	BUZZER, ignition, 1970-'73	} RD from (c)187211 to 328100 GT from (c)187841 to 328800	1
			key warning		
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 (c)328101 to 372612 GT from (c)328801 on	1



36	473-188	\$8.99	J-BOLT SET, 4 J-bolts, 4 nuts	two 6-volt batteries	1
	473-238	\$3.69	J-BOLT SET, 2 J-bolts, 2 nuts	one 12-volt battery	1
37	473-180	\$2.29	CLAMP, battery	two 6-volt batteries	2
	473-185	\$6.99	CLAMP, battery	one 12-volt battery	1
38	473-110	\$0.69	PAD, battery clamp	two 6-volt batteries	2
	473-115	\$1.49	PAD, battery clamp	one 12-volt battery	1
39	473-190	\$1.89	PAD, battery	two 6-volt batteries use 4	4/2
41	545-030	\$36.99	HORN, high note	} die-cast, 2 terminals	1
	545-020	\$36.99	HORN, low note		1
	545-050	\$18.99	HORN, high note	} plastic, 1 terminal	1
	545-060	\$18.99	HORN, low note		1
42	560-090	\$4.89	HORN BRACKET, straight	to (c)5812	2
43	164-940	\$2.99	HORN BRACKET, angled	from (c)5813	2



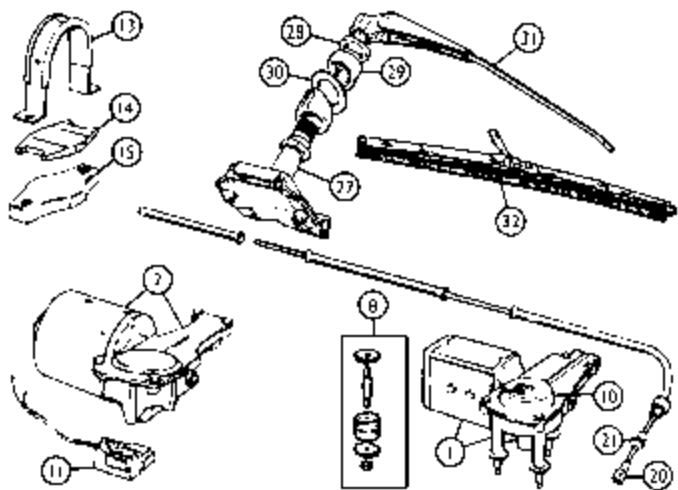
Overdrive Components

45	145-730	\$36.79	SOLENOID, overdrive	} RD to (c)138400 GT to (c)139471 1962 - '67	1
46	466-375	\$154.99	SOLENOID VALVE, OD		1
				} RD from (c)138401 on '68 on GT from (c)139472 on	
47	141-210	\$8.69	SWITCH, overdrive	RD to (c)61015	1
48	141-760	\$31.99	SWITCH, overdrive	} RD from (c)61016 to 138400 GT from (c)61016 to 139470	1
49	233-850	\$5.29	ESCUTCHEON, o/d switch		1
50	141-825	\$67.79	SWITCH, wiper, washer & overdrive	} RD from (c)138401 to 328100 GT from (c)139471 to 328800	1
	141-845	\$53.49	SWITCH, wiper, washer & overdrive		1
				} RD from (c)328101 to 410000 GT from (c)328801 on	
52	141-320	\$9.89	SWITCH, overdrive, on shifter	RD from (c)410001 on, '77 on	1
53	140-470	\$9.29	SWITCH, overdrive isolation		1
54	324-145	\$0.29	WASHER, for switch		2
55	542-170	\$19.49	RELAY, overdrive, thru 1967	} RD to (c)138400 GT to (c)139471	1
56	141-520	NA	VACUUM SWITCH, overdrive thru 1967		1
	357-388	\$66.99	SUB-HARNESS, overdrive	thru 1967	1
	356-436	\$24.99	SUB-HARNESS, overdrive	1968-'76	1
57	161-581	\$23.99	WIRE PAIR to o/d switch	1977-'80	1



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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* 164-960 145-565 145-490 145-485	\$99.99 \$99.99 NA \$129.99 \$99.99 \$18.89 NA \$44.99 \$89.99 \$109.99	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 MOTOR ASS'Y., w/o gear, Lucas	RD from (c)138401 to 158370 RD from (c)158371 (1969-on) GT to (c)138400 (thru 1967) GT 1968 GT from (c)158231 (1969 on) RD & GT from 1969 on GT to (c)138400 (thru 1967) GT 1968 RD & GT 1968-on RD & GT 1968-on	1 1 1 1 1 1 1 1 1 1
* Motor Ass'y. and Gear & Shaft marked * will work for GT only when the nylon parking cam on the gear is moved to the opposite side of the gear. Instructions are at mossmotors.com.					
	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 \$19.99	BRUSH ASSEMBLY BRUSH PAIR (carbon blocks only)	RD to (c)138400, thru 1967	1 1
	145-590	\$19.99	BRUSH ASSEMBLY	RD from (c)138401 on all GT	1
8	145-640	\$8.29	MOUNTING KIT	RD to (c)138400, '62 - '67	1
10	145-610	NA	PARKING SWITCH	RD from (c)138401 on	1
11	145-620	NA	PARKING SWITCH, units w/part number prefixed "A/B"	RD from (c)138401 on	1
	145-630	\$17.99	PARKING SWITCH, units w/part number prefixed "D"	all GT, 1968 on	1
13	145-645	\$6.89	STRAP, mounting	RD from (c)138401 on/ all GT	1
14	145-660	\$3.79	PAD	1968 on	1
15	145-665	NA	PACKING		1
20	161-310	\$15.99	CABLE ASSEMBLY, crosshead & rack (must be cut to length)	RD to (c)138400	1
21	163-720	\$11.39	FERRULE, 1962 - '67	RD from (c)138401 on, all GT	1
27	145-170	NA	WHEELBOX ASSEMBLY, includes #28, 29, 30	RD to (c)6916	2
	145-180 145-270 145-160	\$32.99 \$30.79 \$38.99	WHEELBOX only WHEELBOX only, 1968 on WHEELBOX only	RD from (c)6917 to 138400 RD from (c)138401 on all GT	2 3 2
28	311-065 145-205	\$1.69 \$1.79	NUTRD to (c)6916 NUTall from (c)6917 on		2 2/3
29	145-260 164-920	\$4.99 \$7.49	FINISHER, bright chrome FINISHER, bright chrome	RD	2/3 2
30	282-820 145-225	\$0.69 \$0.89	PAD, finisher PAD, finisher	RD	2/3 2
31	164-950 164-630 164-641 164-640 164-650 560-380	\$18.89 \$26.79 \$27.99 \$19.69 \$14.49 \$15.79	WIPER ARM, thru 1968 WIPER ARM, early 1969, "TEX" WIPER ARM, "TEX" WIPER ARM WIPER ARM, 1973 on WIPER ARM, thru 1968	RD to (c)158230 RD from (c)158231 to 164063 RD from (c)164064 to 294250 mid 1969-'72 RD from (c)294251 on GT to (c)158230	2 3 3 3 3 2

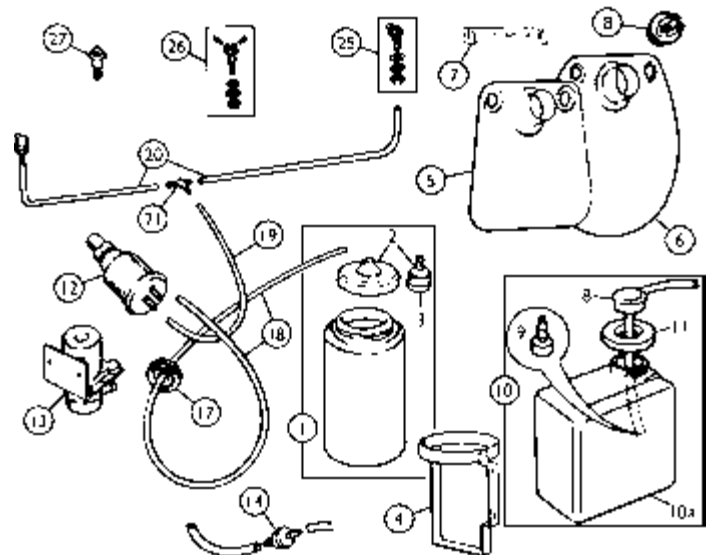
LOCAL & OVERSEAS: 805-681-3400
FAX: 805-692-2525 www.mossmotors.com



Wipers & Washers

164-670	\$35.99	WIPER ARM, 1969 - '72, "TEX"	GT from (c)158231 to 296000	2
164-680	\$34.99	WIPER ARM, 1973 on, "TEX"	GT from (c)296001 on	2
32 560-390	\$7.49	WIPER BLADE, thru mid '69	RD to (c)164063	2/3
165-015	\$7.49	WIPER BLADE, mid '69-'72	RD from (c)164064 to 294250	3
165-060	\$7.89	WIPER BLADE	RD from (c)294251 on	3
165-062	\$11.89	WIPER BLADE, Bosch	1973 on	3
165-021	\$19.98	WIPER BLADE, "TEX"	GT to (c)158230	2
165-020	\$13.99	WIPER BLADE	thru 1968	2
165-050	\$16.79	WIPER BLADE, 1969 - '72	GT from (c)158231 to 296000	2
165-079	\$25.99	WIPER BLADE, "TEX"	GT from (c)296001 on	2
165-080	\$7.69	WIPER BLADE	1973 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	\$9.49	CONTAINER ASSEMBLY	RD/GT as fitted,	1
2	361-140	\$7.49	CAP & FOOT VALVE	to approx. 1972	1
3	361-145	\$2.99	FOOT VALVE		1
4	361-245	\$11.29	BRACKET		1
5	361-110	NA	CONTAINER (N/A - use 361-120)	RD from 1972 to (c)307778 GT from 1972 to (c)307778	1
6	361-120	\$18.79	CONTAINER	RD from (c)307779 to 360300 GT from (c)307779 to 361000	1
7	361-270	\$12.89	BRACKET, container mounting	use with #5 & 6 above	1
8	361-190	\$1.19	FILLER PLUG	used w/part #361-110,	1
9	361-195	\$8.79	FILTER	361-120 & 361-130	1
10	361-138	\$15.49	CONTAINER ASS'Y. (8,9,10a,11)	RD from (c)360301 on	1
10a	361-130	\$12.99	CONTAINER	GT from (c)361001 on	1
11	361-150	\$3.79	CAP		1
12	361-160	\$28.99	PUMP, manual 1962 - '67 (use with in-line valve no. 14 in outlet line)	RD to (c)138400 GT to (c)139471	1
13	NA		PUMP, 1968 - early '74 (N/A - use 361-180)	RD from (c)138401 to 329016 GT from (c)139472 to 329016	1
	361-180	\$8.89	PUMP, early 1974 on		1
14	361-200	\$4.89	VALVE, in-line	RD/GT from (c)329017 on	1
17	282-640	\$1.19	GROMMET, washer tube		1
18	361-210	\$0.89	TUBING, container to pump, 3/16" ID		A/R
19	361-210	\$0.89	TUBING, pump to connector, 3/16" ID		A/R
20	361-210	\$0.89	TUBING, connector to jets, 3/16" ID	RD thru '77	A/R
	361-220	\$0.89	TUBING, connector to jets, 1/8" ID	RD '78-'80	A/R
21	565-040	\$0.89	CONNECTOR, 3-way	RD to (c)138400, thru 1967	1
	361-235	NA	CONNECTOR, 3-way	RD (c)138401-447035, 1968-'77	1
	115-372	\$1.19	CONNECTOR, 3-way	RD from (c)447036, 1978-'80	1
25	361-240	\$4.79	JET ASSEMBLY	RD to (c)447035, thru 1977	2
26	361-250	\$4.69	JET ASSEMBLY	GT	1
27	361-260	\$3.79	JET ASSEMBLY	RD from (c)447036, 1978-'80	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.

New harnesses have non-original dash lamp sockets replacing sockets illus. no. 8 on the facing page. These use wedge-base bulb 170-150.

Roadster Harnesses

356-370	\$459.99	WIRING HARNESS, cloth	RD to (c)48765 (thru 1964)
356-390	\$449.99	WIRING HARNESS, cloth	RD (c)48766 to 138400 (1965-'67)
357-288	\$529.99	WIRING HARNESS, vinyl	} RD from (c)138401 to 158209 1968
356-520	\$439.99	MAIN HARNESS	
357-255	\$118.99	SUB-HARNESS, rear	
357-298	NA	WIRING HARNESS, vinyl	} RD from (c)158210 to 187210 1969
356-540	\$439.99	MAIN HARNESS	
357-255	\$118.99	SUB-HARNESS, rear	
357-308	\$569.99	WIRING HARNESS, vinyl	} RD from (c)187211 to 219000 1970
356-550	\$479.99	MAIN HARNESS	
357-265	\$114.99	SUB-HARNESS, rear	
357-318	\$569.99	WIRING HARNESS, vinyl	} RD from (c)219001 to 258000 1971
356-560	\$479.99	MAIN HARNESS	
357-400	\$114.99	SUB-HARNESS, rear	
357-328	\$559.99	WIRING HARNESS, vinyl	} RD from (c)258001 to 267579 early 1972
356-570	\$459.99	MAIN HARNESS	
357-400	\$114.99	SUB-HARNESS, rear	
357-338	\$549.99	WIRING HARNESS, vinyl	} RD from (c)267580 to 280480 mid 1972
356-580	\$459.99	MAIN HARNESS	
357-410	\$114.99	SUB-HARNESS, rear	
357-348	\$559.99	WIRING HARNESS, vinyl	} RD from (c)280481 to 294250 late 1972
356-590	\$459.99	MAIN HARNESS	
357-410	\$114.99	SUB-HARNESS, rear	
357-358	\$549.99	WIRING HARNESS, vinyl	} RD from (c)294251 to 328100 1973
356-600	\$459.99	MAIN HARNESS	
357-410	\$114.99	SUB-HARNESS, rear	
357-368	\$579.99	WIRING HARNESS, vinyl	} RD from (c)328101 to 360300 early 1974
356-610	\$474.99	MAIN HARNESS	
357-420	\$114.99	SUB-HARNESS, rear	
357-378	\$599.99	WIRING HARNESS, vinyl	} RD from (c)360301 to 368081 1974 1/2 - early 1975
356-620	\$519.99	MAIN HARNESS	
357-430	\$114.99	SUB-HARNESS, rear	
356-638	\$589.99	WIRING HARNESS, vinyl	} RD from (c)368082 to 372612 mid 1975
356-630	\$519.99	MAIN HARNESS	
357-430	\$114.99	SUB-HARNESS, rear	
356-648	\$589.99	WIRING HARNESS, vinyl	} RD from (c)372613 to 386600 late 1975 (except CA)
356-640	\$479.99	MAIN HARNESS	
357-430	\$114.99	SUB-HARNESS, rear	
356-658	\$579.99	WIRING HARNESS, vinyl	} RD from (c)372613 to 386600 late 1975 (California only)
356-650	\$479.99	MAIN HARNESS	
357-430	\$114.99	SUB-HARNESS, rear	
356-668	\$799.99	WIRING HARNESS, vinyl	} RD from (c)386601 to 410000 1976
356-660	\$499.99	MAIN HARNESS	
357-430	\$114.99	SUB-HARNESS, rear	
356-665	\$229.99	SUB-HARNESS, dash	

356-678*	\$789.99	WIRING HARNESS, vinyl*	} RD from (c)410001 to 471000 1977-78
356-670	\$499.99	MAIN HARNESS	
357-430	\$114.99	SUB-HARNESS, rear	
356-688*	\$789.99	WIRING HARNESS, vinyl*	} RD from (c)471001 to 501003 1979
356-680	\$499.99	MAIN HARNESS	
357-430	\$114.99	SUB-HARNESS, rear	
356-698*	\$779.99	WIRING HARNESS, vinyl*	} RD from (c)501004 to 511290 early 1980
356-680	\$499.99	MAIN HARNESS	
356-695	\$114.99	SUB-HARNESS, rear	
356-708*	\$769.99	WIRING HARNESS, vinyl*	} RD from (c)511291 to 516373 mid 1980
356-700	\$479.99	MAIN HARNESS	
356-695	\$114.99	SUB-HARNESS, rear	
356-718*	\$769.99	WIRING HARNESS, vinyl*	} RD from (c)516374-on late 1980
356-710	\$479.99	MAIN HARNESS	
356-695	\$114.99	SUB-HARNESS, rear	

* These include dash sub-harness 356-365.

GT Harnesses

356-390	\$449.99	WIRING HARNESS, cloth	GT to 139470 (thru 1967)
(This does not include the "pigtail" connecting wiper motor to harness. Re-use old one.)			
356-528	\$539.99	WIRING HARNESS, vinyl	} GT from 139471 to 158209 1968
356-520	\$439.99	MAIN HARNESS	
356-535	\$119.99	SUB-HARNESS, rear	
356-548	\$539.99	WIRING HARNESS, vinyl	} GT from (c)158210 to 187840 1969
356-540	\$439.99	MAIN HARNESS	
356-535	\$119.99	SUB-HARNESS, rear	
356-558	\$579.99	WIRING HARNESS, vinyl	} GT from (c)187841 to 219000 1970
356-550	\$479.99	MAIN HARNESS	
356-555	\$119.99	SUB-HARNESS, rear	
356-568	\$579.99	WIRING HARNESS, vinyl	} GT from (c)219001 to 258000 1971
356-560	\$479.99	MAIN HARNESS	
356-565	\$119.99	SUB-HARNESS, rear	
356-578	NA	WIRING HARNESS, vinyl	} GT from (c)268001 to 268280 early 1972
356-570	\$459.99	MAIN HARNESS	
356-565	\$119.99	SUB-HARNESS, rear	
356-588	\$539.99	WIRING HARNESS, vinyl	} GT from (c)268281 to 280480 mid 1972
356-580	\$459.99	MAIN HARNESS	
357-440	\$114.99	SUB-HARNESS, rear	
356-598	\$529.99	WIRING HARNESS, vinyl	} GT from (c)280481 to 296000 late 1972
356-590	\$459.99	MAIN HARNESS	
357-440	\$114.99	SUB-HARNESS, rear	
356-608	\$539.99	WIRING HARNESS, vinyl	} GT from (c)296001 to 328800 1973
356-600	\$459.99	MAIN HARNESS	
357-440	\$114.99	SUB-HARNESS, rear	
356-618	\$559.99	WIRING HARNESS, vinyl	} GT from (c)328801 to 361000 early 1974
356-610	\$474.99	MAIN HARNESS	
357-450	\$114.99	SUB-HARNESS, rear	
356-628	\$599.99	WIRING HARNESS, vinyl	} GT from (c)361001-on 1974 1/2
356-620	\$519.99	MAIN HARNESS	
357-460	NA	SUB-HARNESS, rear	

Sub-Harnesses

357-425	\$219.89	DASH SUB-HARNESS (not incl. in harness ass'y.)	1973-'75
356-665	\$229.99	DASH SUB-HARNESS (incl. in rdstr. harness ass'y.)	1976
356-365	\$209.99	DASH SUB-HARNESS (incl. in rdstr. harness ass'y.)	1977-'80
356-672	\$26.99	HEADLAMP SWITCH SUB-HARNESS	1977-'80
356-385	\$94.99	HEADLAMP & HORN SUB-HARNESS	1965-67
356-845	\$19.99	DIP SWITCH SUB-HARNESS	1962-'67
357-445	\$27.99	TAILGATE HARNESS (not incl. in harness ass'y.)	GT only
356-437	\$17.99	REVERSE LIGHT WIRES	non-OD

NOTE: Overdrive sub-harness is listed on page 88.

Blue Wire Harness Tape

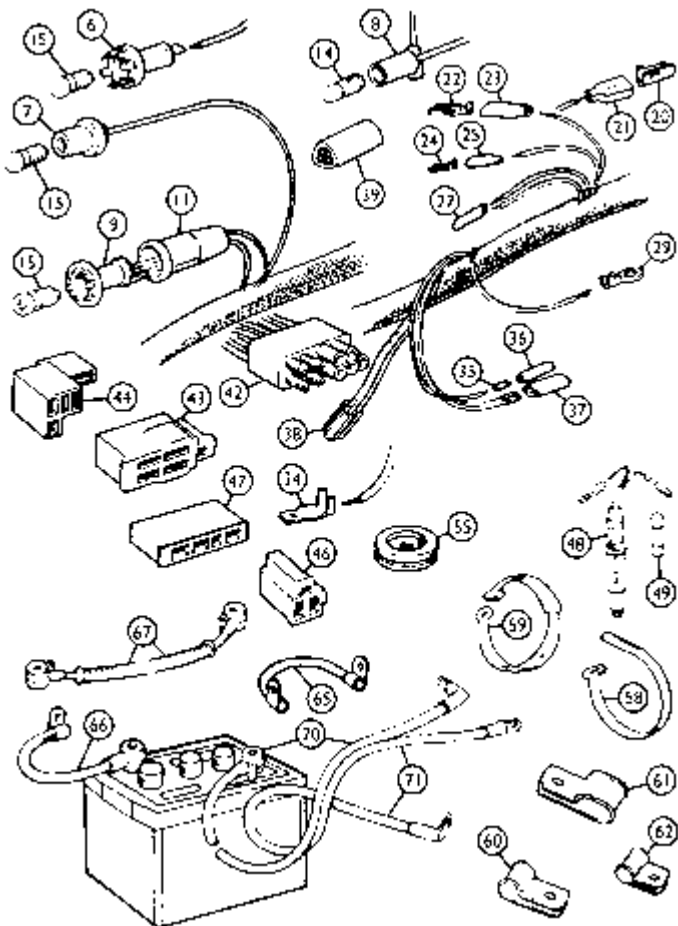
Blue wiring harness tape will restore the look of your serviceable but slightly ratty looking wiring. This tape, as original, is not self-adhesive. Examine your wiring harness carefully, and you will see how this tape is used. For most MGBs from approximately 1969 and many other British cars with blue vinyl taped harnesses.

162-030 \$13.99



MOSS MOTORS, LTD.
TOLL-FREE ORDERS

1-800-667-7872



No.	Part No.	Price (each)	Description	Application	Qty. Req.
6	161-915	\$6.29	BULB HOLDER, orig. type		A/R
7	158-330	NA	BULB HOLDER, orig type		A/R
	158-332	\$12.99	BULB HOLDER, replacement, uses bulb 170-150		A/R
	170-150	\$0.79	BULB, wedge base, for replacement bulb holder 158-332		A/R
8	158-340	NA	BULB HOLDER, orig. type, uses bulb 170-110		A/R
	158-345	\$8.99	BULB HOLDER, replacement, uses bulb 170-690		A/R
	170-690	\$0.69	BULB, wedge base for replacement bulb holder 158-345		A/R
9	158-320	\$6.39	BULB HOLDER, orig. type		A/R
11	158-360	NA	SLEEVE, bulb holder		A/R
14	170-110	\$0.49	BULB, "eared" base		A/R
15	171-000	\$0.89	BULB, screw base		A/R
	170-150	\$0.79	BULB, wedge base (for new replacement harnesses)		A/R
20	161-510	\$0.59	SOCKET, Lucar, 6 amp. (3/16")		A/R
21	161-515	\$0.39	SLEEVE, Lucar		A/R
22	161-580	\$0.69	SOCKET, 35 amp. (3/8")		A/R
23	161-540	\$0.59	INSULATOR		A/R
24	161-520	\$0.49	SOCKET, 17.5 amp. (1/4")		A/R
25	161-550	\$0.39	INSULATOR, single wire		A/R
27	161-570	\$0.19	INSULATOR, double wire		A/R
29	161-740	\$0.49	EYELET, 3/16"		A/R
	161-750	NA	EYELET, 1/4"		A/R
	161-760	\$0.49	EYELET, 5/16"		A/R
34	162-205	\$0.39	BLADE, 1/4"		A/R
35	162-200	\$0.39	WIRE NIPPLE		A/R
36	162-000	\$0.39	CONNECTOR, single		A/R
37	161-600	\$0.49	CONNECTOR, double		A/R
38	161-720	\$11.99	CONNECTOR, triple, 3 separate sleeves		A/R
39	161-730	\$16.99	CONNECTOR, 6-way, 3 common sleeves		A/R
42	161-770	NA	CONNECTOR		A/R
43	161-780	\$6.99	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	\$1.89	FUSE HOLDER, in-line		A/R
49	146-730	\$0.59	FUSE, 10 amp.		A/R
	146-720	\$0.49	FUSE, 15 amp.		A/R
	146-710	\$0.39	FUSE, 25 amp.		A/R
	146-700	\$0.39	FUSE, 35 amp.		A/R

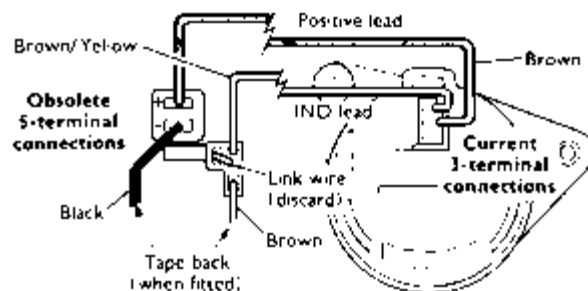
Wiring Sundries

55	682-205	\$3.79	GROMMET, main harness/firewall	1
	282-640	\$1.19	GROMMET, fuel sending unit leads	1
	282-385	\$1.19	GROMMET, trunk floor & license light leads	3

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.

58	161-800	\$2.99	CLIP	A/R
59	161-850	\$1.89	STRAP, rubber	A/R
60	161-860	NA	CLIP, main harness to fire wall	A/R
61	161-870	\$3.29	CLIP, starter & battery cables	1
62	470-830	\$0.89	CLIP, 1/4" cable diameter, 7/32" hole	A/R
	162-210	\$1.19	CLIP, 1/4" cable diameter, 9/32" hole	A/R
	162-220	\$0.89	CLIP, 1/4" cable diameter, 11/32" hole	A/R
	181-550	\$1.19	CLIP, 5/16" cable diameter, 7/32" hole	A/R
	162-230	\$1.19	CLIP, 5/16" cable diameter, 9/32" hole	A/R
	162-240	\$0.89	CLIP, 3/8" cable diameter, 11/32" hole	A/R
	162-250	\$0.89	CLIP, 3/8" cable diameter, 7/32" hole	A/R
	162-270	\$1.59	CLIP, 7/16" cable diameter, 9/32" hole	A/R
	162-280	\$0.89	CLIP, 1/2" cable diameter, 7/32" hole	A/R
	162-290	\$1.19	CLIP, 1/2" cable diameter, 9/32" hole	A/R
	162-310	\$1.19	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	\$1.19	CLIP, 3/4" cable diameter, 9/32" hole	A/R
	162-350	\$1.19	CLIP, 7/8" cable diameter, 9/32" hole	A/R
65	332-070	\$22.99	CABLE, engine to ground	1

66	736-080	NA	CABLE, positive to ground ("helmet head")	1
	736-085	\$31.99	CABLE, positive to ground replacement clamp type	1
		NA	CABLE, negative to ground ("helmet head" cable - not available. Use 332-125)	1
	332-125	\$18.69	CABLE, negative to ground	1
67	332-130	NA	CABLE, battery to battery	1
70	332-025	NA	CABLE, negative to solenoid ("helmet head")	1
	332-080	\$54.99	CABLE, negative to solenoid, repl.	1
	332-075	NA	CABLE, pos. to starter ("helmet head")	1
	332-085	\$51.49	CABLE, pos. to starter (clamp type)	1
71	332-140	\$18.99	CABLE, solenoid to starter	1



Alternator Terminal Conversion

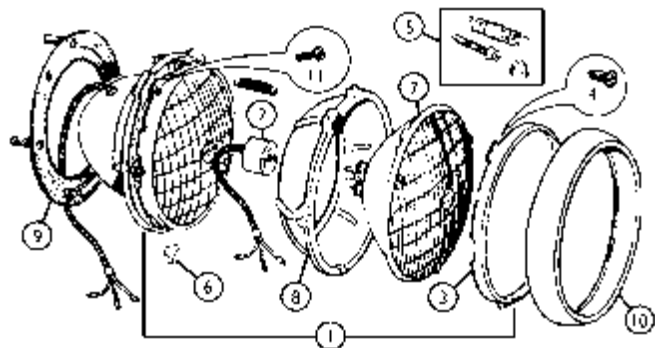
1968-'71 MGBs are wired for 5 alternator terminals. As the 5-terminal alternators are obsolete, 3-terminal alternators may be supplied. These wiring instructions provided by Lucas outline the conversion procedure. To wire a 3-terminal Lucas alternator in place of the now obsolete 5-terminal alternator, 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 small 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 positive lead to either of the two large terminals on the alternator.
- Reconnect the battery.

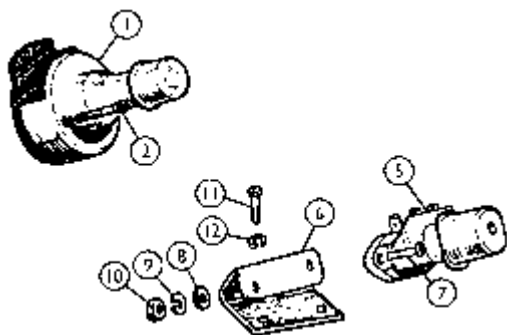
540-280 \$7.99 PLUG KIT, terminal conversion



Lamps



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	144-810	\$63.99	HEADLAMP ASSEMBLY		2
	169-130	NA	BUCKET ASSEMBLY		2
	144-807	\$20.99	BUCKET, bare (with adjusters)		2
2	171-400	\$5.89	PLUG, w/grommet, pigtail		2
3	156-700	\$6.49	RIM, inner		2
4	158-045	\$0.34	SCREW		6
5	552-115	\$4.99	ADJUSTER SET		2
6	560-325	\$2.19	CLIP, rim securing		2
7	171-100	NA	LIGHT UNIT, sealed beam (not in ass'y.)		2
	171-105	\$13.99	LIGHT UNIT, sealed beam, halogen (in ass'y.)		2
8	560-215	\$14.99	INNER RIM		2
9	164-060	\$3.99	GASKET, lamp seating		2
10	164-011	\$43.99	RIM, outer, repro., chromed brass	} to (c)505065 (1962-'79) from (c)505066 (1980)	2
	164-012	\$14.49	RIM, outer, repl., chromed steel		2
	164-015	\$54.99	RIM, outer, with notch		2
11	373-960	\$0.20	SCREW, to body		8



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	542-120	\$14.49	SWITCH, headlamp dimmer	} RD/GT to (c)90363	1
2	NA		SCREW		2
5	542-130	\$12.49	SWITCH, headlamp dimmer	} RD/GT from (c)90364 on	1
6	NA		BRACKET		1
7	373-960	\$0.20	SCREW		2
8	315-085	\$0.14	WASHER		2
9	324-010	\$0.19	LOCKWASHER		2
10	115-467	NA	NUT		2
11	314-135	\$0.49	SCREW, bracket to floor		2
12	324-010	\$0.19	LOCKWASHER		2



Lucas 7" Halogen Headlamp

Made by Lucas, these high-quality headlamps come with replaceable H4 bulbs. Fits all regular 7" headlamp applications. Sold individually.

Lucas Headlamp, each	162-726	\$46.99
Replacement H4 Bulb	902-998	\$5.99



Crystal Clear Headlamp

For a modern look, we offer Crystal Clear headlights with halogen H4 bulbs. These are DOT and SAE approved and deliver a strong focused light. The housing is corrosion resistant coated die cast aluminum and the lens is vented to prevent fogging. Sold individually.

Crystal Clear Headlamp, each	156-875	\$39.99
Replacement H4 Bulb	902-998	\$5.99



PL700 Tripod Headlamp Pair

The PL700 was fitted to many 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 are semi-sealed units, and are not legal where D.O.T. approved headlamps are required.

PL700 Set	156-898	\$179.99
Replacement Bulb	170-450	\$3.49
Bulb, quartz halogen	170-675	\$6.79



Headlight Relay Kit

Your headlamps will be noticeably brighter, and the useful life of your headlamp switch will be considerably extended with this easy to install kit. Relays are strongly recommended for use with halogen headlamps.

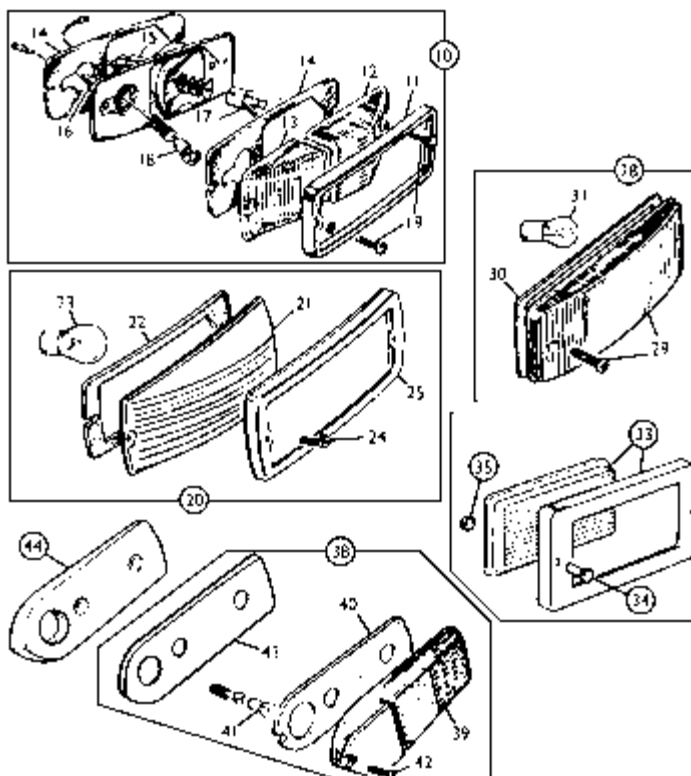
117-515	\$38.99
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1-800-667-7872

Lamps



28	143-980	\$39.99	SIDE/FLASHER LAMP, w/base	} RD from (c)360301 on GT from (c)361001 on 1974 1/2 on	2
29	164-815	\$7.89	LENS, amber, with screws & seal		2
	323-035	\$0.89	SCREW, lens to base		2
30	164-120	\$1.69	SEAL, lamp & lens seating		2
31	170-700	\$0.59	BULB, side/flasher lamp		2
	170-936**	\$24.99	BULB, LED, side/flasher, amber		2
33	570-180	\$16.89	SIDE REFLECTOR, front	} RD from (c)158231 to 187210 GT from (c)158231 to 187840 1969	2
	144-720	\$12.79	SIDE REFLECTOR, rear		2
34	158-230	NA	RIVET, reflector to body		8
35	158-235	NA	PUSH-ON FIX, rivet		8
38	164-845	\$58.99	SIDE LAMP, L/H, front, amber	} RD from (c)187211 on GT from (c)187841 on 1970 on	1
	164-855	\$58.99	SIDE LAMP, R/H, front, amber		1
	164-865	\$58.99	SIDE LAMP, L/H, rear, red		1
	164-875	\$58.99	SIDE LAMP, R/H, rear, red		1
39	164-885	\$21.79	LENS ASS'Y., L/H, amber		1
	164-890	\$21.79	LENS ASS'Y., R/H, amber		1
	164-895	\$21.79	LENS ASS'Y., L/H, red		1
	164-905	\$21.79	LENS ASS'Y., R/H, red		1
40	164-910	\$1.29	GASKET, lens seating		4
41	170-250	\$0.39	BULB, OE type, 6W 1970-'76		4
	170-100	\$0.59	BULB, OE type, 4W 1977-'80		4
	170-911**	\$19.99	BULB, LED, front, amber**		2
	170-916**	\$19.99	BULB, LED, rear, red**		2
42		NA	SCREW, lens to base		4
43	164-825	NA	LAMP BASE, chrome		4
44	164-925	\$4.39	PLINTH, side lamp, L/F, black		1
	164-935	\$4.39	PLINTH, side lamp, R/F, black		1
	164-945	\$4.39	PLINTH, side lamp, L/R, black		1
	164-955	\$4.39	PLINTH, side lamp, R/R, black		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
10	143-955	\$29.89	SIDE/FLASHER LAMP, w/base, clear/clear (replacement - new holes must be drilled for mounting studs)	1962-'67	2
	143-960	\$33.89	SIDE/FLASHER LAMP, w/base, clear/amber		2
11	164-780	\$9.89	RIM	1962 - '69	2
12	164-770	\$4.29	LENS, flasher, amber, alternative to 164-775		2
	164-775	\$4.99	LENS, flasher, clear, alternative to 164-770	RD to (c)187213 GT to (c)187841 1962-'69	2
13	164-810	\$3.69	LENS, side lamp, clear, alternative to 164-795		2
	164-795	\$4.19	LENS, side lamp, amber alternative to 164-810		2
14	164-750	\$1.19	SEAL, lamp & lens seating	RD to (c)187213 GT to (c)187841 1962-'69	4
15	158-150	\$1.29	GROMMET, flasher lamp cable		2
16	158-600	\$1.19	GROMMET, side lamp cable		2
17	170-800	\$0.79	BULB, original type, flasher		2
	170-946**	\$25.99	BULB, LED, flasher, white**		2
	170-951**	\$25.99	BULB, LED, flasher, amber**		2
18	170-250	\$0.39	BULB, side lamp		2
19	158-210	\$1.79	SCREW, lamp to body		4
20	143-970	\$29.89	SIDE/FLASHER LAMP, w/base (2-bulb replacement, same wiring)	RD (c)187214 to 360300 GT (c)187842 to 361000 1970 - '74 1/2	2
21	164-805*	\$8.49	LENS, side/flasher lamp		2
22	164-110	\$3.39	SEAL, lamp & lens seating		4
23	170-700	\$0.59	BULB, side/flasher lamp (for original 1-bulb lamps)		2
	170-936	\$24.99	BULB, LED, side/flasher, amber		2
24	158-210	\$1.79	SCREW, lamp to body		4
25	164-780	\$9.89	RIM		2

*One-piece lens not available. 2-piece assembly (#12 & 13) supplied in amber.

** Note: LED bulbs work with negative ground vehicles only. You will want to match LED bulb color with the color of the specific lamp lens to avoid color distortion. Use White for Clear, Amber for Amber, and Red for Red. In some applications there were multiple options, so the appropriate selection must be made based on your vehicle. If you are replacing turn signal bulbs with LEDs you will need to upgrade to an electronic flasher. Flasher part numbers are 141-667 for 2-Prong, or 141-668 for 3-Prong.

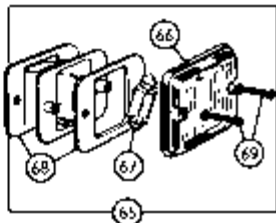
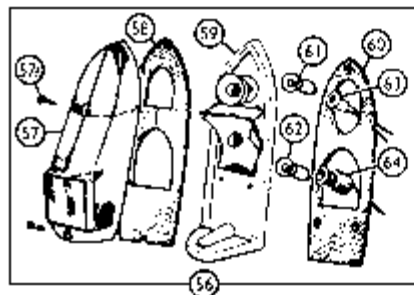
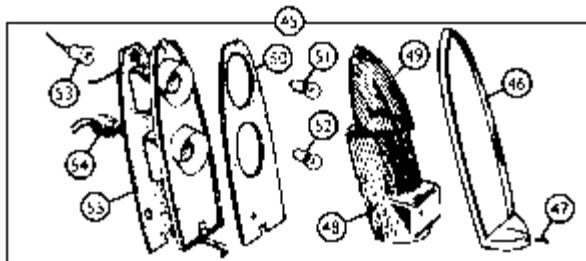


3rd Brake Light

Center mounted 3rd brake lights reduce accidents, so much so they have been required on all passenger autos built since 1984. Our old cars, with two dim low mounted brake lights, aren't exactly easy to see. With a little creative wiring, you can mount one of our brilliant accessory 3rd brake light kits, and improve the safety of your British classic. The base can be removed for flush mounting..

Chrome Brake Light Kit 116-115 \$89.99

Lamps



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Tail/Back-up Lamps

45	144-390	\$72.99	TAIL LAMP ASS'Y, w/base, red/red lenses	RD to (c)187210 GT to (c)187840 1962 - '69	2
46	164-790	\$14.49	RIM		2
47	323-090	\$1.09	SCREW		2
48	164-820	\$13.39	LENS, stop/tail, orig. Lucas, red, bot.		2
49	164-830	\$6.99	LENS, flasher, original Lucas, red, top		2
	164-725	\$9.89	LENS, flasher, amber, Euro-spec		2
50	164-840	\$2.19	PAD, lens seating		2
51	170-800	\$0.79	BULB, original type, flasher		2
	170-956**	\$25.99	BULB, LED, flasher, red**		2
	170-951**	\$25.99	BULB, LED, flasher, amber**		2
52	170-700	\$0.59	BULB, original type, stop/tail		2
	170-941**	\$24.99	BULB, LED, stop/tail, red**		2
53	158-150	\$1.29	GROMMET, flasher cable		2
54	158-160	NA	GROMMET, stop/tail cable		2
55	164-870	\$1.19	PAD, lamp seating		2

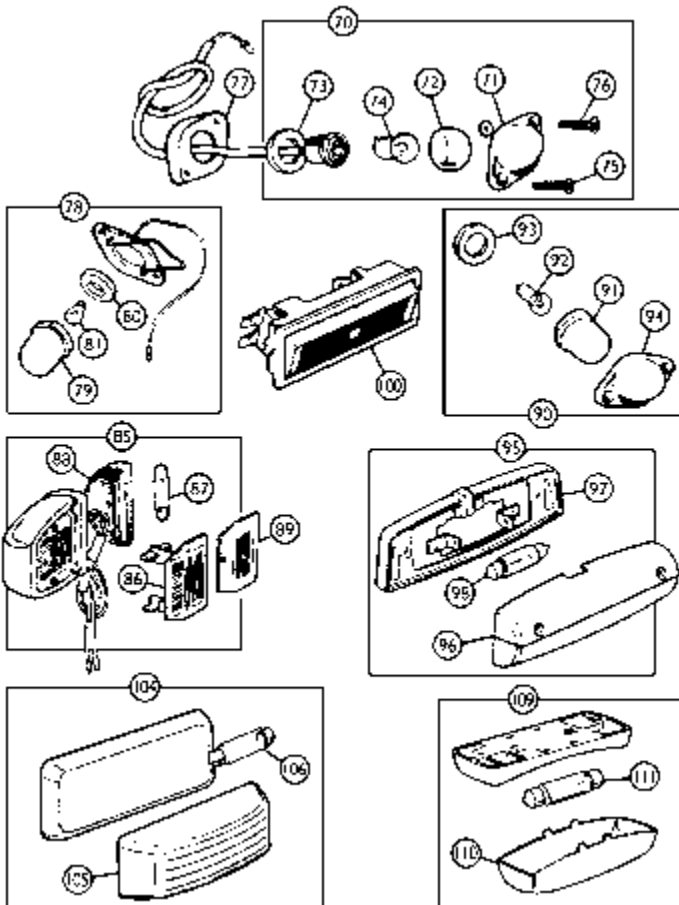
56	144-395	\$113.99	TAIL LAMP ASS'Y, w/base (repro.)	RD from (c)187211 on GT from (c)187841 on 1970 on	2
57	164-835	\$32.99	LENS, Lucas (not in ass'y.)		2
	164-735	NA	LENS, replacement (in ass'y.)		2
57a	323-035	\$0.89	SCREW, lens to base		4
58	164-883	\$1.99	GASKET, lens to base		2
59	164-785	NA	LAMP BASE, chrome		2
60	164-880	\$1.49	GASKET, lamp seating		2
61	170-700	\$0.59	BULB, original type, stop/tail		2
	170-941**	\$24.99	BULB, LED, stop/tail, red**		2
62	170-800	\$0.79	BULB, original type, flasher		2
	170-951**	\$25.99	BULB, LED, flasher, amber**		2
63	158-160	NA	GROMMET, stop/tail cable		2
64	158-150	\$1.29	GROMMET, flasher cable		2

65	144-595*	\$22.99	BACK UP LAMP, Lucas*	RD from (b)100016 on GT from (b)16928 on Mar. 1967 on	2
	144-590*	\$11.39	BACK UP LAMP, aftermarket*		2
66	164-861	\$8.69	LENS w/gasket, Lucas		2
	164-860	NA	LENS w/ gasket, aftermarket		2
67	170-140	\$0.69	BULB		2
68	159-110	\$1.19	GASKET, lamp & lens seating		4
69	314-255	\$0.39	MACHINE SCREW	Mar. 1967-approx. '72	4
	314-115	\$0.79	SELF-TAPPING SCREW	approx. 1973-'80	4

*Screws included with lamps are incorrect for this application.

Use appropriate screws above (no. 69).

** Note: LED bulbs work with negative ground vehicles only. You will want to match LED bulb color with the color of the specific lamp lens to avoid color distortion. Use White for Clear, Amber for Amber, and Red for Red. In some applications there were multiple options, so the appropriate selection must be made based on your vehicle. If you are replacing turn signal bulbs with LEDs you will need to upgrade to an electronic flasher. Flasher part numbers are 141-667 for 2-Prong, or 141-668 for 3-Prong.



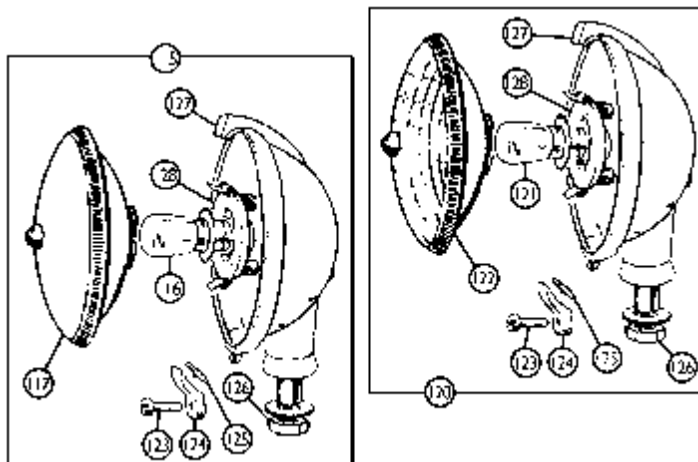
License/Interior Lamps

70	144-210	\$19.99	LICENSE LAMP ASSEMBLY	RD/GT to 187210, 1962-'69 RD/GT from (c)219001 to 339470, 1971 - '74	2
71	158-510	\$12.49	COVER		2
72	158-500	\$6.39	LENS		2
73	158-520	\$2.39	SEAL, lens seating		2
74	170-300	\$0.59	BULB		2
75	159-330	\$0.89	SCREW, long, stainless		2
76	159-335	\$0.79	SCREW, short, stainless		2
	159-340	\$0.49	NUT, stainless steel		4
77	159-310	\$15.69	BASE, R/H		1
	159-320	\$15.69	BASE, L/H		1
78	144-215	NA	LICENSE LAMP ASSEMBLY		2
79	158-515	\$15.99	COVER, glass		2
80	158-525	NA	SEAL, cover seating		2
81	170-030	\$0.79	BULB		2
85	144-220	\$19.89	LICENSE LAMP ASS'Y., chrome		2
86	158-915	\$5.49	LENS	RD/GT from (c)339095 to 409140 alternative to 144-230	2
87	170-010	\$0.39	BULB, original type		2
	170-996	\$13.99	BULB, LED replacement		2
88	144-225	\$2.69	GROMMET, base		2
	144-230	\$19.29	LICENSE LAMP ASS'Y, black		2
89	158-910	\$4.49	LENS	RD/GT from (c)409140 on alternative to 144-220	2
	170-010	\$0.39	BULB		2
	170-996	\$13.99	BULB, LED replacement		2
90	144-100	\$16.79	MAP LIGHT		1
	144-102	\$15.99	MAP LIGHT		1
91	158-500	\$6.39	GLASS, map light	RD/GT to (c)258000 1962-'70	1
92	171-000	\$0.89	BULB (not in assembly)		1
	170-996	\$13.99	BULB, LED replacement		1
93	158-520	\$2.39	SEAL, lens seating		1
94	158-510	\$12.49	CHROME COVER		1
	158-511	NA	CHROME COVER	RD/GT from (c)258001 to 410000, 1972 - '76	1
95	158-920	\$13.99	COURTESY LAMP		1
96	158-925	\$13.99	LENS, & BEZEL		1
97	158-930	NA	PLATE & SWITCH		1
98	170-010	\$0.39	BULB, original type		1
	170-996	\$13.99	BULB, LED replacement	RD/GT from (c)410001 on 1977 on	1
100	164-965	\$19.99	COURTESY LAMP, rocking		1
	170-025	\$1.69	BULB		1
104	164-975	\$9.89	DOMELIGHT ASSEMBLY		1
105	164-985	\$6.99	LENS	GT from (c)139472 on 1968 on	1
106	170-010	\$0.39	BULB, original type		1
109	158-940	\$16.29	TRUNK LAMP, interior		1
110	158-945	NA	LENS		1
111	170-010	\$0.39	BULB		1



MOSS MOTORS, LTD.
TOLL-FREE ORDERS

1-800-667-7872



Stem-Mount Fog/Driving Lamps

115	162-700	\$149.99	DRIVING LAMP ASSEMBLY, clear lens, accessory	1
116	170-500	\$5.89	BULB	1
117	157-200	\$61.99	LENS ASSEMBLY, clear, non-fluted, driving	1
120	162-800	\$149.99	FOG LAMP ASSEMBLY, clear, fluted lens, accessory	1
121	170-510	\$4.19	BULB	1
122	157-100	\$59.99	LENS ASSEMBLY, clear fluted, fog	1
123	158-000	\$2.49	SCREW	1
124	157-137	\$2.69	RETAINER	1
125	157-127	\$1.99	PAD, rubber	1
126	146-300	\$5.79	NUT, lamp mounting	1
127	157-117	\$7.99	CREST, "Lucas"	1
128	157-087	\$6.99	CONTACT PLATE	1

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	\$149.99	DRIVING LAMP ASSEMBLY	1
	170-500	\$5.89	BULB	1
	157-200	\$61.99	LENS ASSEMBLY, clear, non-fluted, driving	1
131	162-770	\$149.99	FOG LAMP ASSEMBLY	1
	170-510	\$4.19	BULB	1
	157-100	\$59.99	LENS ASSEMBLY, clear fluted, fog	1



Rear Fog and Reverse Lamps

These matched lamps have polished stainless steel cases, glass lenses, and 20W H3 type halogen light bulbs. 4 1/2" wide, 2 1/4" high. 5/16" mounting hole required. Suitable for mounting below the rear bumper. Check your local regulations to make sure they are legal for street use. Sold individually.

Reverse Lamp, Clear	162-842	\$49.99
Rear Fog Lamp, Red	162-843	\$49.99



Hella 500 Lights Kit

Nothing makes night-time driving safer than more, and brighter, lighting. Now we have 2 kits with everything you need to easily install these 6 1/2" lights. Kits include: two halogen lamps, two H3 12V/55W bulbs, two protective stone shields, plug n play harness, one illuminated switch, one 12V relay, and instructions. Lamp dimensions: 6.8" H x 6.4" W x 2.6" D.

Driving Lights (shown)	162-780	\$114.99
Fog Lights	162-785	\$119.99



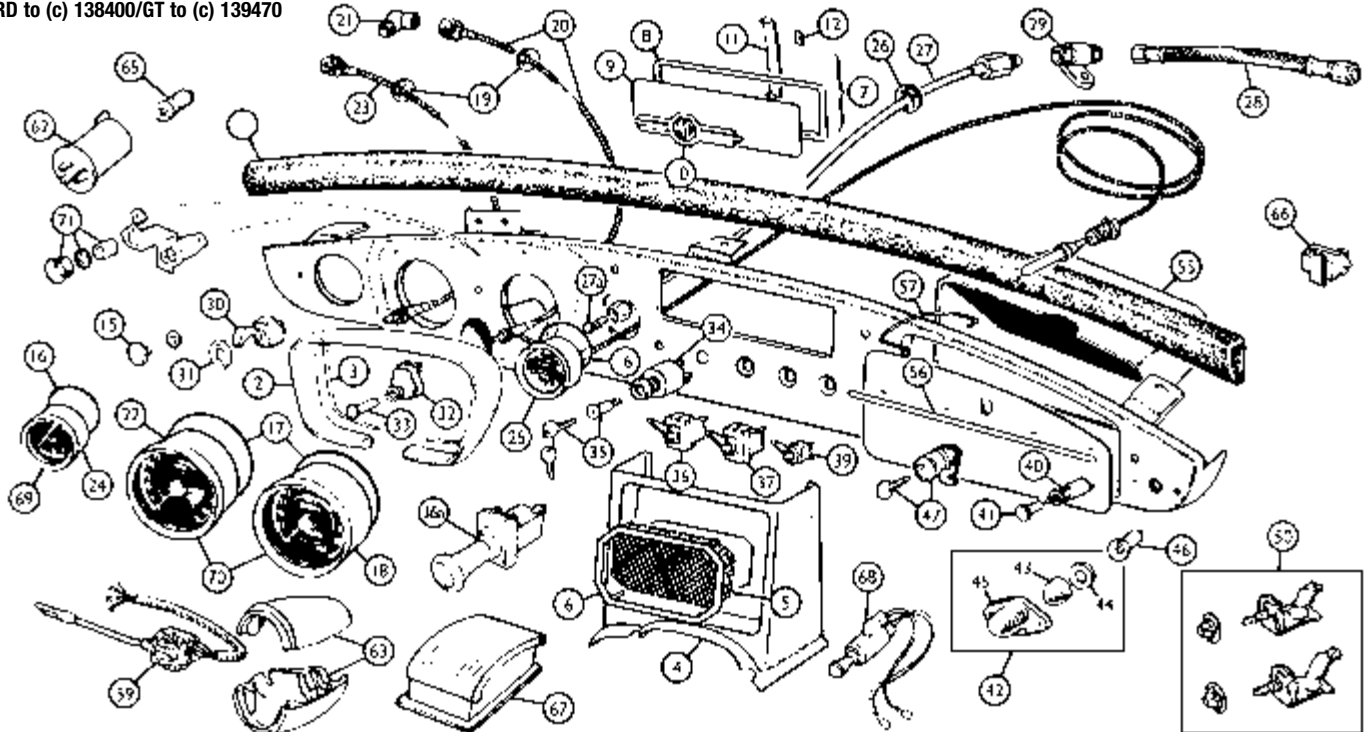
Driving Light Clamp

These clamps can be used to mount 500 and 700 series fog or driving lamps to 3/4" badge bars. Plus they can be used for mounting antennas or other accessories.

Chrome Light Clamp	408-579	\$19.99
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Dashboard 1962-'67

RD to (c) 138400/GT to (c) 139470



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-570	\$119.99	DASH ROLL, black	fully finished and ready to install	1
	453-572	\$36.99	DASH ROLL COVER KIT, black		1
			Includes piping and vinyl for covering dash roll and dash top.		
2	233-790	\$32.99	COWL, instrument		1
3	233-800	NA	FINISHER, cover	very early cars, as fitted	1
4	233-810	\$174.99	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	\$17.99	SCREEN, speaker		1
6	233-830	\$58.89	BEZEL, speaker screen		1
7	472-078	\$22.89	RADIO BLANKING PLATE SET		1
8	472-040	\$8.49	BEZEL, blanking plate		1
9	472-030	\$4.49	PLATE, blanking		1
10	472-050	\$12.79	BADGE, on plate		1
11	472-060	\$1.19	CLIP, plate retaining		2
12	326-520	\$0.24	SPEED NUT		2
15	233-840	NA	PLUG, blanking		1
16	280-870	\$0.69	MOUNTING RING, small gauges		2
17	280-890	\$1.19	MOUNTING RING, tach. & speedo		2
18	360-570	NA	SPEEDOMETER, non-overdrive		1
	360-580	NA	SPEEDOMETER, overdrive		1
19	281-900	\$1.49	GROMMET, speedometer & mech. tach. cable		2
20	331-300	\$14.79	CABLE, speedometer, non-overdrive		1
	331-190	\$16.79	CABLE, speedometer, overdrive		1
21	021-511	\$39.99	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
	360-601	NA	BLOCK, plastic (retains electr. tach impulse loop wire)		1
	360-602	\$16.99	CLIP, retainer		1
	360-603	\$1.49	NUT, clip retaining		1
23	331-200	\$18.99	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	360-320	\$289.99	GAUGE, oil/water, orig. type	1962-'64	1
	361-790	\$289.99	GAUGE, oil/water, orig. type	1965-'67	1
	361-761	\$209.99	GAUGE, oil/water, replacement	1962-'67	1
26	282-385	\$1.19	GROMMET, oil gauge pipe		1
27	435-475	\$22.99	OIL PIPE, gauge to flex line		1
27a	435-516	\$0.24	LEATHER WASHER, gauge to pipe		1
28	376-180	\$10.99	OIL FLEX LINE		1
29	435-530	\$12.49	CONNECTOR		1
30	141-210	\$8.69	SWITCH, overdrive	RD to (c)61015	1
	141-760	\$31.99	SWITCH, overdrive	RD/GT from (c)61016	1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
31	233-850	\$5.29	ESCUTCHEON, overdrive switch		1
32	146-000	\$35.99	SWITCH, panel light		1
33	150-820	\$4.69	KNOB, panel light switch		1
34	542-077	\$9.99	SWITCH, ignition (replacement)		1
35	163-500	\$5.89	BARREL, w/two keys		1
36	141-230	\$15.79	SWITCH, lighting toggle type	RD/GT to (c)90001	1
36a	542-050	\$19.89	SWITCH, lighting pull type	RD/GT from (c)90002	1
	560-010	\$6.79	KNOB, pull type light switch		1
37	141-530	\$15.99	SWITCH, wiper	roadster	1
	141-610	\$28.99	SWITCH, wiper	GT	1
39	141-210	\$8.69	SWITCH, heater fan		1
40	162-100	\$11.89	SWITCH, map light, with plain knob		1
41	150-800	\$4.69	KNOB, map light switch		1
42	144-100	\$16.79	MAP LIGHT (does not incl. bulb socket - wired into harness)		1
43	158-500	\$6.39	GLASS, map light		1
44	158-520	\$2.39	GASKET		1
45	158-510	\$12.49	COVER		1
46	171-000	\$0.89	BULB, map light		1
47	163-520	\$16.99	LOCK & KEY, glove box		1
50			CONTROLS, heater & defroster, see page 101.		1
55	233-900	\$35.99	GLOVE BOX, fiberboard		1
	233-902	\$29.99	GLOVE BOX, moulded ABS plastic - perfect fit		1
	323-430	\$0.29	SCREW for glove box		6
56	233-910	\$20.99	FINISHER STRIP, glove box lid		1
57	233-907	\$15.79	RESTRAINT, glove box lid		1
59	141-770	\$34.99	SWITCH ASSEMBLY, turn signal		1
62	141-750	\$8.49	FLASHER UNIT		1
63	233-205	\$42.99	COWL, steering column	LHD	1
65	171-000	\$0.89	BULB, screw base		A/R
66	131-556	\$16.99	VOLTAGE STABILIZER (solid state replacement, pos. ground)		1
67	241-000	\$44.99	ASHTRAY (mtg. screws not incl.)	optional	1
	323-360	\$0.59	SCREW, ashtray mounting		2
68	142-270	\$8.69	LIGHTER	optional	1
69	360-075	\$13.89	BEZEL, chrome	2" gauges	1
70	360-085	\$24.79	BEZEL, chrome	speedo & tach	2
71	NA		LENS ASS'Y., turn indicator		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.

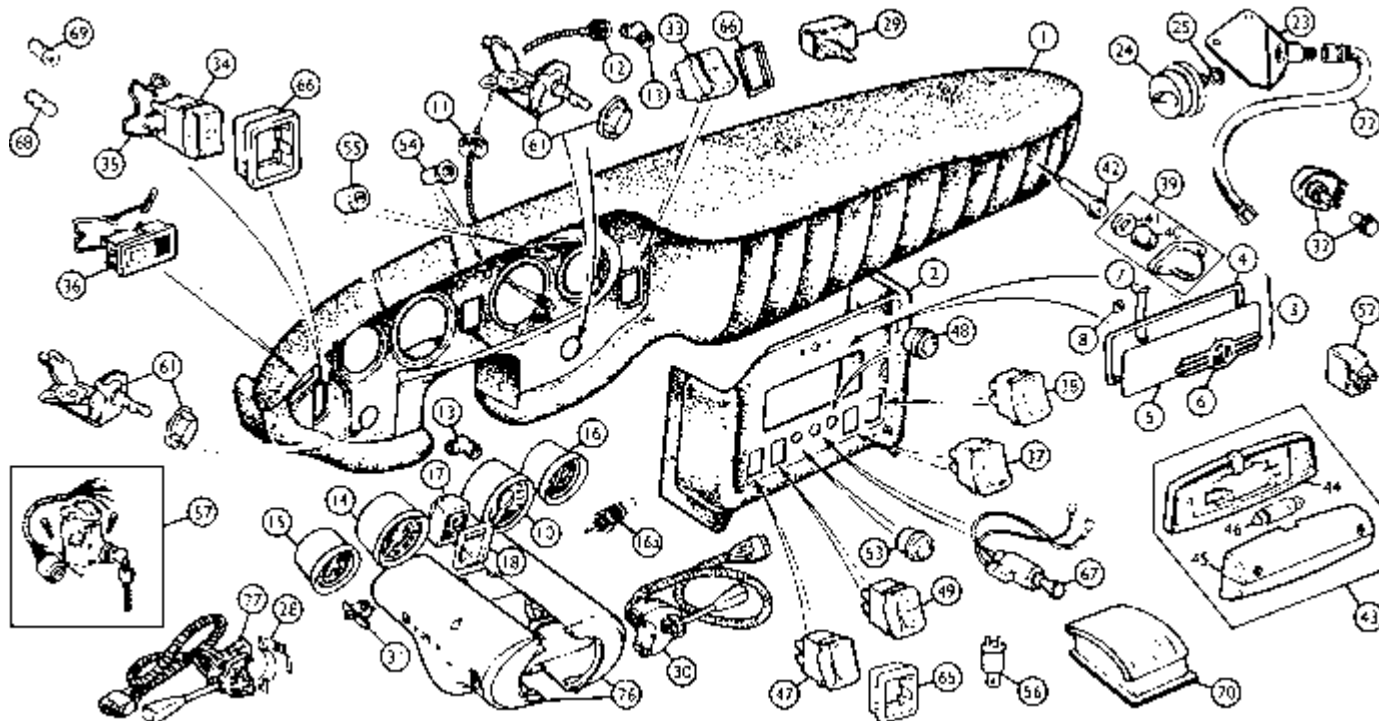


MOSS MOTORS, LTD.
TOLL-FREE ORDERS

1-800-667-7872

1968-'71 Dashboard

RD from (c) 138401 to 258000/GT from (c) 139471 to 258000



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-721	\$344.99	DASH PANEL COVER		1
You can replace the cracked and peeling dash pad on your 1968 - '71 MGB with this beautiful 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	\$62.99	DASH TOP REPAIR PANEL		1
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2	453-706†	NA	CONSOLE ASS'Y with metal bracket & cover†	} 1968 - '71	1
	453-707††\$107.99		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	\$22.89	RADIO BLANKING PLATE SET		1
4	472-040	\$8.49	BEZEL, blanking plate		1
5	472-030	\$4.49	PLATE, blanking		1
6	472-050	\$12.79	BADGE, on plate		1
7	472-060	\$1.19	CLIP, plate retaining		2
8	326-520	\$0.24	SPEED NUT		2
10	360-830	NA	SPEEDOMETER, non-overdrive		1
	360-835	NA	SPEEDOMETER, overdrive		1
11	281-900	\$1.49	GROMMET, speedometer cable		1
12	021-381	\$16.49	CABLE, speedometer, non-overdrive		1
	331-430	\$17.49	CABLE, speedometer, overdrive		1
13	433-745	\$39.99	ANGLE DRIVE, speedo. cable, mounts on speedometer		1
	021-511	\$39.99	ANGLE DRIVE, speedo. cable, on transmission		1
14	360-870	NA	TACHOMETER		1
15	361-860	\$139.99	GAUGE, fuel		1
16	360-840	NA	GAUGE, temperature		1
16a	760-180	\$7.49	SENDING UNIT, temperature gauge		1
17	360-845	NA	GAUGE, oil pressure		1
18	360-945	NA	BEZEL, oil pressure gauge		1
22	376-180	\$10.99	OIL FLEX LINE		1
23	376-185	NA	BRACKET/CONNECTOR ASSEMBLY		1
24	131-580	\$99.99	TRANSMITTER, oil pressure		1
25	116-154	\$0.89	WASHER		1
26	233-210	NA	COWL, steering column		1
27	141-810	\$54.99	SWITCH, turn signal, horn, dimmer	RD/GT to (c)219000	1
	141-820	\$89.99	SWITCH, turn signal, dimmer	} RD/GT from (c)219001	1
28	141-804	\$26.99	CLAMP & HORN CONTACT		1
29	141-748	\$14.99	FLASHER UNIT, turn signals (replacement)		1
30	141-825	\$67.79	SWITCH, wiper, washer, overdrive		1
31	140-520	\$44.89	SWITCH, panel light	RD/GT to (c)219000, '68-'70	1

32	146-000	\$35.99	RHEOSTAT, panel light (repl)	} RD/GT from (c)219001	1
	146-025	\$4.99	KNOB, panel light		1
33	141-250 •	\$18.79	SWITCH, heater fan, replacement		1
34	141-260 •	\$13.29	SWITCH, lighting		1
35	141-440	\$3.79	SECURING CLIP, switch (later plastic replacement)		A/R
36	141-620†	NA	SWITCH, brake check	1968	1
	141-280†	\$17.99	LAMP, brake failure warning	1969 - '71	1
37	162-150†	\$16.99	SWITCH, heated rear window	GT to (c)187840	1
	141-290 •	\$19.99	SWITCH, heated rear window	GT from (c)187841 to 258000	1
38	162-160 •	\$27.99	SWITCH, map light		1
39	144-102	\$15.99	MAP LIGHT	} 1968-'70	1
40	158-500	\$6.39	GLASS, map light		1
41	158-520	\$2.39	GASKET		1
42	171-000	\$0.89	BULB, map light		1
43	158-920	\$13.99	COURTESY LAMP ASS'Y.	} 1971 only	1
44	158-930	NA	BASE		1
45	158-925	\$13.99	LENS & BEZEL ASS'Y.		1
46	170-010	\$0.39	BULB, original type		1
	170-996	\$10.99	BULB, LED replacement		1
47	162-170 •	NA	SWITCH, fog/spotlight	(replacement)	1
48	142-220†	NA	WARNING LIGHT, heated rear window	GT	1
49	140-540 •	\$29.99	SWITCH, hazard warning	(replacement)	1
52	141-655	\$4.49	FLASHER UNIT, hazard warning	(thermal type, replacement)	1
	141-747	\$13.99	FLASHER UNIT, hazard warning	(electronic, replacement)	1
53	142-230†	NA	WARNING LIGHT, hazard warning		1
54	141-248	\$15.59	WARNING LIGHT, high beam, blue	(LED replacement)	1
	142-252	\$4.89	WARNING LIGHT, ignition, red	(replacement)	1
55	142-260†	\$24.99	LENS UNIT, turn signals		2
56	142-110	NA	BUZZER, warning	} RD from (c)187211	1
			1970 on		1
				GT from (c)1878411	
57			STEERING LOCK & SWITCHES, see page 42.		1
61			CONTROLS, heater & defroster, see page 101.		1
65	142-120	NA	BEZEL, switches, black		4
66	141-265	\$6.29	BEZEL, headlight/heater switch, chromed		2
67	142-270	\$8.69	LIGHTER, w/repl. type knob		1
68	170-110	\$0.49	BULB, "eared" base		A/R
69	171-000	\$0.89	BULB, screw base, gauge illumination		A/R
	170-160	\$0.99	BULB, illuminated switches		A/R
70	241-000	\$44.99	ASHTRAY (mounting screws not included)		1
	323-360	\$0.59	SCREW, ashtray mounting		2

† Use bulb 170-160 illus. #69 (included).

‡ Illuminated by bulb 170-110 illus. #68 (not included).

• Replacement switch with chrome bezel

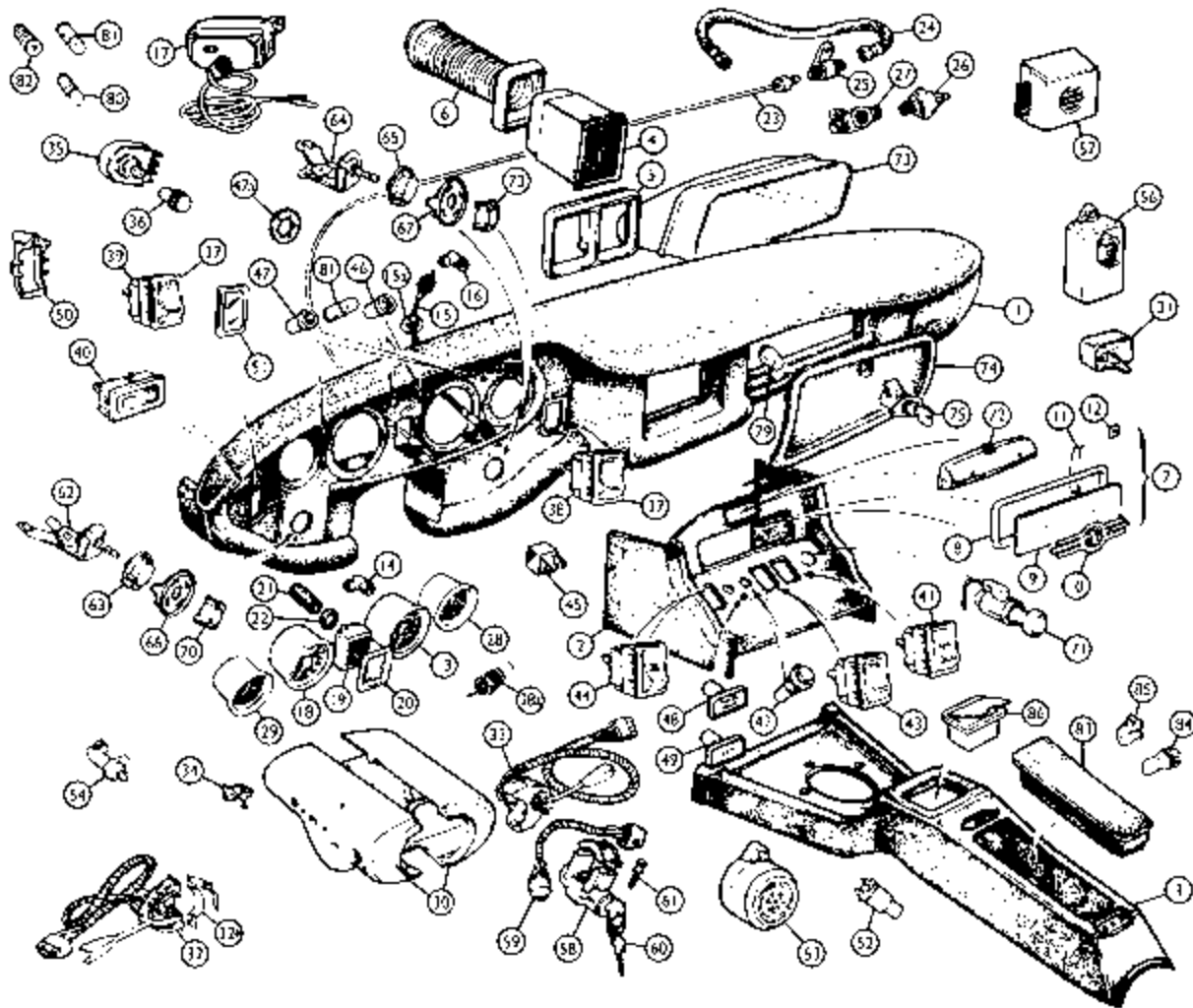
LOCAL & OVERSEAS: 805-681-3400

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



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	453-741	\$344.99	DASH PANEL COVER		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	\$62.99	DASH TOP REPAIR PANEL		1
2	453-745	\$38.99	CONSOLE, radio		1
3	453-750	\$92.99	CONSOLE, tunnel, British Motor Heritage part		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	\$22.89	RADIO BLANKING PLATE SET		1
8	472-040	\$8.49	BEZEL, blanking plate		1
9	472-030	\$4.49	PLATE, blanking		1
10	472-050	\$12.79	BADGE, on plate		1
11	472-060	\$1.19	CLIP, plate retaining		2
12	326-520	\$0.24	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	\$39.99	ANGLE DRIVE, on speedometer	RD/GT to (c)282419	1
15	021-381	\$16.49	CABLE, speedometer, non-overdrive	} w/o service indicator	1
	331-430	\$17.49	CABLE, speedometer, overdrive		1
	331-440	\$16.99	CABLE, gearbox to indicator, non-O/D		1
	331-445	\$17.99	CABLE, gearbox to indicator, O/D		1
	732-000	\$13.89	CABLE, indicator to speedometer		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
15a	281-900	\$1.49	GROMMET, speedometer cable		1
16	021-511	\$39.99	ANGLE DRIVE, on transmission		1
17	142-060	NA	INDICATOR, service interval	1974 1/2 - '76	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	435-516	\$0.24	WASHER, leather		1
23	435-475	\$22.99	PIPE ASSEMBLY, gauge to flex line		1
24	376-180	\$10.99	OIL FLEX LINE		1
25	435-530	\$12.49	CONNECTOR, pipe to flex line	{ RD to (c)294250 GT to (c)296000	1
26	141-715	\$23.99	SWITCH, oil pressure (anti run-on)		1
27	180-245	NA	CONNECTOR, pipe & switch	} RD from (c)294251 GT from (c)296001	1
28	360-890*	NA	GAUGE, temperature		1
28a	760-180	\$7.49	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.



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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	361-860	\$139.99	GAUGE, fuel	1
30	233-220	NA	COWL, steering column	1
31	141-748	\$14.99	FLASHER UNIT, turn signal, replacement	1
32	141-820	\$89.99	SWITCH, turn signal, headlight dimmer	1
			RD to (c)267109 GT to (c)267332	1
	141-830	\$53.49	SWITCH, turn signal, headlight dimmer	1
			RD from (c)267110 to 328100 GT from (c)267333 to 328800	1
	141-840	\$31.99	SWITCH, turn signal, headlight dimmer	1
			RD from (c)328101 GT from (c)328801	1
32a	141-804	\$26.99	CLAMP & HORN CONTACT for turn signal switches	1
33	141-825	\$67.79	SWITCH, wiper, washer, OD	1
			RD to (c)328100 GT to (c)328800	1
	141-845	\$53.49	SWITCH, wiper, washer, OD	1
			RD from (c)328101 GT from (c)328801	1
34	140-520	\$44.89	SWITCH, panel light	1
35	146-000	\$35.99	RHEOSTAT, panel light	1
			RD to (c)294250 GT to (c)296000	1
	146-030	NA	RHEOSTAT, panel light (can use earlier 146-000)	1
			RD from (c)294251 GT from 296001	1
36	146-025	\$4.99	KNOB, rheostat	1
37	141-265	\$6.29	BEZEL, heater, lighting, hazard, map light, & heated back light switches	A/R
38	141-250	\$18.79	SWITCH, heater fan (use later switch 141-270)	1
			RD to (c)267109 GT to (c)267332	1
	141-270	\$13.79	SWITCH, heater fan, illum.	1
			RD from (c)267110 GT from (c)267333	1
39	141-260	\$13.29	SWITCH, lighting (1972) (replacement w/chrome bezel)	1
			RD to (c)294250 GT to (c)296000	1
	141-275	\$11.99	SWITCH, lighting, illum. (1973-'76)	1
			RD from (c)294251 GT from (c)296001	1
40	141-280	\$17.99	LAMP, brake failure warning	1
	170-160	\$0.99	BULB, brake check light	1
	142-295	\$24.99	LAMP, brake failure warning	1
			RD/GT from (c)386601	1
41	141-290	\$19.99	SWITCH, heated rear window	1
	141-290	\$19.99	SWITCH, heated rear window	1
			GT from (c)258001 to 267332	1
	142-220†	NA	WARNING LIGHT, heated rear window	1
			GT to (c)267332	1
43	140-540	\$29.99	SWITCH, hazard warning	1
			1972	1
	141-635	\$11.89	SWITCH, hazard warning	1
			1973-'76	1
44	162-170	NA	SWITCH, fog & spotlight	1
			optional	1
45	141-650	\$4.89	FLASHER UNIT, hazard warning	1
			thermal type replacement	1
	141-748	\$14.99	FLASHER UNIT, hazard warning	1
			electronic replacement	1
46	141-248	\$15.59	WARNING LIGHT, high beam, blue	1
	142-252	\$4.89	WARNING LIGHT, ignition, red	1
			(replacement)	1
47	†	NA	LENS UNIT, turn signals	2
			(original type)	2
	142-265	\$8.69	LENS UNIT, turn signals, with non-replaceable bulb (replacement)	2
47a	142-286	\$1.49	WASHER, retaining	5
			nos. 42,46,47,48,49	5
48	142-285†	\$25.99	WARNING LIGHT, seat belt	1
49	142-305†	\$25.99	WARNING LIGHT, EGR/CATALYST	1

† Note: These use bulb 170-110 (illus. #81).

LOCAL & OVERSEAS: 805-681-3400

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



1972-'76 Dashboard

No.	Part No.	Price (each)	Description	Application	Qty. Req.
50	141-440	\$3.79	CLIP, illuminated switches		6
51	141-455	\$4.99	BLANK PLUG, rocker switch		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†	\$44.99	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)187211 to 294250 GT from (c)187841 to 296000	1
59	263-670	NA	IGNITION SWITCH (repl. assy.)	1970 - '72	1
	263-655•	NA	IGNITION SWITCH (orig. assy.)		1
	263-640†	\$44.99	STEERING LOCK & SWITCH ASSEMBLY (replacement)	RD from (c)294251 to 328100 GT from (c)296001 to 328800	1
	263-690\$	\$19.79	IGNITION SWITCH (repl.)	1973	1
	263-665•	\$49.99	IGNITION SWITCH (orig. assy.)		1
	263-641†	\$94.49	STEERING LOCK & SWITCH ASSEMBLY, Lucas	RD from (c)328101, 1974 on	1
	263-640†	\$44.99	STEERING LOCK & SWITCH ASSEMBLY, repro.	GT from (c)328801	1
	263-691	\$26.49	IGNITION SWITCH, Lucas		1
	263-690	\$19.79	IGNITION SWITCH, repro.		1
60	163-337	\$4.99	KEY BLANK, replacement	for 263-640 & 263-641 only	A/R
61	263-700	\$3.39	SHEAR BOLT, '70 on (incl. w/ assemblies)	RD from (c)187211 on GT from (c)187841 on	2

† Note: Locks are supplied with two keys.

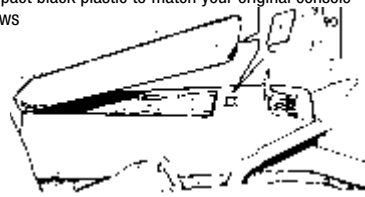
• These switches fit only their respective original assemblies.

\$ 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	RD to (c)294250	1
63	233-975	\$6.49	KNOB, heat control	GT to (c)296000	1
64	233-980	NA	CONTROL MECHAN., defroster		1
65	233-990	\$16.89	KNOB, defroster control		1
62	233-960	NA	CONTROL MECHANISM, heater	RD from (c)294251	1
66	233-962	NA	DIAL, heater control	GT from (c)296001	1
64	233-963	NA	CONTROL MECHANISM, defroster		1
67	233-964	NA	DIAL, defroster control		1
70	233-967	\$15.99	KNOB, heater & defroster control		1
71	142-270	\$8.69	LIGHTER ASSEMBLY, w/repl. type knob		1
72	158-920	\$13.99	COURTESY LIGHT		1
	158-930	NA	BASE		1
	158-925	\$13.99	LENS		1
	170-010	\$0.39	BULB, original type		1
	170-996	\$10.99	BULB, LED replacement		1
73	233-905	NA	GLOVE BOX		1
74	233-955	NA	LID, glove box		1
75	163-560	\$47.99	LOCK, glove box w/key		1
	163-565	\$15.99	BEZEL, lock		1
79	280-095	\$1.89	BUFFER, glove box lid		2
80	170-160	\$0.99	BULB, brake check		1
81	170-110	\$0.49	BULB, "eared" base		A/R
82	171-000	\$0.89	BULB, screw base		A/R
83	453-755	\$69.99	CONSOLE LID		1
	453-875	\$10.79	HINGE, console lid		1
84	453-767	\$1.19	STRIKER, console lid		1
85	453-765	\$1.29	CATCH, console lid		1
86	453-760	\$39.99	ASHTRAY, black & chrome	original type	1
	453-761	\$54.99	ASHTRAY, all chrome	optional	1

'72-'80 Center Console Lid Repair Plate and Centering Guide

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.

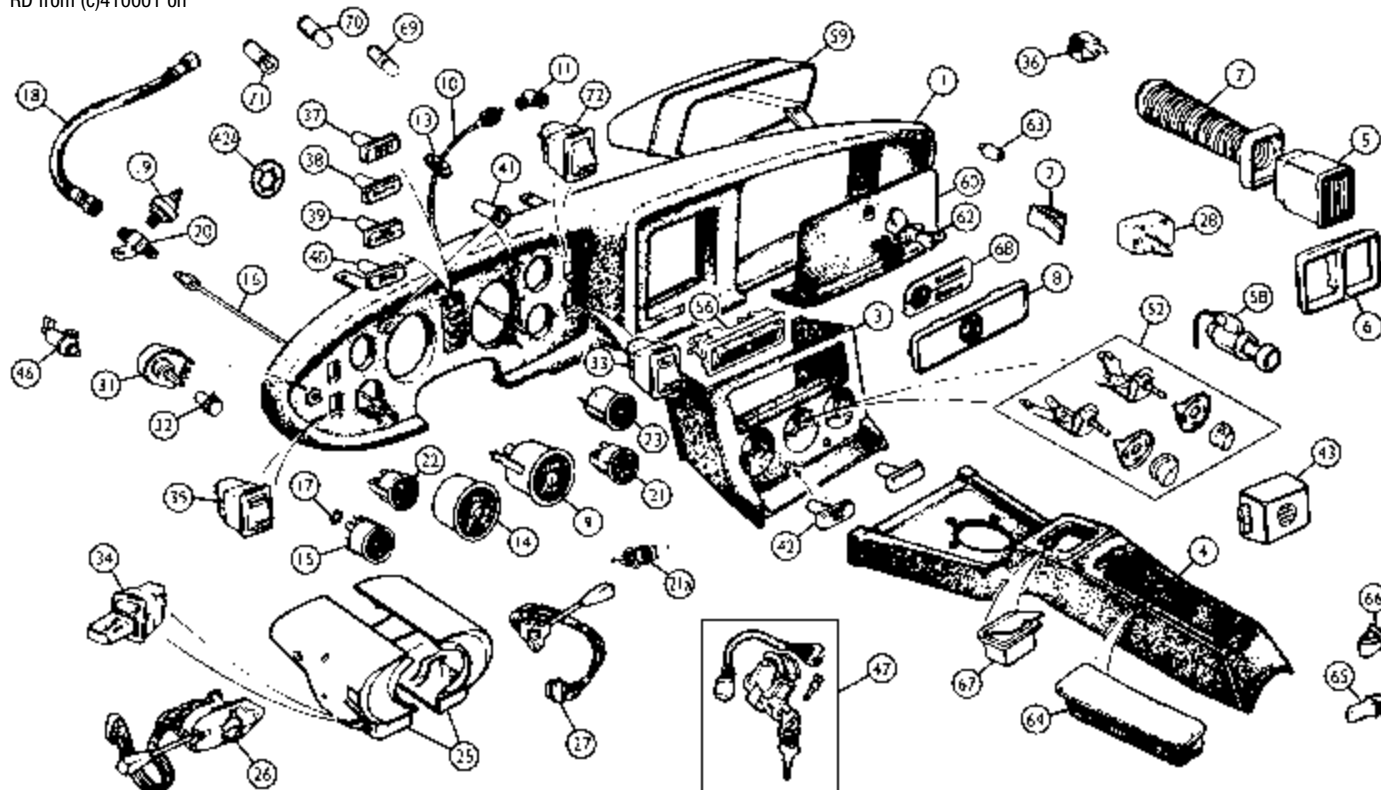


90 Plate 221-670 \$6.99

91 Guide 221-660 \$8.89

Dashboard 1977-'80

RD from (c)410001 on



No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	453-796	\$344.99	DASH PANEL COVER		1
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 with moulded foam backing for exact fit and smooth installation.					
	453-905	\$62.99	DASH TOP REPAIR PANEL		1
2	326-540	NA	CLIP, dash panel		A/R
3	453-780	\$59.99	CONSOLE, radio, British Motor Heritage part		1
4	453-750	\$92.99	CONSOLE, tunnel		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	\$9.79	BLANKING PLATE, radio		1
9	360-925*	\$264.99	SPEEDOMETER	RD to (c)501000	1
	360-905*	NA	SPEEDOMETER	RD from (c)501001 on	1
10	331-560	\$17.99	CABLE, speedometer, overdrive		1
	331-565	\$17.99	CABLE, speedometer, non-overdrive		1
11	021-511	\$39.99	ANGLE DRIVE, on transmission		1
13	281-900	\$1.49	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*	\$179.99	GAUGE, oil pressure		1
16	435-435	\$24.99	PIPE ASSEMBLY, gauge to flex pipe		1
17	435-516	\$0.24	WASHER, leather		1
18	376-180	\$10.99	OIL FLEX LINE		1
19	141-715	\$23.99	SWITCH, oil pressure, for anti run-on valve		1
20	180-245	NA	CONNECTOR, pipe & switch		1
21	360-930*	NA	GAUGE, temperature		1
21a	131-565	\$8.99	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	\$119.99	CLOCK (replacement)		1
25	233-225	NA	COWL, steering column		1
26	141-850	\$76.99	SWITCH, turn signal, horn, headlight dimmer		1
27	141-855	\$31.99	SWITCH, wiper, washer		1
28	141-748	\$14.99	FLASHER UNIT, turn signal, replacement		1
31	146-000	\$35.99	RHEOSTAT, panel light, less knob replacement		1
32	146-025	\$4.99	KNOB, rheostat		1
33	141-410	\$12.49	SWITCH, heater fan		1
34	141-420	\$10.49	SWITCH, lighting		1
35	141-430	\$13.79	SWITCH, hazard warning		1
	170-160	\$0.99	BULB, illuminated switches #33 & 35		3
36	141-650	\$4.89	FLASHER UNIT, hazard warning	thermal type, replacement	1
	141-748	\$14.99	FLASHER UNIT, hazard warning	electronic replacement	1
37	142-310†	\$25.99	WARNING LIGHT, high beam		1
38	142-320†	\$25.99	WARNING LIGHT, ignition		1

No.	Part No.	Price (each)	Description	Application	Qty. Req.
39	142-305†	\$25.99	WARNING LIGHT, EGR/CATALYST		1
40	142-330†	\$25.99	WARNING LIGHT, brake		1
41	142-265†	\$8.69	LIGHT UNIT, turn signal, replacement, includes bulb		2
42	142-285†	\$25.99	WARNING LIGHT, seat belt		1
42a	142-286	\$1.49	WASHER, retaining nos. 37 thru 42		6
† 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 101.		
56	164-965	\$19.99	COURTESY LAMP, rocking		1
	170-025	\$1.69	BULB, courtesy lamp		1
58	142-270	\$8.69	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	\$56.99	LOCK, glove box, w/keys		1
	163-565	\$15.99	BEZEL, glove box lock		1
63	280-095	\$1.89	BUFFER, glove box lid		2
64	453-755	\$69.99	CONSOLE LID		1
	453-875	\$10.79	HINGE, console lid		1
65	453-767	\$1.19	STRIKER, console lid		1
66	453-765	\$1.29	CATCH, console lid		1
67	453-760	\$39.99	ASHTRAY, black & chrome	original type	1
	453-761	\$54.99	ASHTRAY, all chrome	optional	1
68	453-775	\$14.99	DASH PLAQUE, Limited Edition		1
69	170-160	\$0.99	BULB, illuminated switches		A/R
70	170-110	\$0.49	BULB, "eared" base		A/R
71	171-000	\$0.89	BULB, screw base		A/R
72	141-405	\$22.99	SWITCH, auxilliary	(optional)	1

'72-'80 Center Console Lid Repair Plate & Centering Guide

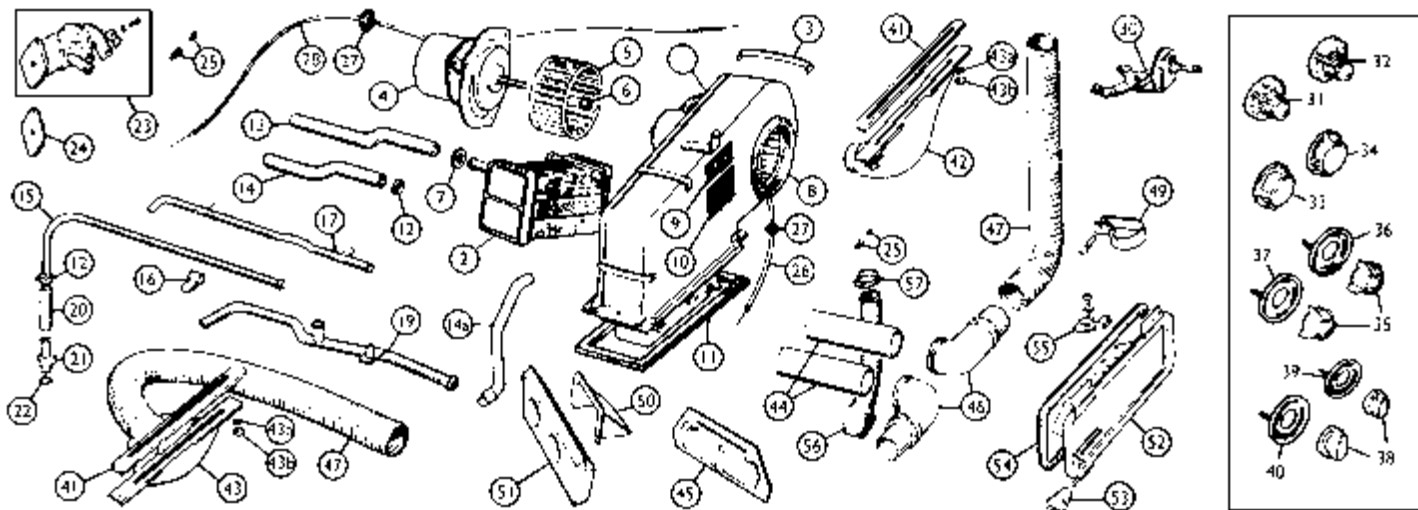
Use the plate to repair broken and cracked latch areas, and the guide to prevent further damage. Plate is made of high impact black plastic to match your original console; either glue it or use screws to fasten it. The latch guide will stop the console lid from crashing down and cracking both the lid and the latch. Re-use your old striker, or install a new one.

90 Plate	221-670	\$6.99
91 Guide	221-660	\$8.89



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	454-440	NA	HEATER ASSEMBLY	RD/GT from (c)101 to 303703	1
	363-005	NA	HEATER ASSEMBLY	RD/GT from (c)303704 to 410000	1
	363-015	NA	HEATER ASSEMBLY	} RD/GT from (c)410001 on	1
	542-041	NA	RESISTOR, speed control		1
2	360-675	\$78.49	RADIATOR		1
3	363-025	\$1.19	CLIP		5
4	360-680	NA	MOTOR ASSEMBLY	RD/GT from (c)101 to 138400	1
	363-040	\$69.99	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	\$19.79	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	\$2.79	SEAL, intake		1
9	408-355	\$2.29	LABEL, "Smiths"	} See page 77 for details.	1
10	408-365	\$3.39	LABEL, "Caution"		1
11	363-210	\$4.69	GASKET, heater unit		1
12	326-250	\$0.69	HOSE CLAMP		4
13	363-270	\$2.59	HOSE, heater to valve		1
14	363-275	\$9.29	HOSE, heater to pipe	RD/GT to (c)368081	1
14a	363-280	\$9.99	HOSE, heater to pipe	RD/GT from (c)368082	1
15	473-040	\$20.99	PIPE, heater to pump	} RD/GT to (c)138400, thru '67	1
16	363-205	\$1.39	CLIP, pipe to manifold		1
17	363-070	\$19.99	PIPE, heater to pump	{ RD/GT from (c)138401 to 367900 (1968 thru '74)	1
19	363-200	NA	PIPE, heater to radiator hose	RD from (c)367901 on	1
20	456-220	\$0.79	HEATER HOSE, 2-1/2" long		1
21	473-080	\$10.99	UNION		1
22	324-660	\$0.89	WASHER		1
23	360-410	\$20.99	HEATER VALVE		1
	322-230	\$0.19	BOLT, heater valve attachment		2
	324-855	\$0.20	LOCKWASHER for bolt		2
24	697-360	\$0.39	GASKET		1
25	473-070	\$1.69	CABLE STOP		5
26	331-235	\$6.19	CABLE, air control, 46"	1962-early '73 (metal casing)	1
	331-220	\$3.79	CABLE, air control, 24"	early 1973-'80 (plastic casing)	1
27	282-640	\$1.19	GROMMET, air/heater control cable		2
28	331-235	\$6.19	CABLE, heat control, 46"	1962 - '75 (metal casing)	1
	331-760	\$4.79	CABLE, heat control, 39"	1976 - '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	\$9.99	KNOB, defroster control	} RD from (c)101 to 138400 GT from (c)71933 to 139471	1
32	233-890	\$11.79	KNOB, heater control		1
	233-891	\$0.79	RIVET, on dashboard		2
33	233-985	\$15.99	KNOB, defroster control 1968-'70	} RD/GT from (c)138401 to 219000	1
	233-990	\$16.89	KNOB, defroster control 1971 - '72	} RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
34	233-965	\$9.79	KNOB, heater control 1968-'70	} RD/GT from (c)138401 to 219000	1
	233-975	\$6.49	KNOB, heater control 1971 - '72	} RD from (c)219001 to 294250 GT from (c)219001 to 296000	1
35	233-967	\$15.99	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	\$12.49	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	NA	DEFROSTER VENT	RD/GT thru 1967	2
	363-085	\$18.99	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	\$38.99	DEFROSTER NOZZLE, L/H	} RD from (c)360301 on GT from (c)361001 on	1
	363-105	\$38.99	DEFROSTER NOZZLE, R/H		1
43a	324-010	\$0.19	LOCKWASHER, vent mounting		4
43b	310-040	\$0.19	NUT, vent mounting		4
44	363-110	\$7.89	CONNECTOR TUBE	RD/GT thru (c)219000	2
45	363-122	\$44.99	DOOR ASS'Y., heater outlet stainless steel (with screws)	all	2
46	635-520	\$10.89	ELBOW, defroster	RD/GT thru (c)219000	2
47	456-170	\$7.99	HOSE, defroster, paper & foil	1962 thru '70	2
	456-185*	\$18.99	HOSE, defroster, replacement*	1971 thru '80	2
* Originally plastic, now corrugated paper/foil. Must be cut to length.					
49	NA	NA	CLIP, defroster hose		2
50	363-130	NA	HEATER OUTLET	} RD/GT from (c)219001 on (from 1971-on)	1
51	363-135	\$14.89	SEAL, heater outlet		1
52	363-140	NA	DOOR, fresh air vent		1
53	363-150	\$8.49	KNOB		1
54	363-145	\$2.19	SEAL, door		1
55	363-160	NA	SPRING		1
56	363-170	NA	TUBE, drain/dust valve		1
57	326-430	\$1.69	CLAMP		1

Hardware

Hex Head Cap Screws

fine thread (threaded to head)

1/4" diameter			
322-170	\$0.49	1/2"	
322-645	\$0.49	5/8"	
322-230	\$0.19	3/4"	
322-247	\$0.49	1"	
320-635	\$1.49	1 3/8"	



5/16" diameter

322-040	\$0.49	3/4"	
322-540	\$0.69	7/8"	
322-290	\$0.89	1"	
320-695	\$0.69	1 1/8"	
191-915	\$1.39	1 1/4"	

3/8" diameter

322-590	\$0.49	3/4"	
322-050	\$0.49	7/8"	
320-285	\$0.69	1"	
475-150	\$1.19	1 1/8"	
320-520	\$0.89	1 1/4"	

7/16" diameter

322-415	\$0.99	3/4"	
320-425	\$0.59	1"	
320-605	\$1.19	1 1/4"	

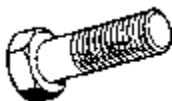
1/2" diameter

320-515	\$0.89	1 1/2"	
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Hex Head Bolts

fine thread (threaded part way up shank)

1/4" diameter			
322-247	\$0.49	1"	
320-500	\$0.59	1 1/4"	
320-080	\$0.49	1 3/8"	
322-250	\$0.39	1 1/2"	
322-260	\$0.69	1 3/4"	



5/16" diameter

322-310	\$0.79	1 1/4"	
322-430	\$0.39	1 1/2"	
322-440	\$0.79	1 3/4"	
322-450	\$0.69	2 1/4"	
322-285	\$0.89	2 1/2"	
322-460	\$0.59	2 3/4"	
320-225	\$0.89	3"	

3/8" diameter

322-075	\$0.89	1 1/2"	
322-025	\$0.89	1 3/4"	
320-345	\$0.79	2"	
320-565	\$0.89	2 1/4"	
322-640	\$0.79	2 1/2"	
322-650	\$1.09	2 3/4"	
320-275	\$0.99	3"	
322-185	\$1.89	5 1/2"	

7/16" diameter

322-715	\$2.19	3"	
322-720	\$1.19	3 1/2"	

1/2" diameter

320-535	\$1.89	2"	
320-255	\$2.49	2 5/8"	
320-010	\$6.79	3 3/8"	
322-830	\$6.89	4"	

Hex Nuts

std. height, fine thread

310-760	\$0.39	1/4"	
310-140	\$0.24	5/16"	
310-050	\$0.59	3/8"	
310-800	\$0.24	7/16"	
472-347	\$0.24	1/2"	
310-440	NA	9/16"	
310-550	\$2.49	5/8"	



Hex Nuts

thin, fine thread (jam nuts)

365-740	\$0.49	1/4"	
848-540	\$0.19	5/16"	
310-070	\$0.39	3/8"	
310-310	\$0.39	7/16"	
310-390	\$0.29	1/2"	
	NA	9/16"	
310-490	\$0.89	5/8"	



Nyloc Nuts

std. height, fine thread

310-830	\$0.24	3/16"	
312-000	\$0.24	1/4"	
310-290	\$0.69	5/16"	
310-240	\$0.39	3/8"	
310-320	\$1.79	7/16"	
310-400	\$0.79	1/2"	
310-135	NA	9/16"	
310-500	\$2.19	5/8"	



Nyloc Nuts

thin, fine thread

310-100	\$0.24	1/4"	
310-105	\$0.39	5/16"	
310-510	\$0.69	3/8"	
310-650	\$0.49	7/16"	
310-690	\$0.39	1/2"	
310-605	\$1.39	9/16"	



Split Lockwashers

standard

324-020	\$0.20	1/4"	
365-730	\$0.25	5/16"	
324-865	\$0.19	3/8"	
324-250	\$0.19	7/16"	
324-060	\$0.29	1/2"	
	NA	9/16"	
324-080	NA	5/8"	



Split Lockwashers

square cross-section

324-005	\$0.29	1/4"	
324-030	\$0.39	5/16"	
324-040	\$0.29	3/8"	
	NA	7/16"	
324-050	\$0.20	1/2" (light)	
322-835	\$0.39	1/2" (heavy)	



Lockwashers

double coil

324-185	\$0.29	3/16"	
370-460	\$0.59	1/4"	
315-180	\$0.39	5/16"	
315-060	\$2.79	3/8"	
329-470	NA	5/8"	



Flat Washers

standard

324-590	\$0.19	1/4"	
365-720	\$0.29	5/16"	
324-860	\$0.19	3/8"	
324-475	\$0.15	7/16"	
315-035	\$0.19	1/2"	



Fiber Washers

323-685	\$0.39	3/16"	
315-185	\$0.29	1/4"	
324-680	\$0.29	5/16"	
315-100	\$0.49	3/8"	
324-670	\$0.29	1/2"	
324-671	\$0.89	0.52" for 1/4" BSP fittings	
324-065	\$0.79	5/8"	



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 \$11.99

Timing Cover Screw Set

Fits 1976 on with plain washers. 323-558 \$8.99

Sump Screw Set

Fits all 1962-'80. 323-548 \$10.79

Engine to Gearbox Nut & Bolt Set

Fits 1962-'67 with 3-Synchro gearboxes. 322-428 \$8.99

Engine to Gearbox Nut & Bolt Set

Fits 1968 on with All-Synchro gearboxes. 322-438 \$7.79

Fuel Tank Mounting Kit

Fits 1965 on (not for early strap-on tanks). 323-628 \$9.99

Exhaust Mounting Kits:

Center Exhaust Mounting Kit

Fits all 1962-'80. 470-138 \$13.39

Rear Exhaust Mounting Kit

Fits 1962-'69 to (c)167815. 470-178 \$9.49

Rear Exhaust Mounting Kit

Fits 1969-'74. Roadsters from (c)167816 to 360300 and GTs from (c)167816 to 361000. 444-145 \$26.99

Rear Exhaust Mounting Kit

Fits '74 1/2 on (all rubber-bumpered cars). 470-148 \$26.99

Exh. Manifold Stud & Nut Kit (6 studs & brass nuts)

Fits 1962-'74 (all cars with twin SU carbs.). 328-718 \$8.99

Suspension Kits:

Front Suspension Dust Tube Kits

Includes both tubes and spring. 2 required. 263-428 \$12.49

Rear Spring Fitting Kit (for 1 spring)

Fits cars with Banjo-Type rear axles. 454-927 \$15.99

Rear Spring Fitting Kit (for 1 spring)

Fits cars with Tube-Type rear axles. 454-937 \$18.99

Rear Spring Shackle Kit

Includes shackle plate with studs, plate, nuts and bolts. 2 kits required per car. 267-528 \$8.99

Bodywork & Bumper Kits:

Front Fender Fitting Kit

Fits all '62-'80. One kit does both fenders. 321-928 \$35.99

Front Valance Fitting Kit

323-618 \$6.99

Front Bumper Fitting Kit

Fits 1962-'74 (cars with chrome bumpers). 321-908 \$39.99

Rear Bumper Fitting Kit

Fits 1962-'74 (cars with chrome bumpers). 321-918 \$36.99

Trim & Body Molding Kits:

Interior Trim Screw Set

Chrome finish for early roadsters. 323-578 \$14.99

Interior Trim Screw Set

Black finish for later roadsters. 323-988 \$14.39

Interior Trim Screw Set

Black finish for GTs. 323-608 \$17.99

Body Molding Fitting Kit

Complete set to fit all 6 body moldings. 326-058 \$13.79

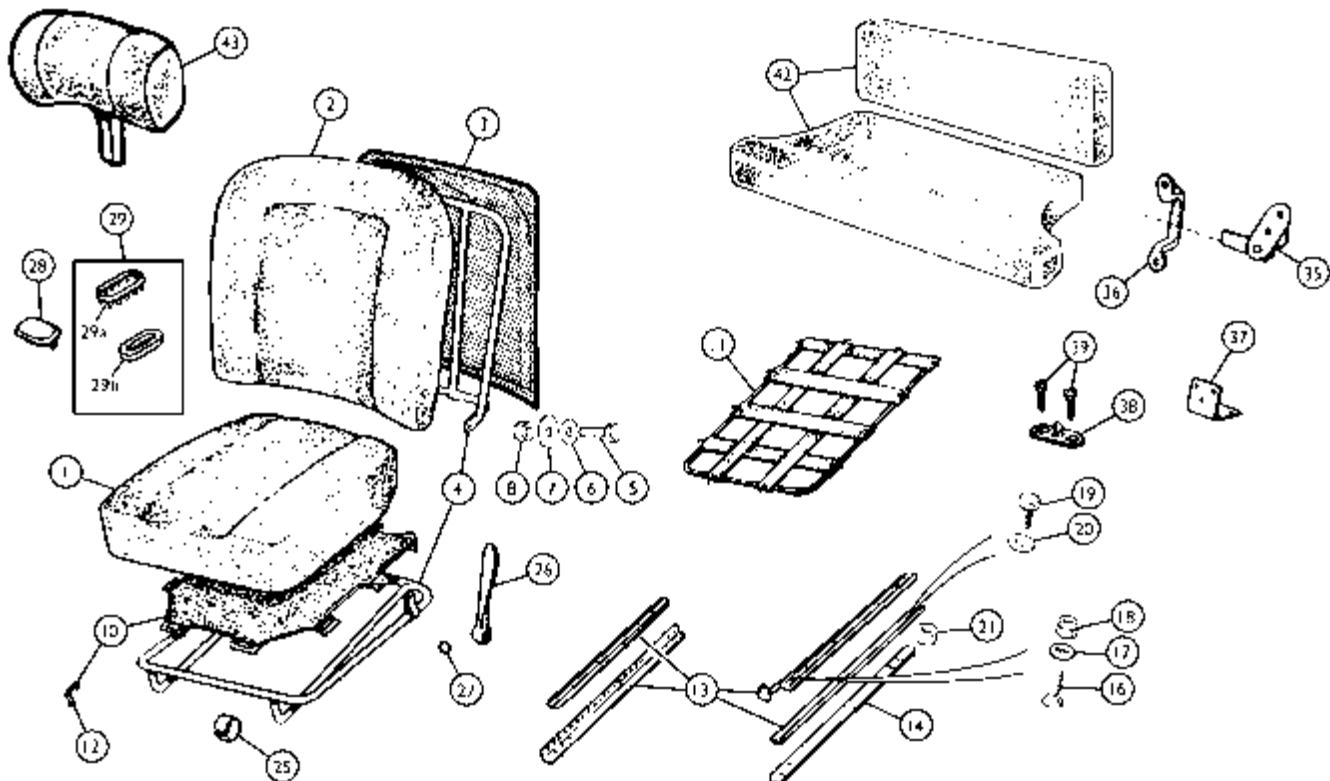
Inner Front Fender Splash Panel Fixing Kit

Complete set for left and right panels. 323-638 \$8.99



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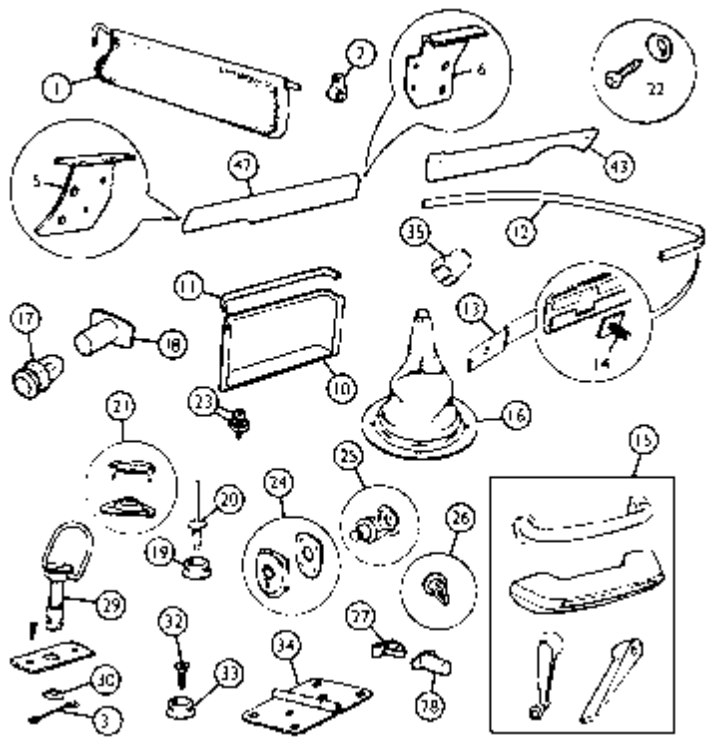
No.	Part No.	Price (each)	Description	Application	Qty. Req.
1	641-900	\$52.99	CUSHION, bottom, R/H (to '68)	} RD to (c)158370	1
	641-910	\$52.99	CUSHION, bottom, L/H		1
	641-920	\$52.99	CUSHION, bottom, R/H	} RD from (c)158371 to 294250	1
	641-930	\$52.99	CUSHION, bottom, L/H ('69-'72)		1
	641-940	\$52.99	CUSHION, bottom, R/H ('73 on)	} RD from (c)294251 on	1
	641-950	\$52.99	CUSHION, bottom, L/H		1
2	641-960	\$49.99	CUSHION, back (thru 1968)	} RD to (c)158370 GT to (c)158232	2
	641-995	\$52.99	CUSHION, back (1969 only)		2
	641-970	\$48.99	CUSHION, back (1970-'72)	} RD from (c)187211 to 294250 GT from (c)187841 to 296000	2
	641-980	\$48.99	CUSHION, back (1973 on)		2
3	641-965	\$9.79	SEAT BACK STIFFENER PANEL	1962 - '68	2
	641-975	\$9.49	SEAT BACK STIFFENER PANEL	1969	2
	641-985	\$10.99	SEAT BACK STIFFENER PANEL	1970 - '80	2
4	643-870	\$279.99	SEAT FRAME, L/H	} 1962-'68	1
	643-860	\$279.99	SEAT FRAME, R/H		1
	322-290	\$0.89	BOLT		4
	365-720	\$0.29	WASHER		4
	315-205	\$0.29	WASHER		4
8	310-290	\$0.69	NUT, nylon		4
10	281-828	\$19.69	DIAPHRAGM, seat cushion	{ includes 10 hooks 1962 - '69	2
11	641-990	\$26.99	WEBBING, seat cushion w/hooks	1970 - '80	2
12	325-185	\$0.59	HOOK, webbing & diaphragm		20
13	454-105	\$39.99	SEAT SLIDE SET, L/H seat		1
	454-115	\$39.99	SEAT SLIDE SET, R/H seat		1
14	228-170	\$6.49	PACKING STRIP, wood		4
16	323-280	\$0.49	SCREW, slide to frame		16

No.	Part No.	Price (each)	Description	Application	Qty. Req.
17	324-590	\$0.19	WASHER		16
18	312-000	\$0.24	NUT		16
19	322-247	\$0.49	BOLT, slide to floor		8
20	462-385	\$0.19	LOCKWASHER		8
21	228-175	\$0.89	SPACER, packing strip		8
25	226-645	\$0.49	CLIP, cushion cover to frame		48
26	409-020	\$17.99	HANDLE, adjusting	} RD from (c)158371 on GT from (c)158231 on (1969 on)	2
	323-205	\$1.49	SCREW, adjusting handle		2
27	409-030	\$4.39	KNOB, seat back lever		2
28	227-170	\$2.99	PLUG, headrest aperture, black		2
	409-070	NA	PLUG, headrest aperture, autumn leaf		2
	409-080	NA	PLUG, headrest aperture, ochre		2
	409-090	NA	PLUG, headrest aperture, navy		2
	409-108	\$3.69	HEADREST RING ASSEMBLY		2
29a	409-100	NA	FINISHING RING, headrest aperture		2
29b	409-105	\$0.99	EYELET, finishing ring		2
35	409-040	NA	CATCH, rear seat back	} GT	2
36	409-045	NA	STAPLE, catch		2
37	409-050	NA	HINGE, rear seat back		3
38	226-630	\$3.79	FASTENER, rear seat "shelf"	} RD/GT	4
39	323-460	\$0.29	SCREW		8
42	641-545	\$109.99	FOAM CUSHION SET, 2-piece	1965-'72 GT	1
	641-555	\$76.99	FOAM CUSHION SET, 2-piece	1973-on GT	1

Note: 1969 seats had twin post headrests, which are not available.

43	649-100	\$109.99	HEADREST, black	} 1970-'72 eared type perforated vinyl	2
	649-110	NA	HEADREST, navy		2
	649-120	NA	HEADREST, ochre		2
	649-130	\$109.99	HEADREST, autumn leaf		2
	649-140	\$109.99	HEADREST, black	} 1973-'76 eared type, plain vinyl	2
	649-150	\$109.99	HEADREST, navy		2
	649-160	NA	HEADREST, ochre		2
	649-170	\$109.99	HEADREST, autumn leaf		2
	641-607	\$104.99	HEADREST, black	} 1977-'80 teardrop type	2
	641-615	\$104.99	HEADREST, navy		2
	641-636	\$104.99	HEADREST, autumn leaf		2
	641-535	NA	HEADREST, champagne		2

Cockpit Trim & Fittings



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Cockpit Fittings

1	224-108	\$79.99	SUN VISOR KIT (option) (This kit contains two sun visors, brackets and hardware for 1962-'67 cars not originally fitted with sun visors.)	1962-'67 Roadster	1
	233-110*	\$29.99	SUN VISOR, R/H & L/H, black 1970 - '76	RD from (c)187211 to (c)410000	2
	233-115*	\$29.99	SUN VISOR, L/H, black	RD from (c)410001	1
	233-120*	\$29.99	SUN VISOR, R/H, black, no mirror	1977-'80	1
	233-942*	\$39.99	SUN VISOR, R/H, black, with mirror		1
* Note: Mounting hardware for roadster sun visors is listed on page 69.					
	233-917	\$84.99	SUN VISOR, grey	GT	2
2	233-995	NA	BRACKET, sun visor anchor	GT to (c)158230	2
	233-997	\$9.89	BRACKET, sun visor anchor	GT from (c)158231	2
	408-958	\$26.49	FINISHER SET	RD	1
	408-978	\$32.49	FINISHER SET	GT	1
5	408-950	NA	FINISHER, door waist rail, front R/H	} RD	1
	408-960	\$5.89	FINISHER, door waist rail, front, L/H		1
	408-955	NA	FINISHER, door waist rail, front, R/H	} GT	1
	408-965	NA	FINISHER, door waist rail, front, L/H		1
6	408-970	\$7.99	FINISHER, door waist rail, rear, R/H	} RD	1
	408-980	\$7.99	FINISHER, door waist rail, rear, L/H		1
	408-975	NA	FINISHER, door waist rail, rear, R/H	} GT	1
	408-985	\$4.99	FINISHER, door waist rail, rear, L/H		1
	323-598	\$2.39	SCREW SET, for 1 door capping & finishers		2
10	453-790	\$47.99	MAP POCKET, black		1
11	408-990	NA	FINISHER, map pocket		1
12	408-995	\$109.99	MOULDING, rear cockpit		1
	408-996	\$27.99	COVER for no. 12 (black)		1
13	226-685	\$4.89	END PLATE, moulding	} RD	2
14	226-660	\$1.39	STUD PLATE, cockpit moulding		9
	310-040	\$0.19	NUT, for stud plate		9
15			DOOR PULLS, ARM RESTS, WINDOW WINDERS, & DOOR HANDLES, see pages 66-67.		
16			SHIFT BOOTS, see pages 36-39.		
17	226-670	\$0.59	CLIP, door panel	} 1970-'80	26
18	226-675	\$0.69	CUP, door panel clip		26
19	226-720	\$0.29	SNAP, male, floor carpet		8
20	325-287	\$0.19	RIVET for snap		8
21	226-338	\$1.99	FASTENER, carpet	as fitted	A/R
22	323-578	\$14.99	INTERIOR SCREW SET, chrome	RD to (c)5634	1
	323-988	\$14.39	INTERIOR SCREW SET, black	RD from (c)5635 thru '69	1
	323-608	\$17.99	INTERIOR SCREW SET, black	GT	1
23	323-970	\$0.59	SCREW w/cup washer, chrome	RD to (c)5634	60
	323-980	\$0.39	SCREW w/ cup washer, black	RD from (c)5635 thru '69	60
	323-465	NA	SCREW, map pocket		2

323-480	\$0.49	SCREW, front trim pads	} GT	A/R
323-475	NA	SCREW, rear quarter waist cover		A/R
226-308	\$1.09	FASTENER, "Lift-the-Dot"	RD	A/R
226-328	\$2.29	STUD ASSEMBLY, gearbox carpet	as fitted	1
226-680	NA	BUTTON, rear fender pocket carpet	} GT	2
803-420	\$0.79	CLIP, upper rear quarter liner		6
226-695	\$2.39	SOCKET, for clip		6
226-700	\$9.99	FASTENER, rear trunk floor		2
226-706	\$0.59	GROMMET, for fastener		2
226-710	\$2.69	SPRING, for fastener		2
323-635	\$0.34	SCREW, snap fastener, trunk floor		A/R
226-720	\$0.29	FASTENER, snap, trunk floor		A/R
409-050	NA	HINGE, trunk floor		3
402-550	\$3.09	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	\$15.79 per yard
GT, per yd. (7 yd. req.)	249-607	NA	\$15.79 per yard

Plastic type originally fitted from approximately 1973 - '80.

	Black	Autumn Leaf	Ochre	
RD, 2 doors	259-908	NA	NA	\$29.89
GT, 2 doors	259-938*	NA*	NA*	\$49.99

* 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	\$9.69	FINISHER, door seal, rear R/H (illus.)	} 1963 - '67 RD	1
	472-300	\$9.69	FINISHER, door seal, rear L/H		1
41	472-295	\$8.29	FINISHER, door seal, front, R/H (illus.)	} 1968 on RD	1
	472-305	\$8.29	FINISHER, door seal, front, L/H		1
	472-275	\$10.69	FINISHER, door seal, front, R/H	} 1968 on RD	1
	472-285	\$10.69	FINISHER, door seal, front, L/H		1
	323-635	\$0.34	SCREW, door seal finishers		6

Door Capping Sets (fully upholstered top rail pairs without finishers)

	323-598	\$2.39	SCREW SET, for 1 door capping & finishers		2
42	639-508	\$499.99	BLACK WITH WHITE PIPING	}roadster 1962 - '65	1
	639-528	\$499.99	BLACK WITH RED PIPING		1
	639-548	\$499.99	BLACK WITH BLUE PIPING		1
	639-568	NA	RED WITH RED PIPING		1
	639-608	\$184.99	BLACK	}roadster 1966 - '69	1
	639-628	\$184.99	RED		1
	639-668	\$184.99	BLACK	}roadster 1970 - '76	1
	639-688	\$184.99	NAVY		1
	639-708	NA	OCHRE		1
	639-728	\$184.99	AUTUMN LEAF		1
	639-608	\$184.99	BLACK	}roadster, 1977 - '80	1
	639-728	\$184.99	AUTUMN LEAF		1
	639-738	\$184.99	CHAMPAGNE		1
	639-908	\$184.99	BLACK	}GT, 1966 - '69	1
	639-918	\$184.99	RED		1
	639-928	\$184.99	BLACK	}GT, 1970 on	1
	639-938	\$184.99	NAVY		1
	639-948	NA	OCHRE		1
	639-958	\$184.99	AUTUMN LEAF		1

GT Quarter Rail Sets

(upholstered rails fit under rear side windows)

43	639-768	\$209.89	BLACK	} GT 1966 - '69	1
	639-788	\$209.89	RED		1

1968 - '80

Under-Dash Liners

These vacuum formed ABS vinyl repros will far outlast the pressboard (cardboard) originals. (Some trimming may be required.)

453-863	\$149.99	DASH LINER PAIR	RD from (c)138401 GT from (c)139472 on	1
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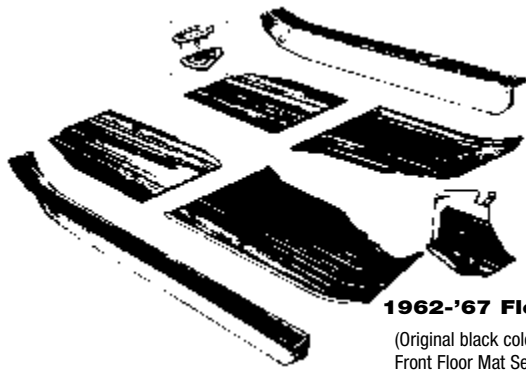


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Carpets & Floor Mats

(Kits supplied may vary slightly from illustration.)



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.)

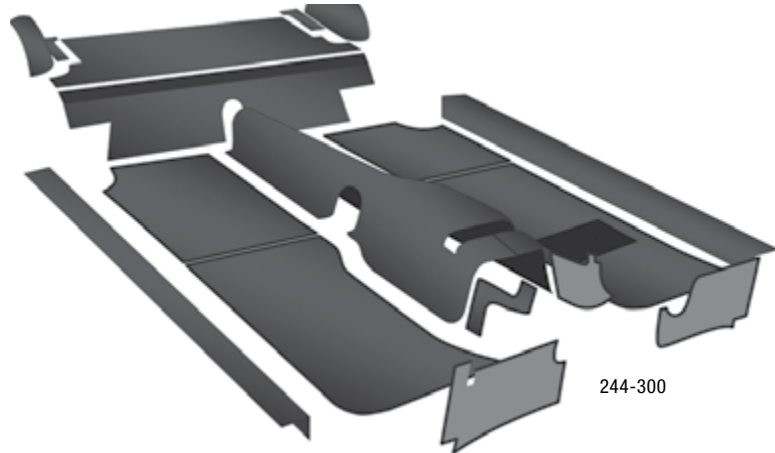
Front Floor Mat Set*	283-008	NA
Rear Floor Mat Set*	283-048	NA
Starter Cover	283-080	\$64.99

*1962-'67 floor mat sets are not available.

Sill Cover Set	282-738	\$239.99
Floor Mat Fastener (included with mats)	226-338	\$1.99

1968-'76 Rubber Floor Mats

Black		
Front Floor Mat Set	283-018	\$249.99
Rear Floor Mat Set	283-058	NA
Sill Cover Set	282-738	\$239.99
Starter Cover	283-090	\$58.79



244-300



Trunk Carpet Kits

Unless you seek 100-point originality, your MGB roadster should have one of these beautifully fitted carpet sets in the trunk! Tailored in materials to match our interior carpet kits, the trunk sets include a tailored spare tire cover. Available in flat sewn or molded configurations.

Black, molded	244-250	\$329.99
Biscuit, molded	244-255	\$329.99
Black, sewn	242-850	\$199.99
Red, sewn	242-855	\$199.99
Autumn Leaf, sewn	242-874	\$199.99

Spare Tire Cover

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

Black	242-860	\$63.99
Red	242-865	\$73.99



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



Carpet Sets (See "Interior" section at the front of this catalog for more information.)

We offer a choice of carpet sets. Both are made of high quality cut pile automotive carpet which is very similar to the factory original. All carpet sections are finished as original with heavy padding, bound edges. Installation hardware is included; all you need to supply is adhesive, trim tools, care and time to create a result you are proud of. As replacement rubber floor and sill mats for 1962-'76 models are not readily available, both kit lines include carpet for these areas. The GT kits also include material for the rear quarters, rear deck, and rear seat back.

Molded Tunnel Carpet Kits

Molded kits are manufactured in the U.K. and have moulded gearbox/driveshaft cover sections which make installation easier. **Free samples of this carpet may be ordered under part number 878-925.**

	Black	Red	
1962-'67 Roadster	<u>244-300</u>	<u>244-310</u>	\$445.99
1965-'67 GT	<u>244-325</u>	<u>244-335</u>	\$669.99

	Black	Red	Autumn Leaf	Tan*	Navy	
1968-'80 Roadster	<u>244-320</u>	<u>244-330</u>	<u>244-340</u>	<u>244-272</u>	<u>244-345</u>	\$445.99
1968-'76 GT	<u>244-245</u>	<u>244-260</u>	<u>244-265</u>	<u>244-277</u>	<u>244-285</u>	\$669.99

*Tan replaces the original Ochre, which is no longer available.

Moss Manufactured Carpet Kits

We create these kits in our own upholstery shop from domestically sourced cut pile carpet. The center tunnel is supplied flat, and does require careful fitting, but this allows for a more original look. **Free samples of this carpet may be ordered under part number 878-915.**

Underlined part numbers indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.

	Black	Red	Honey Tan	
1962-'67 Roadster	<u>242-765</u>	<u>242-766</u>	<u>242-767</u>	\$329.99
1965-'67 GT	244-415	244-420	244-425	\$469.99

	Black	Red	Autumn Leaf	Honey Tan	
1968-'80 Roadster	244-315**	244-355	244-374	244-377	\$339.99
1968-'76 GT	244-435	244-440	244-444	244-450	\$469.99

**This kit is priced at \$259.99.

Replacement Carpet

We offer these Moss-made carpets for customers who want to freshen up their car's interior by replacing worn or damaged carpet pieces. Available in black only.

Front Floor Carpet Pair 1962-'67	244-456	\$74.99
Front Floor Carpet Pair 1968-'80	244-457	\$74.99
Inner Sill Carpet Pair	244-458	\$35.99
GT Rear Deck Carpet	244-417	\$49.99

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 \$219.99**

1962-'69 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 or in top-quality vinyl. 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 1962 - '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 #878-900.**

Front seat kits include covers for both front seats.

NB: All leather seats have leather on the front seating surfaces only - skirts, sides and backs are matching vinyl.



*NOTE: Items with an asterisk are special order, and require pre-payment.

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	Honey Tan w/ H. Tan Piping
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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	641-237	\$799.99
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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*	641-377	\$799.99
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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*	641-165	641-167	\$369.99
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1969 Vinyl (Fits Roadster from (c)158371 to 187210 & GT from (c)158231 to 187840.)

641-240	641-250*	641-260	641-270*	641-280*	641-290*	641-300*	641-305*	641-307*	\$499.99
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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*	643-277*	\$699.99
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1969 GT Leather (Fits from (c)158231 to 187840.)

641-450*	641-460*	641-470*	641-480*	641-490*	641-500*	641-510*	641-515*	641-517*	\$659.99
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1966 - '68 GT Vinyl (Fits to (c)158230.)

643-140*	643-150*	643-160	643-170	643-180*	643-190*	643-200*	643-205*	643-207*	\$344.99
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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*	641-447*	\$369.99
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1962 - '69 Panel Kits

1962 - '65 Roadster Vinyl (Fits to (b)57985.)

643-280	643-290	643-300	643-310*	643-320	643-330	643-340*	643-345	643-347	\$439.99
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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	643-417	\$439.99
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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	643-557	\$439.99
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1966 - '67 GT Vinyl (Fits to (c)139471.)

643-420*	643-430	643-440	643-450*	643-460*	643-470*	643-480*	643-485*	643-487*	\$439.99
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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*	643-627	\$449.99
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1962 - '68 Complete Upholstered Front Seat Set

Complete, ready to bolt in, brand new leather seat assemblies! Upholstered by Moss around UK produced seat 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.)



\$1899.00

Black with Black Piping	Black with Red Piping	Black with White Piping
641-178	641-188	641-198
Black with Blue Piping	Red with Black Piping	Red with White Piping
641-208	641-218	641-228
Red with Red Piping	Tan with Tan Piping	Honey Tan w/ H. Tan Piping
641-238	641-248	641-258



**MOSS MOTORS, LTD.
TOLL-FREE ORDERS**

1-800-667-7872

1970-'80 Seat & Panel Kits



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	\$1999.00
Autumn Leaf Interior Package (vinyl)	111-708	\$2099.00
Light Tan Interior Package (vinyl)	111-808	\$2199.00
Light Tan Interior Package (leather seats)	111-809	\$2599.00

Photo shows an original 1980 interior

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. All front seat kits include covers for both front seats, including headrest covers.

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

Panel kits include door panels, 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. Panel hardware/clips are not included. **Material samples may be had by ordering our free sample card #878-935.**

***NOTE: Items with an asterisk are special order, and require pre-payment. Special order items are NOT returnable.**

1971 - '80 Original Style Door Panel Pairs

643-631	\$134.99	DOOR PANEL PAIR, black	1971-'76	1
643-671	\$134.99	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	NA	NA	641-550	-	\$539.99
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1973 - '76 Vinyl (Fits Roadsters from (c)297251)

641-560	NA	NA	641-590	-	\$634.99
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1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)

641-600	NA	NA	641-630	641-525	\$544.99
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1973 - '76 Fabric (Fits GTs from (c)296001 on.)

641-680	NA	-	641-685	-	\$544.99
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1970 - '76 Original Style GT Rear Seat Kits

1970 - '76 Vinyl (Fits GTs from (c)187841 on.)

641-640	NA	NA	641-670	-	\$359.99
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1973 - '76 Fabric (Fits GTs from (c)296001 on.)

641-690	NA	NA	641-695*	-	\$359.99
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1970 - '80 Original Style Panel Kits

Panel hardware/clips are not included. See pg. 104.

1970 Vinyl (Fits Roadsters from (c)187211 to 219020.)

643-635	NA	NA	-	-	\$379.99
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1970 Vinyl (Fits GTs from (c)187841 to 219354.)

643-645*	NA	NA	-	-	\$369.99
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1971 - '76 Vinyl (Fits Roadsters from (c)219021 to 410000.)

643-630	643-640	NA	643-660	-	\$399.99
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1971 - '76 Vinyl (Fits GTs from (c)219355 on.)

643-710	643-720	NA	643-740	-	\$399.99
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1977 - '80 Vinyl (Fits Roadsters from (c)410001 on.)

643-670	NA	NA	643-700	643-705	\$399.99
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1970 - '80 Original Style Headrests

1970 - '72 Vinyl (Eared type with perforated vinyl.)

649-100	NA	NA	649-130	-	\$109.99
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1973 - '76 Vinyl (Eared type with plain vinyl.)

649-140	649-150	NA	649-170	-	\$109.99
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1977 - '80 Vinyl (Teardrop type.)

641-607	641-615*	NA	641-636	641-535	\$104.99
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Custom Deluxe Upholstery

We offer our Custom Deluxe Interior Kits to improve the appearance of the original vinyl interiors. Thick, padded leather seat covers are carefully stitched for exact fit and plush contour, and include seat back stiffeners. Door panels are stitched rather than heat-welded to complement the the seats.

Panel kits include new door panels with mounting clips, 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 104 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 #878-900.

***NOTE: Items with an asterisk are special order, and require pre-payment.**

Special order items are NOT returnable.

NB: Leather seats have leather on the front seating surfaces - skirts, sides and backs are vinyl.



Black with Black with Black with Red with Tan with Honey Tan w/ Black Piping Red Piping White Piping Red Piping Tan Piping H. Tan Piping

1970-'80 Leather Custom Deluxe Front Seat Kits

1970-'76 (Fits Roadster (c)185211 to 410000 and GT (c)187841 on.)	
641-725† 641-730† 641-735† 641-740†* 641-745†* 641-747†*	\$989.99
† 1970-'72 must use 1973-on seat foams (see page 101).	

1977-'80 (Fits Roadster from (c)410001 on.)	
641-750 641-755 641-760* 641-765* 641-770 641-772*	\$989.99

1970-'76 Leather Custom Deluxe Rear Seat Kits

1970-'76 (Fits GT from (c)187841 on.)	
641-850 641-855* 641-860* 641-865* 641-870 641-872*	\$549.99

1970-'80 Vinyl Custom Deluxe Panel Kits

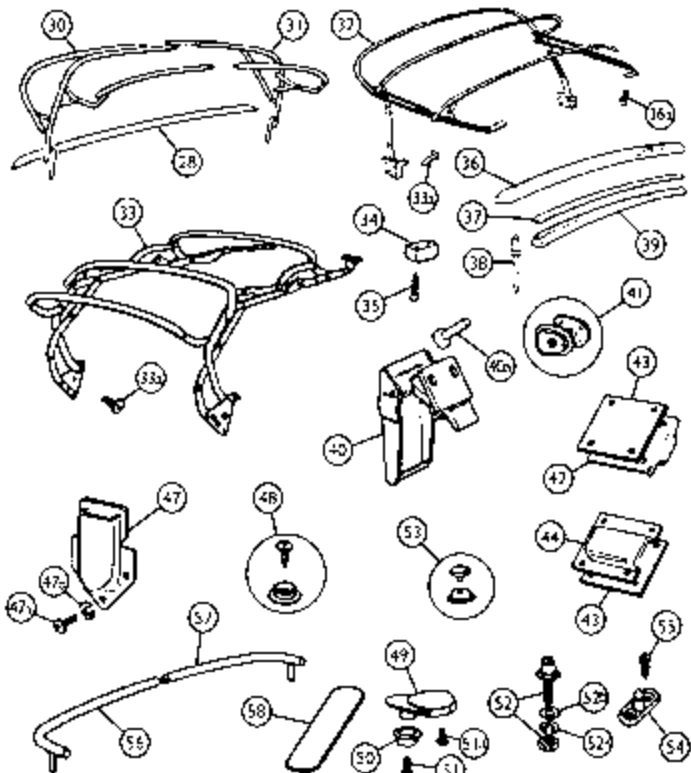
1970-'80 (Fits Roadster from (c)187211 on.)	
643-750 643-760 643-770 643-780* 643-790 643-792*	\$529.99
1970-'76 (Fits GT from (c)187841 on.)	
643-800* 643-810* 643-820* 643-830* 643-840* 643-842*	\$549.99

LOCAL & OVERSEAS: 805-681-3400

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



Tops



No.	Part No.	Price (each)	Description	Application	Qty. Req.
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Top Frames and Hardware

28	244-210	\$17.49	ANCHOR BAR, rear of top		1
30	454-490	\$329.99	TOP FRAME, R/H, stow-away	} RD to (c)219000, thru '70	1
31	454-500	\$329.99	TOP FRAME, L/H, stow-away		1
32	406-270	NA	TOP FRAME, folding, optional	RD to (b)19484, approx.	1
	<u>406-280</u>	<u>\$419.99</u>	TOP FRAME, folding, optional	{ RD from (b)19485 to (c)219000	1
33	<u>406-290</u>	<u>\$299.99</u>	TOP FRAME, folding, standard		RD from (c)219001 on
<u>Underlined part numbers</u> indicate an Oversize Parts Fee will be charged. See mossmotors.com or call for details.					
33a	314-000	\$0.59	SCREW, top frame to body	all RD with folding frame	6
34	406-260	\$0.89	PAD, header rail	} RD	2
35	323-635	\$0.34	SCREW		4
36	406-250	\$174.99	HEADER RAIL		1
36a	323-250	\$0.39	SCREW, header rail to frame		6
37	453-600	\$11.99	RETAINER, header rail seal		1
38	325-288	\$1.99	RIVET SET, 15 pc., retainer to rail		1
39	453-610	\$9.99	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	\$48.99	CLAMP, header rail	RD from (c)138401 to 219000	2
	406-240	\$45.99	CLAMP, header rail	RD from (c)219001 on	2
40a	466-385	\$0.39	BOLT, header rail clamps	} RD	4
41	226-308	\$1.09	FASTENER, "Lift-the-Dot"		A/R
42	472-325	\$1.49	TONGUE, top, tonneau & top boot		2
43	472-320	\$1.39	BACKPLATE, tongue & socket		4
44	472-310	\$1.39	SOCKET for no. 42		2
47	472-330	\$12.69	SOCKET, top frame/tonneau bow, chrome		2
	472-333	\$21.99	SOCKET, tonneau bow, black		2
47a	323-001	\$1.69	SCREW, chromed (3/4")	RD stow-away tops	6
	314-000	\$0.59	SCREW, zinc plated (1-3/4")	RD folding tops	6
47b	324-020	\$0.20	LOCKWASHER		6
48	226-800	\$0.89	SNAP STUD, w/screw		A/R
49	470-747	\$4.79	RETAINER, top rear		2
50	470-757	\$1.39	WASHER, cup		2
51	314-010	\$0.24	SCREW, long, (3/8")		2
51a		NA	SCREW, short (1/4")		2
52	226-708	\$1.79	STUD, w/nut	} RD	A/R
52a	324-010	\$0.19	LOCKWASHER		A/R
52b	315-168	\$1.99	WASHER SET (10), nylon, under studs		1
53	227-108	\$0.49	SNAP, female		A/R
54	226-630	\$3.79	STUD, Lift-the-Dot		A/R
55	323-460	\$0.29	SCREW, stud to rear heelboard		A/R
	323-470	\$0.59	SCREW, stud to dash top		A/R
56	453-630	\$29.99	TONNEAU BOW, R/H		1
57	453-640	\$29.99	TONNEAU BOW, L/H		1
58	472-335	\$2.89	BAR, tonneau retaining		2

NOTE: ALL MOSS-SUPPLIED TOPS INCLUDE FRONT CORNER SNAPS, BUT THEY ARE NOT INSTALLED SO YOU CAN ACHIEVE A PERFECT FIT.



'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	\$1099.00
Black Vinyl Top	242-775	\$769.99
Brown Stayfast Acrylic Top	242-785	\$1299.00



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	Price
1962 to early '63 TOP, folding frame (option)	NA	
1962 to '70 TOP, stow-away frame	250-040	\$789.99
Late 1963 to '70 TOP, folding frame	250-000	\$789.99
1971 to '76 TOP with fixed rear window	250-080	\$789.99
1977 to '80 TOP with zip-out rear window	250-130	\$789.99

English Dull-Coat Vinyl Top

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, header rail not included.

1971 to '80 Top with zip-out rear window 242-685 \$519.99



N.B.: "Stow-away" refers to the 1962-'70 standard two piece top frame and top which do not fold down, but must be removed and stowed away when the top is not in use. "Folding frames" and associated tops collapse and fold down into the rear of the cockpit.

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.**



Robbins English "Everflex" Vinyl Tops

These tops are equal to the original tops in all respects! The genuine English Everflex used in these is accepted as original for all MGBs. Tops are supplied with all snaps and fasteners, but do not include the header rail or rear anchor bar, #244-210.

	Black	Tan	White	Blue	Price
1962-early '63, folding top frame (option)	242-632	-	-	-	\$615.99
1962-'70, stow-away top frame	242-652	-	-	-	\$615.99
1962-'70, stow-away, zip-out window	242-667	-	-	-	\$722.99
Late 1963-'70, folding frame (option), fixed window	242-642	242-643	242-641	242-644	\$615.99
Late 1963-'70, folding frame (option), zip-out window	243-380	243-381	243-383	243-382	\$723.99
1971 - '80, fixed rear window (orig. for 1971-'76)	242-647	242-648	242-646	242-649	\$624.99
1971 - '80, zip-out rear window (orig. for 1977-'80)	242-657	242-658	242-656	242-659	\$634.99



Robbins Crush Grain Vinyl Tops

The absolute best in American vinyl replacement tops!

Tops are supplied with all snaps and fasteners, but do not include the header rail or rear anchor bar, #244-210.

	Black	Tan	White	Price
1962-early '63, folding frame (option), fixed window	242-630	NA	NA	\$345.99
1962-'70, stow-away top frame, fixed window	242-650	242-280	242-680	\$345.99
1962-'70, stow-away, zip-out window	242-665	NA	NA	\$452.99
Late 1963-'70, folding frame (option), fixed window	242-640	NA	242-670	\$345.99
Late 1963-'70, folding frame (option), zip-out window	243-370	243-371	243-372	\$452.99
1971-'80, fixed rear window (orig. for 1971-'76)	242-645	NA	242-690	\$354.99
1971-80, zip-out rear window (orig. for 1977-'80)	242-655	242-295	242-695	\$363.99



Deluxe Stayfast 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.

	Black	Tan	Red	Blue	Price
1962-'70, stow-away, fixed window	242-668	242-669	-	-	\$713.99
1962-'70, stow-away, zip-out window	242-990	242-995			\$819.99
Late 1963-'70, folding frame (option), fixed window	242-675	242-678	242-676	242-677	\$713.99
Late 1963-'70, folding frame (option), zip-out window	243-390	243-391	243-393	243-392	\$819.99
1971-'76, folding frame, fixed window (orig. for '71-'76)	242-681	242-684	242-682	242-683	\$713.99
1977-'80, folding frame, zip-out window (orig. for '77-'80)	242-740	242-745	242-741	242-742	\$723.99

Tonneau Covers



Robbins Tonneau Covers



Our tonneau covers are tailored for left-hand drive cars only.
Supplied with all necessary snaps.

Vinyl	Black	Tan	White	
1962 - '67 Tonneau w/o headrest pockets	241-440	241-442	241-450	\$338.99
1968 - '70 Tonneau w/o headrest pockets	241-443	241-447	241-453	\$338.99
1971 - '80 Tonneau w/o headrest pockets	241-445	241-448	241-455	\$329.99
1969 Tonneau with headrest pockets	241-460	241-461	241-470	\$349.99
1970 - '80 Tonneau with headrest pockets	241-465	241-468	241-475	\$349.99

Stayfast Canvas	Black	Tan	
1962 - '67 Tonneau w/o headrest pockets	241-441	241-451	\$663.99
1968 - '70 Tonneau w/o headrest pockets	241-444	241-454	\$663.99
1971 - '80 Tonneau w/o headrest pockets	241-446	241-456	\$646.99
1970 - '80 Tonneau with headrest pockets	241-466	241-476	\$723.99

Note for tonneau covers without headrest pockets:
The 1962 - '67 tonneau cover fits up to (c)138400.
The 1968 - '70 tonneau cover fits from (c)138401 to (c)219020.
The 1971 to '80 tonneau cover fits from (c)219021 on.

Note for tonneau covers with headrest pockets:
The 1969 tonneau cover fits from (c)158371 to (c)187210.
The 1970 - '80 tonneau cover fits from (c)187211 on.



Robbins Top Frame Covers, 1971-'80



These top frame covers come with all necessary snaps, and do not have seat belt anchor holes.

	Black	Tan	White	Blue	Red	
Stayfast Cloth	241-496	241-497	-	241-498	241-499	\$509.99
Everflex Vinyl	241-491	241-492	-	241-493	-	\$469.99
Crush Grain Vinyl	241-486	241-487	241-488	-	-	\$281.99

Moss Top Frame Covers

Our top frame covers come with all necessary snaps.

	Black	
1962 - '70 Top Cover (for optional folding top frame only)	241-480	NA
1971 - '80 Top Cover (with seat belt anchor holes)	241-505	\$299.99
1971 - '80 Top Cover (no seat belt anchor holes)	241-485	\$244.99

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	\$49.99
Tonneau Cover Stowage Bag	242-605	\$48.99
(Orig. size for original covers)		
Tonneau Cover Stowage Bag	242-610	\$59.99
(Sized to fit bulkier aftermarket covers)		
Stow-away Top Bag	242-600	\$69.99
Stow-away Top Frame Bag	242-615	\$99.99
Jack & Tool Stowage Bag	386-930	\$49.99
Strap, trunk floor	385-955	\$10.99



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Background of the MGC

The MGC was firmly based on the MGB, and was intended as a replacement for the Austin-Healey 3000 which, by the time the MGC was announced in 1967, had had its day. It was powered by an in-line, six-cylinder, pushrod, OHV engine of 2912cc capacity that was capable of developing 150bhp. The bodyshell was essentially a basic MGB unit.

Both roadster and GT versions of the MGC were available, but the car was not received well by the press, despite the fact that it had a top speed approaching 120mph. They complained that its handling and acceleration were poor, and that it looked too much like the MGB. It was, however, a very good, long-legged touring car.

The MGC should have been one of the best-selling sports cars of all time, because in concept it offered a much improved performance over the MGB on which it was based, at a similarly low price. But sadly the MGC was to be very short lived, for in 1969 it was dropped from the MG range. No doubt that its poor reception by the press had affected sales, and by then MG had come within the British Leyland group, where Triumph products were looked upon with favour - and the MGC could have made life difficult for the Triumph TR6.

Engine & Suspension Differences

By the time the MGC was introduced, Abingdon had lost control of engine design to other sectors of the vast empire which was British Leyland. The MGC's new six-cylinder in-line engine turned out to be around 25kg too heavy, and the precious balance of the car - the foundation of every MG's fine handling characteristics - was destroyed. The car meant to replace the Austin-Healey 3000 had lost the Abingdon touch, but its other qualities have ensured that it is still much sought after today.

MG did it's best with the weighty problem of fitting the C-series engine into the MGB bodyshell. The main problem was that they were unable to place the engine as far back in the car as they would have liked to maintain the weight balance of the car, as it had to be able to accommodate the relatively bulky automatic transmission for the American market. Hence, the engine had to sit well forward in the engine space, which made the MGC very nose-heavy.

To accommodate the engine, some changes had to be made to the bodyshell and mechanics of the MGB. From the outside, the most obvious changes were the bulge in the bonnet and the 15 inch road wheels. The bonnet bulge was essential to clear the top of the long tall engine, and the larger radiator which it required. It was also found necessary that the front crossmember, upon which the suspension and engine were mounted in the MGB, had to be removed to clear the bottom of the engine, in particular the oil sump. This meant revising the front suspension from the original coil spring set-up of the MGB to one which used torsion bars as the springing medium. These ran back longitudinally, to a mounting point below the floor, to transfer the suspension stresses back to the centre of the reinforced bodyshell.

The rear suspension was essentially the same as the MGB, but a much stronger rear axle had to be fitted to accommodate the increase in power, and also the spring rates had to be increased both front and rear to accommodate the extra power and weight. There was also a new stronger, all synchromesh transmission for the same reason, and as with the B an optional automatic transmission.

The Demise of the MGC

When the first road test reports on the MGC appeared, MG engineers could not believe that the press had been driving the same cars which they had! The general handling of the car was panned by the press, it was said to suffer from terminal understeer, and to be an unworthy successor to the Austin-Healey, which had by now been discontinued. The press did not like the fact that it was so very similar to the MGB, and felt that it should have been a little more modern in its interior appointments.

However, there are few MGC's which would actually fail to get round a corner - the understeer is not "terminal". Looking at the weight balance of the car (53 : 47), will show that there is obviously a preponderance of weight at the front of the car, but this is less than most saloon cars of that period, and of most pseudo-sports cars.

It is likely that two factors contributed to the contemporary feeling that the car was nose-heavy. Firstly, the car looked like an MGB, and it was expected that everything else would be like the smaller car. Secondly, it is likely that the press were lulled into a false sense of security by the quiet and smooth running of the car, which was at a far better level than any other sports car to that date. These two points combined, and drivers found that they were travelling faster than they thought they were, with the result that the next corner would not have been "on" in any car!

The poor reception the press gave the MGC undoubtedly shortened its production life. Its introduction was soon followed by the formation of the British Leyland group, and the fact that the MGC and Triumph TR6 were competing for the same sector of the sports car market. There was considerable feeling against anything emanating from the old BMC part of the group at the time, and it took only a month or so for the board to make a decision on the future of the model. The MGC was dropped from the range in 1969, while the TR6 continued until 1976.

SCHEDULE OF CAR NUMBERS - MGC, 1966-69

Date	Roadster	GT	Notes
Nov 66	101	110	Pre-production, only 13 cars built in 1966
Oct 67	115	116	Pilot production
Nov 67	138	-	Start of roadster series production
Dec 67	-	638	Start of GT series production
Dec 67	580	754	Highest numbers issued in 1967 (1)
Jan 68	146	640	Lowest numbers issued in 1968 (1)
Oct 68	4266	-	Start of 1969 model roadster
Nov 68	-	4236	Start of 1969 model GT
Dec 68	6032	5884	Highest numbers issued in 1968 (1)
Jan 69	4793	4467	Lowest numbers issued in 1969 (1)
Aug 69	9099	9102	End of production

(1) Because of the overlap in car numbers it is not possible to say whether cars 146 to 754 were built in 1967 or 1968. Similarly, cars 4467 to 6032 might have been built in either 1968 or 1969. One of our readers Bertil Olsson, has number 156 which was built in 1967.

Fuel consumption and Speed

0-60 10 secs

Overall fuel consumption 19.3 mpg

Top Speed 118-120mph (~193kph)

Chassis

Unit Construction body, welded steel construction, all suspension mounts frame.

Wheelbase: 7ft 7in

Track Front: 4ft 1.00in

Rear: 4 ft 1.25in

Steering

Cam Gears rack & pinion system.

Turning circle: 34ft

Grade of oil: SAE 90

Brakes

Disc front, drum rear.

Disk size front: 11.06in

Drum size rear: 10in

Method of operation: Hydraulic, vacuum servo assisted as standard. Dual system for USA. Girling manufacture. Cable operated parking brake.

Wheels

Either steel disc bolt-on, or Rudge type wire spoked.

Rim size: 5J * 15

Tyre Size: 165 * 15

Tyre pressure: 21psi front, 24 psi rear

Engine

6 cylinder in line, pushrod ohv.

Bore: 83.36mm

Stroke: 78.90mm

Cubic capacity: 2912cc

Power output: 150bhp @ 5250rpm

Oil pressure: Approx. 60psi. 20psi at idle

Grade of oil: SAE 20/50

Sump Capacity: 7 quarts (without filter), 8 with. more..

Ignition Timing

20 deg @ 1000rpm

Distributor points gap: 0.015in

Sparking plugs: N9YC

Gap: 0.025in

Carburettor Type

Twin SU HS6

Jet size, main: 0.100

Needle recommendation: ST. (Spring loaded type: BAD)

Clutch

Borg & Beck Single dry plate

Material: Ferodo

Number of springs: Single Diaphragm

Gearbox

Four speed manual, synchromesh on all gears. Overdrive optional extra. Borg Warner 35 automatic gearbox was also available.

Ratios: Manual, Overdrive, B-W Auto

Overdrive (where fitted): 0.820

Top: 1.000, 1.000, 1.00-2.2

Third o/d (where fitted): 1.072

Third: 1.307, 1.307

Second: 2.058, 2.058, 1.45-3.1

First: 2.98, 2.98, 2.39-5.5

Reverse: 2.679, 2.679, 2.09-4.598

Grade of oil: XL 20/50

Capacity: 5.25 pints or 6 pints with overdrive, automatic gearbox capacity including oil cooler is 14.5 pints which includes 5 pints in the torque converter

Propellor Shaft

Open shaft, needle roller u/j at each end.

Final Drive

Live axle, hypoid bevel gears.

Ratio: Manual 3.07, o/d & auto 3.307

Later cars: Man 3.307, o/d 3.70

MPH/1000rpm: Manual Top: 24, o/d: 27

Later cars: Top: 22.1, o/d: 24, Auto: 22

Grade of oil: SAE 90EP

Capacity: 1.5 pints

Cooling System

Pressurised, thermostatic control, pump assisted.

Fuel Tank Capacity

Approx. 12 gallons. Tank located at rear of car under boot floor.

Body Styles

Tourer, GT

Numbers built:

Year	Roadster	GT
1966	9	4
1967	182	38
1968	2596	2491
1969	1757	1925
Total	4544	4458



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No.	Part No.	Price (each)	Description	Application	Qty. Req.
EXTERNAL ENGINE					
220-550	\$21.69	ENGINE PAINT, correct light green		A/R	
328-235	\$0.99	CORE PLUG, steel, cupped 1-41/64"		1	
328-236	\$3.99	CORE PLUG, brass, cupped 1-41/64"		1	
328-265	\$1.79	CORE PLUG, cupped 1 5/16"		1	
780-951	\$134.99	STUD KIT, cylinder head		4	
780-940	\$19.99	STUD, cylinder head, long		7	
	NA	STUD, cylinder head, medium		2	
780-950	\$14.99	STUD, cylinder head, short		5	
310-940	\$2.19	NUT, cylinder head		14	
780-632	\$2.19	WASHER, cylinder head stud		14	
535-111	\$3.29	OIL SEAL, crank, front		1	
120-820	\$4.29	OIL SEAL, crank, rear, stock type		1	
120-821	\$13.19	OIL SEAL, crank, rear, upgraded		1	
328-460	\$14.99	PLUG, oil drain		1	
328-461	\$25.99	PLUG, oil drain, magnetic (with sealing washer)		1	
376-180	\$10.99	OIL FLEX LINE, block to sender		1	
780-091	\$79.99	ENGINE MOUNT, front		2	
780-800	\$9.89	MOUNT, transmission		2	

GASKETS

780-161	\$109.99	GASKET SET, head, Payen brand		1	
780-160	\$63.99	GASKET SET, head, aftermarket		1	
780-623	\$9.59	GASKET, manifold		1	
780-419	\$6.99	GASKET, valve cover, stock type		1	
780-421	\$31.99	GASKET, valve cover, silicone (not in gasket set)		1	
780-323	\$44.99	GASKET, head		1	
780-238	\$27.99	GASKET SET, lower		1	
296-374	\$3.89	GASKET, front side cover		1	
296-375	\$2.99	GASKET, center & rear side covers, stock type		2	
296-377	\$27.99	GASKET PAIR, ctr. & rear covers, silicone (not in gask. set)		1	
780-530	NA	GASKET, timing cover		1	
780-525	\$12.69	GASKET, oil pan		1	
434-261	\$0.59	GASKET, water pump		1	

INTERNAL ENGINE

535-111	\$3.29	OIL SEAL, crank, front		1	
780-530	NA	GASKET, timing cover		1	
780-535	NA	NUT, crank pulley		1	
837-090	\$6.99	LOCKTAB		1	
780-540	\$49.89	CRANKSHAFT SPROCKET		1	
031-207	\$3.49	PACKING WASHER		A/R	
327-160	\$2.39	KEY		2	
011-139	\$12.99	TENSIONER ASSEMBLY		1	
832-001	\$49.99	TIMING CHAIN, heavy duty upgrade		1	
832-000	\$11.89	TIMING CHAIN		1	
780-542	\$82.99	CAMSHAFT SPROCKET		1	
310-950	\$10.89	NUT, camshaft gear		1	
031-211	\$2.49	LOCKWASHER, camshaft gear		1	
780-009	\$119.69	CAM BEARING SET		1	
330-420	\$5.99	SPIGOT BUSH, manual		1	
330-421	NA	SPIGOT BUSH, automatic		1	
780-010	\$124.99	MAIN BEARING SET, std.		1	
780-011	\$124.99	MAIN BEARING SET, .010		1	
780-012	\$124.99	MAIN BEARING SET, .020		1	
780-013	\$124.99	MAIN BEARING SET, .030		1	
780-014	\$99.00	MAIN BEARING SET, .040		1	
555-130	\$9.79	THRUST WASHER SET, std.		1	
828-020	\$14.99	THRUST WASHER SET, .005		1	
828-022	NA	THRUST WASHER SET, .010		1	
190-055	NA	RING GEAR		1	
460-715	\$1.69	WASHER, lock		1	
325-045	\$2.49	DOWEL, small		1	
021-296	\$409.99	PISTON SET, std.		1	
021-300	\$409.99	PISTON SET, .020		1	
021-298	\$409.99	PISTON SET, .030		1	
021-297	\$409.99	PISTON SET, .040		1	
021-299	\$409.99	PISTON SET, .060		1	
817-700†	\$104.99	PISTON RING SET, std. (5 ring)		1	
817-720*	\$129.99	PISTON RING SET, .020 (5 ring)		1	
817-730†	\$104.99	PISTON RING SET, .030 (5 ring)		1	
817-740*	\$129.99	PISTON RING SET, .040 (5 ring)		1	
817-760†	\$104.99	PISTON RING SET, .060 (5 ring)		1	

† Hastings Brand * Deves brand

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No.	Part No.	Price (each)	Description	Application	Qty. Req.
567-180†	\$94.99	PISTON RING SET, std. (4 ring)			1
021-321†	\$94.99	PISTON RING SET, .020 (4 ring)			1
021-322†	\$94.99	PISTON RING SET, .030 (4 ring)			1
021-323†	\$94.99	PISTON RING SET, .040 (4 ring)			1
021-324	NA	PISTON RING SET, .060 (4 ring)			1
† Hastings Brand					
326-000	\$0.99	CIRCLIP			12
829-010	\$2.59	BUSH, connecting rod			6
780-930	\$19.99	BOLT, connecting rod			2
021-638	\$2.99	NUT, connecting rod			12
780-015	\$99.99	ROD BEARING SET, std.			1
780-016	\$99.99	ROD BEARING SET, .010			1
780-017	NA	ROD BEARING SET, .020			1
780-018	\$109.99	ROD BEARING SET, .030			1
780-019	\$84.00	ROD BEARING SET, .040			1
780-510	\$275.99	ROTOR KIT, oil pump			1
780-515	\$139.99	OIL PRESSURE RELIEF VALVE			1

for some older replacement pistons. Ring thickness=.094"

CYLINDER HEAD

328-265	\$1.79	CORE PLUG		1	
	NA	CORE PLUG		4	
780-419	\$6.99	GASKET, valve cover		1	
780-323	\$44.99	GASKET, head		1	
780-126	\$5.99	CAP, water filler		1	
	NA	GASKET, filler neck		1	
292-101	\$1.49	GASKET, water elbow, "Klingersil"		1	
780-932	\$2.29	STUD, water elbow		2	
071-226	\$7.99	THERMOSTAT, 180		1	
071-232	\$7.49	THERMOSTAT, 165		1	
071-230	\$12.99	THERMOSTAT, 190		1	
760-180	\$7.49	TEMPERATURE SENDER		1	
475-130	\$2.39	STUD, manifold		15	
310-985	\$2.19	NUT, manifold		15	
324-655	\$0.49	WASHER, manifold		5	
460-125	\$4.89	CAP, oil filler, non-vented		1	
780-500	\$9.59	VALVE, intake		6	
780-505	\$11.49	VALVE, exhaust		6	
423-250	\$2.39	GUIDE, valve		12	
021-029	\$43.39	SPRING SET, valve		1	
460-195	\$2.89	CUP, valve spring		12	
460-215	\$1.19	VALVE COTTER		24	
780-545	\$54.99	ROCKER SHAFT		1	
780-550	\$4.39	BUSHING, rocker arm		12	
780-555	\$5.99	TAPPET		12	

MOORE INFO ONLINE

OIL SYSTEM

235-941	\$99.99	SPIN-ON OIL FILTER ADAPTER		1	
235-830	\$18.99	FILTER, spin-on, K&N		1	
235-855	\$10.99	FILTER, spin-on, Wix		1	
235-880	\$7.99	FILTER, spin-on, Fram		1	
780-560	\$4.29	GASKET, oil filter housing		1	
950-580	\$4.39	FILTER, various manufacturers		1	
435-347	\$1.99	SEAL, canister to head		1	
324-800	\$0.49	WASHER, adapter		2	
780-565	\$37.99	OIL HOSE, inner, long		1	
282-975	\$0.99	GROMMET, inner hose		1	
780-570	\$48.99	OIL HOSE, outer, short		1	
235-988	\$4.19	STRAP ASSEMBLY, hose		1	
235-925	\$52.99	OIL RADIATOR, 13 row		1	
131-580	\$99.99	OIL PRESSURE SENDING UNIT		1	

COOLING

780-350	\$299.99	RADIATOR		1	
434-260	\$99.99	WATER PUMP, new		1	
434-261	\$0.59	GASKET, water pump		1	
780-359	\$10.49	HOSE, top		1	
780-360	\$19.99	HOSE, lower		1	
780-361	\$10.49	HOSE, by-pass		1	
780-264	\$14.79	FAN BELT		1	
	NA	AIR PUMP BELT		1	
780-126	\$5.99	CAP, filler		1	
459-695	\$3.79	CAP, expansion tank		1	
760-180	\$7.49	SENDING UNIT, temp. gauge		1	
780-404	\$19.99	SEAL, radiator shroud to hood		1	
780-410	\$69.99	HEATER VALVE, early		1	
780-411	\$89.99	HEATER VALVE, late		1	

MGC Carbs / Exhaust / Clutch / Brakes

No.	Part No.	Price (each)	Description	Application	Qty. Req.
CARBURATION					
780-020	\$22.99		ACCELERATOR CABLE		1
372-060	\$3.89		GUIDE, accelerator cable		1
780-754	\$21.99		CHOKE CABLE		1
371-575*	\$64.99		AIR CLEANER ELEMENT, K&N *		2
			*Original air filters are no longer available. These can be fitted to the original housing with some fiddling.		
780-175	NA		BOLT, air filter		2
374-276	\$12.99		JET NEEDLE, standard (KM)	1968 AUD287	2
374-396	\$15.59		JET NEEDLE, standard (BAD)	1969 AUD 342	2
021-081	\$4.49		SPRING, piston, yellow		2
378-300	\$20.89		CAP & DAMPER		2
780-430	\$33.99		JET, front carburetor		1
780-440	\$31.99		JET, rear carburetor		1
371-060	\$15.99		NEEDLE & SEAT, Viton tip		2
373-626	\$16.99		NEEDLE & SEAT, Viton tip, aftermarket		2
386-390	\$10.99		GROSE-JET (replacement for needle & seat)		2
378-470	\$9.99		FLOAT		2
372-520	\$22.99		THROTTLE SHAFT, standard		2
372-530	\$22.99		THROTTLE SHAFT, oversize		2
378-220	\$15.99		THROTTLE DISC		2
698-098	\$3.49		CARBURETOR GASKET KIT		2
780-548	\$137.99		MASTER REBUILD KIT, for 2 carburetors		1
780-070	\$2.89		SPRING, throttle & choke return		3
780-001	\$129.99		FUEL PIPE KIT		1

EXHAUST

328-990	\$1.39	STUD, manifold		6
310-260	\$0.99	NUT, brass		6
470-230	\$6.49	SEALING RING, pipe to manifold		2
780-029	\$239.99	HEAD PIPE, Stainless		1
780-030	\$409.99	REAR PIPE & MUFFLER ASS'Y., stainless		1
780-028	NA	FITTING KIT, front pipe		1
444-080	\$2.89	MOUNTING, rubber		2
444-090	\$0.99	WASHER, head insulating		2
470-138	\$13.39	HANGER KIT, center mount		1
412-080	\$4.29	MOUNT, hanger		1
470-130	\$2.89	BUSH, hanger		2
470-140	\$2.29	HOUSING, hanger		1
321-678	\$0.79	BOLT SET, hanger		1
780-031	\$36.99	FITTING KIT, rear mount		1
444-050	\$5.89	BRACKET, rear mount		1
444-070	\$5.99	BRACKET, hanger		1
444-170	\$9.99	CLAMP, rear		2
444-080	\$2.89	MOUNTING, rubber		2
444-090	\$0.99	WASHER, head insulating		2
780-035*	NA	PERFORMANCE EXHAUST, stainless	 MORE INFO ONLINE	1
		Single system with rear mounted muffler, requires "Y" piece		
780-025*	\$999.99	HEADER, requires "Y" piece	 MORE INFO ONLINE	1
780-026*	\$229.99	"Y" PIECE		1

* These items will require some modification to fit.
Professional installation is recommended.

CLUTCH

780-808	\$329.99	CLUTCH KIT, Borg & Beck		1
021-139	\$194.99	PRESSURE PLATE, new		1
780-805	\$81.99	CLUTCH DISC, new		1
501-020	\$17.99	RELEASE BEARING		1
190-570	\$2.19	RETAINER, release bearing		2
387-235	\$2.89	CLUTCH ALIGNMENT TOOL		1
330-200	\$1.39	BUSH, withdrawal lever		1
190-550	\$5.49	BOLT, withdrawal lever		1
780-810	\$7.69	BOOT, withdrawal lever		1
780-720	\$67.99	SLAVE CYLINDER		1
780-721	\$6.99	REPAIR KIT, slave cylinder		1
190-935	\$5.99	PUSHROD, slave cylinder		1
	NA	CLEVIS PIN		1
584-050	\$22.99	CLUTCH HOSE		1
310-070	\$0.39	NUT, slave hose to pipe		1
324-045	\$0.24	LOCKWASHER		1
324-730	\$0.39	WASHER, hose to slave		1
780-695	\$73.39	CLUTCH MASTER CYLINDER		1
596-210	NA	CAP, filler, metal		1
180-990	\$7.99	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
780-731	\$18.99		REPAIR KIT, brake master cylinder		1
	NA		SERVO ASSY., screw type		2
021-164	\$78.99		REPAIR KIT, servo		2
	NA		SERVO ASSY., crimp type		2
780-205	\$319.99		REPAIR KIT, servo		2
021-205	\$49.99		LEATHER SEAL, vacuum piston	orig. Girling servos	1
981-173	\$369.99		SERVO ASSY. Lockheed replacement		2
021-173	\$129.99		REPAIR KIT, Lockheed servo		2
981-174	\$198.99		SERVO ASSY., aftermarket replacement		2
780-122	\$9.89		SEAL, pedal box cover		1
780-383	\$10.99		SEAL, pedal box		1
780-268	\$7.99		SEAL, servo bracket		2
780-998	\$249.99		BRAKE PIPE SET	U.S.A. LHD	1

FRONT BRAKES

180-568	\$149.99	CALIPER PAIR, new	Replacement calipers	1
180-553	\$77.99	CALIPER, R/H		1
180-563	\$77.99	CALIPER, L/H		1
182-835	\$10.99	REPAIR KIT, for 2 calipers		1
182-805	\$9.99	PISTON		4
582-105	\$29.99	PISTON, stainless steel	original calipers	4
583-000	\$17.99	REPAIR KIT, TRW/Girling		1
583-001	NA	REPAIR KIT, aftermarket		1
582-000	\$11.19	PISTON, caliper, mild steel		4
582-095	\$24.59	PISTON, caliper, stainless steel		4
583-820	\$0.99	SEALING RING, caliper half		2
582-050	\$2.89	BLEEDER SCREW		2
031-300	\$0.39	CAP, bleeder screw		2
582-155	\$1.89	LOCKTAB, caliper		2
780-376	\$5.89	BOLT, caliper mounting		4
585-600	NA	BRAKE PAD SET, "Hawk"	} see color section at the front of this catalog for details.	1
585-522	\$35.99	BRAKE PAD SET, ceramic*		1
585-527	\$21.69	BRAKE PAD SET, semi-metallic*		1
		*Classic Gold" Brand		
583-808	\$6.99	PAD FITTING KIT		1
582-035	\$0.59	CLIP, pad pin		4
586-620	\$189.99	BRAKE ROTOR PAIR, slotted & drilled		1
021-171	NA	BRAKE ROTOR, "Brembo" brand		2
021-201	\$32.99	BRAKE ROTOR, aftermarket		2
021-162	\$25.99	HOSE		2
324-045	\$0.24	LOCKWASHER		2
310-070	\$0.39	NUT		2

REAR BRAKES

780-635	\$28.99	REAR WHEEL CYLINDER		2
780-637	\$16.89	REAR WHEEL CYLINDER, aftermarket		2
780-636	\$8.49	REPAIR KIT		2
180-100	\$1.39	BLEED SCREW		2
031-300	\$0.39	CAP, bleed screw		2
583-195	\$15.99	FITTING KIT, for 2 wheel cylinders		1
583-200	NA	PLATE, wheel cylinder retaining, outer		2
583-190	NA	PLATE, wheel cylinder retaining, inner		2
780-760	\$14.99	DUST COVER		2
780-741	\$38.89	BRAKE SHOE SET, axle set		1
780-820	\$10.79	SPRING, shoe return, cyl. end		2
780-830	\$7.89	SPRING, shoe return, abutment end		2
780-890	\$1.69	WASHER, shoe hold down		4
780-840	\$3.49	PIN, shoe hold down		4
780-842	\$2.99	SPRING, shoe hold down		4
780-862	\$64.99	BRAKE DRUM		2
323-255	\$0.69	SCREW, drum to hub		4
328-390	\$0.69	PLUG		2
584-045	\$23.99	HOSE, flexible		1
584-046	\$8.99	HOSE, flexible, aftermarket		1
324-045	\$0.24	LOCKWASHER		1
310-070	\$0.39	NUT		1
324-730	\$0.39	WASHER, copper		1

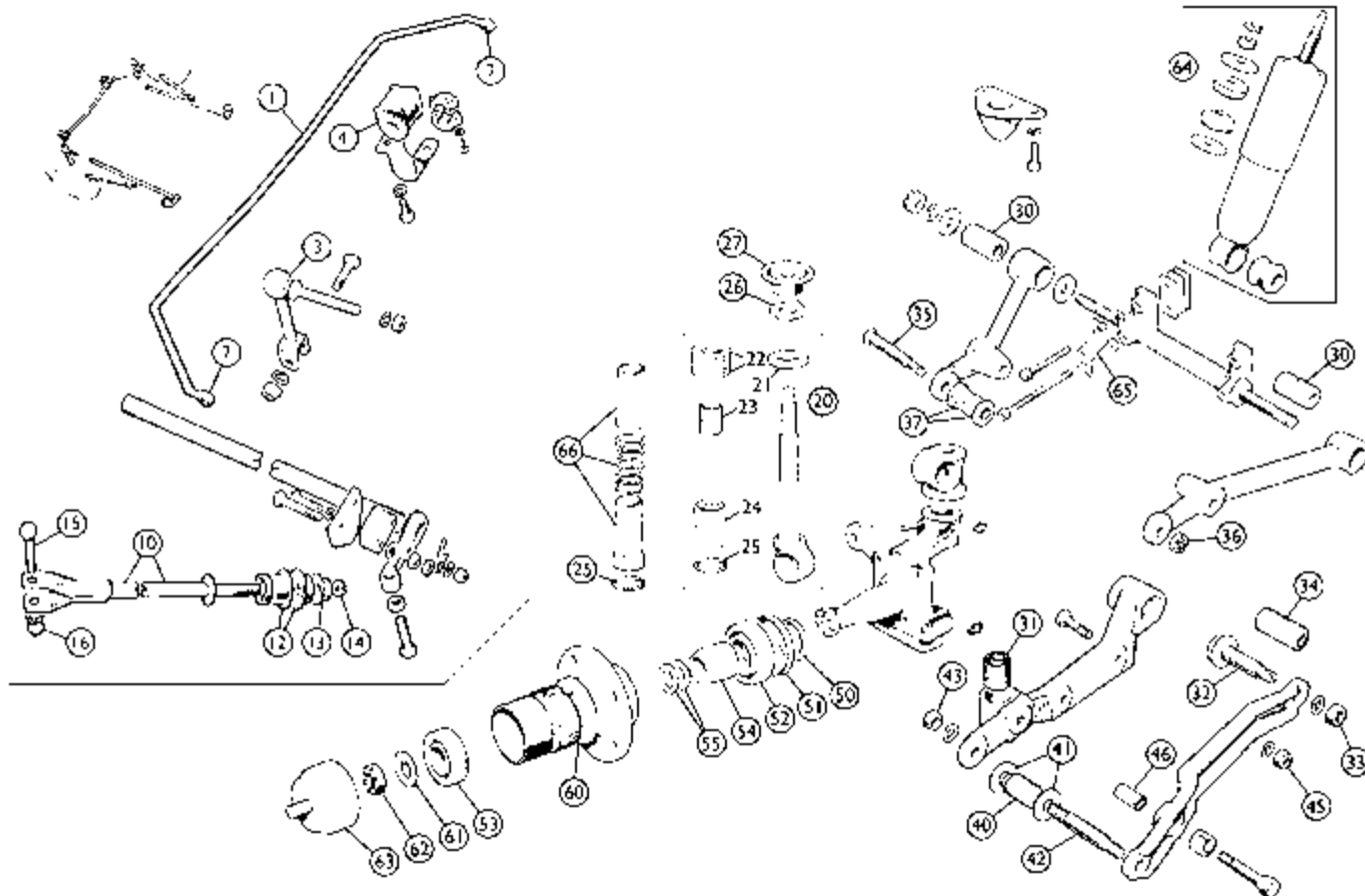
HANDBRAKE

780-179	\$22.49	HANDBRAKE CABLE, wire wheel		1
331-555	NA	HANDBRAKE CABLE, disc wheel		1



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

453-621	\$319.99	RACK & PINION ASS'Y.	1
263-390	\$22.99	TIE ROD END PAIR	1
780-380	\$9.59	GAITER	2

FRONT SUSPENSION ASSEMBLY

1	NA	SWAY BAR, stock, 5/8"	1
454-946	\$164.99	SWAY BAR 3/4"	1
454-956	\$199.99	SWAY BAR 7/8"	1
2	280-910	\$2.59 BUSH, sway bar	2
3	264-846	\$53.39 LINK, sway bar	2
4	280-921	\$3.89 RUBBER MOUNT, 5/8" sway bar	2
10	780-405	\$139.99 TIE BAR (bare)	2
12	780-406	\$2.49 BUSH, tie bar	4
13	780-073	NA NUT, tie bar	2
14	310-410	\$1.69 NUT	2
15	780-147	NA BOLT	2
16	021-634	\$0.69 NUT, self-locking	2
20	780-418	\$349.99 KING PIN SET (for 2 sides)	1
21	264-920	\$4.89 THRUST WASHER	2
22	264-925	\$2.09 ADJUSTMENT WASHER, .052 - .057"	A/R
	264-930	\$1.89 ADJUSTMENT WASHER, .058 - .063"	A/R
	264-935	\$2.09 ADJUSTMENT WASHER, .064 - .069"	A/R
23	330-401	\$4.99 BUSH, upper	2
24	330-411	\$7.89 BUSH, lower	2
25	264-942	\$0.59 O RING, king pin	4
26	780-415	\$3.99 LOCKTAB, king pin (later round type without "ears")	2
27	780-416	\$23.99 NUT with reaction pad	2
30	780-310	\$11.89 BUSH, upper A Arm	4
31	780-827	\$24.99 BUSH, tie rod, outer	2
32	780-650	NA FULCRUM, inner	2
33	310-380	\$0.39 NUT	2

No.	Part No.	Price (each)	Description	Application	Qty. Req.
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34	780-653	NA	BUSH, fulcrum, stock type		2
	683-052	\$54.95	BUSH SET, fulcrum, polyurethane		1
35	263-440	\$2.39	FULCRUM PIN		2
36	310-330	\$1.09	NUT		2
37	282-305	\$1.49	BEARING, fulcrum pin		4
40	780-722	\$10.49	BUSH, lower		2
41	780-724	\$2.39	SPACER, lower		4
42	780-081	\$13.79	STUD, bottom		2
43	310-380	\$0.39	NUT		4
45	310-240	\$0.39	NUT, lock		4
46	NA		DISTANCE PIECE, lower		2
50	264-950	\$16.79	COLLAR, oil seal		2
	125-840	\$13.99	BEARING KIT		2
51	120-610	\$1.19	OIL SEAL, hub		2
52	126-000	\$11.29	BEARING, inner hub		2
53	126-100	\$8.79	BEARING, outer hub		2
54	264-620	\$12.79	SPACER, bearing		2
55	263-500	\$0.89	SHIM, front hub .003"	A/R	
	263-510	\$0.89	SHIM, front hub .005"	A/R	
	263-520	\$0.89	SHIM, front hub .010"	A/R	
	263-525	\$0.89	SHIM, front hub .030"	A/R	
60	780-870	\$139.99	HUB, R/H, wire wheel		1
	780-880	\$139.99	HUB, L/H, wire wheel		1
61	264-955	\$1.39	WASHER, bearing retaining		2
62	310-820	\$5.99	NUT, bearing retaining		2
63	264-120	\$10.79	CUP, grease retaining, disc wheel		2
	662-030	\$5.69	CUP, grease retaining, wire wheel		2
64	780-121	\$24.99	SHOCK		2
	683-306	\$349.99	SHOCK PAIR, Spax adjustable		1
65	780-315	\$6.99	LOCKTAB, upper fulcrum pin		4
66	780-428	\$63.99	DUST TUBE KIT (plastic replacement)		2

WHEELS

454-665	\$317.99	WIRE WHEEL, painted 72 spoke	5
454-660	\$479.99	WIRE WHEEL, chrome 72 spoke	5
462-730	\$46.99	KNOCK-OFF, octagonal, L/H	2
462-740	\$46.99	KNOCK-OFF, octagonal, R/H	2
386-030	\$7.49	KNOCK-OFF WRENCH	1

MGC Electrical / Body / Accessories

No.	Part No.	Price (each)	Description	Application	Qty. Req.
REAR AXLE / SUSPENSION / DRIVELINE					
	780-900	\$129.99	HUB, R/H, wire wheel		1
	780-910	\$129.99	HUB, L/H, wire wheel		1
	780-915	NA	SPRING, rear	roadster	2
	780-920	\$147.99	SPRING, rear	GT	2
	267-580	\$2.59	PAD, spring seat (rubber)		4
	268-105	\$249.99	DRIVESHAFT (31.75" working length)		1
	GUJ108	\$19.99	U-JOINT		2
	GUJ108-AM	\$9.99	U-JOINT, aftermarket		2
	320-386	\$7.99	BOLT (special), gearbox to driveshaft	} overdrive	4
	031-299	\$4.49	LOCKTAB		2
	310-050	\$0.59	NUT		4

ELECTRICAL

	780-210	\$189.99	STARTER, rebuilt, exchange		1
		\$150.00	CORE CHARGE for starter		
	149-620	\$13.99	BRUSH SET		1
	131-400	\$69.99	SOLENOID		1
	130-102	\$97.99	ALTERNATOR, new (replacement)		1
NOTE: This alternator replaces the original early remote regulator unit					
	540-280	\$7.99	PLUG KIT, terminal conversion		1
	130-440	\$38.99	CONTROL UNIT, original alternator		1
		NA	DISTRIBUTOR 41201		1
	560-145	\$10.89	CAP, distributor, Lucas		1
	560-125	\$8.99	CAP, distributor, aftermarket		1
	872-785	\$6.99	ROTOR, premium replacement		1
	872-790	\$3.39	ROTOR, Lucas		1
	872-795	\$4.49	ROTOR, aftermarket		1
	152-220	\$7.99	POINTS & CONDENSER SET, Lucas		1
	152-221	\$9.99	POINTS & CONDENSER SET, aftermarket		1
	151-720	\$2.89	POINT SET, Lucas		1
	152-225	\$19.99	POINT SET, Premium aftermarket		1
	153-900	\$5.49	POINT SET, aftermarket		1
	151-730	\$3.39	CONDENSER, Lucas		1
	154-001	\$8.99	CONDENSER, Premium aftermarket		1
	153-640	\$3.99	TERMINAL & LEAD		1
	163-675	\$88.99	VACUUM ADVANCE UNIT		1
	222-415	\$112.99	PERTRONIX IGNITOR	Fits original 25D6 distributor	1
	143-220	\$23.99	COIL, ignition, Lucas		1
	143-221	\$18.59	COIL, ignition, aftermarket		1
	143-201	\$42.99	SPORTS COIL, Intermotor brand		1
	171-665	\$36.99	IGNITION WIRE SET		1
	152-130	\$2.89	SPARK PLUG		6

BODY

	457-235	NA	HOOD, aluminum		1
	457-205	\$26.99	TRIM STRIP, chrome		1
	326-077	\$1.89	CLIP, trim strip		6
	406-031	\$21.99	CABLE, hood release (T-handle)		1
	780-925	\$54.99	INSULATING PAD SET		1
	780-076	\$6.89	MGC BADGE, Roadster trunk		1
	780-303	\$49.99	MGC GT LETTER SET, hatch		1
	780-000	\$849.99	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	\$59.99	WORKSHOP MANUAL		1
	213-800	\$59.99	MECHANICAL PARTS CATALOG	Reprint of the factory catalog	1
	213-805	\$59.99	BODY PARTS CATALOG	Reprint of the factory catalog	1
	213-810	\$59.99	POWER UNIT PARTS CATALOG	Reprint of the factory catalog	1
	222-415	\$112.99	PERTRONIX IGNITOR (electronic ignition)		1



MGC Polyurethane Suspension Bush Kit

Polyurethane lasts 2-3 times longer than stock rubber, is hard enough to eliminate 90% of unwanted suspension deflection, yet is flexible enough for a firm yet quiet ride. Kit includes bushes for: Top Trunnion, Outer Fulcrum, Top Wishbone, Front and Rear Tie Bars, Torsion Bar, Anti-roll Bar, Damper Eye, Damper Pin, Rear Spring Eye, Rear Spring Pad, and Rear Shackles.

780-918 \$419.99



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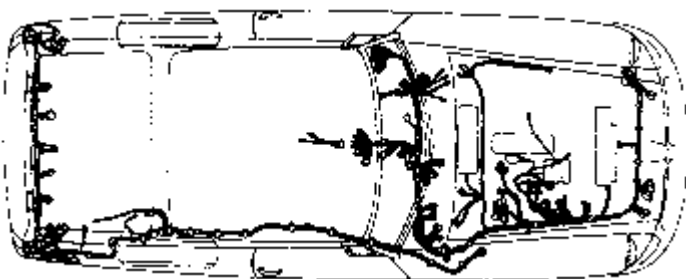
1-800-667-7872

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 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
Red/Yellow (RY): Fog/Driving 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

Installing Rust Repair Panels

Before repairing a rusted area on a car, a "battle plan" must be carefully worked out. If there is any body filler or damage nearby, consider replacing more than just the rusted area. If adjoining panels are also rusted, a logical sequence of operations must be planned. Above all, have your Moss repair panels in hand before cutting rusted/damaged areas out of your car. This not only makes planning the job easier, but it lets you see exactly

how the repair panel will fit. It's also a good way to prevent cutting out an area larger than the repair panel, a potentially costly mistake. Careful measurements and marking are essential.

Plan with care. Start from the inside out. Floors and sills (always before removing the body from the frame if the car has a separate frame) are followed by inner fender and door pillars, after which come rocker panels and then fender patches. This is, of course, a very general outline.

Equipment needed to produce professional quality repairs is generally beyond the tool inventory of the average enthusiast's garage, but it is often cheaper to purchase needed tools and equipment than to take the car to a body shop, especially if only "skin" repairs are required. The most expensive item required for this is most likely a M.I.G. welder or oxy-acetylene torch set-up to do the actual welding. (If only non-stressed areas are to be repaired, pop-riveting is usually adequate.) A few years back, an "inexpensive" M.I.G. welder cost just under \$1,000. Recently there have been "tabletop" models available starting under \$300, which puts these invaluable devices within the reach of many.

For cutting the rust out of your car, I have found a hand-held 4" grinder with a cut-off disc to be quick, clean, and accurate. These have the added advantages of producing virtually no distortion in the metal, and can be used with grinding discs for grinding welds. Chisels, hand shears, and cutting torches should not be used on most external panels, as they produce too much distortion in the surrounding metal. Cutting torches are great for rough or preliminary work. Nibblers may be used, but are generally slow and leave a slightly ragged edge. They are good for cutting small radius curves, however.

Spot-welded panels such as rocker panels can usually be removed by carefully drilling the spot welds with a drill of slightly larger diameter than the welds. If the welds are drilled out through the entire assembly, the new panel may be plug welded from the "back" of the holes. If done carefully, appearance of the original spot-welds can be approximated. In any case, once the spot welds are drilled, the old panel may be separated from the piece it was welded to with a thin sharp chisel and vise-grips. Rocker panels are easy to remove if the main part is cut away from the welded flanges, and the flanges removed separately. Repair panels may be mated to the cuts made in the car by overlapping or with butt-joints. Overlaps are easily made, and may be welded or pop-riveted, but they leave a grossly uneven surface unless the edges of the "hole" are jogged, so that the surface of the patch and any rivet beads are slightly below the surface of the main panel. The time and effort to do this properly makes this method more difficult than butt-welding. Butt-welding is the joining of two pieces by their edges, and demands careful matching of the edges. Whichever method is used depends on equipment available and what sort of panel is being installed. Floorboards and trunk pans can be installed with lapped edges, while exterior "patch panels" should be butt-joined if a minimum of body filler and finishing is to be used.

Plan where to run the joint. For example, some MGB lower fender repair panels run just above the waist line (where the chrome trim goes). It is much easier for many reasons to trim the repair panel so the weld is along the bottom of the original joint line, and will be hidden by the chrome trim.

Plan for drainage - there was a reason the car rusted where it did. Figure out why, and add inconspicuous improvements such as extra drain holes where required.

To install a panel, mark on the body of the car approximately where you think the edge of the repair panel will be. Remove all of the original pieces to be replaced except for an inch or so along where the main joint or weld will be. It should then be possible to scribe an accurate line on the body for the final cut where the two panels will join. Cut this carefully with as little distortion and with as smooth an edge as possible.

Hold the repair panel in place, and note any areas which need attention. These could be unfair mating flanges, ragged surfaces (remnants of old welds, barbs left from rough chisel work, or slag from cutting with a torch), or poorly mating edges. Look for imperfections in the repair panel itself. Trim, grind, hammer (gently) or do whatever is required for a perfect fit all over.

With the repair panel held or lightly clamped in place, place a small "tack" weld at the center of the major joint. In the case of a lower fender repair panel, especially when the weld will not be covered by trim and the joint is straight, allow the contraction of this "tack" to pull the bottom of the panel away from the car slightly - when later "tack" is made and the bottom of the panel pushed into place, the joint will (usually) be slightly below the "correct" surface. The idea is to have the finished (ground-off) weld slightly "low", so a light coat of body putty or lead is all that is needed to bring the repaired area to smooth perfection.

With the first tack in place, wiggle the panel around a bit for perfect alignment, and place more tacks at 2-3 inch intervals from the center outwards in both directions, one on one side of center, the next on the other side, and so on.

By leaving a small gap between the two pieces to be butt-welded (about 1/32" is fine), a small thin screwdriver or other object may be used as a lever to pry the two pieces as required to perfectly align the two surfaces at each tack.

With the "cosmetic" joint(s) well tacked, weld the flanges and other edges of the panel, being careful not to allow enough heat to build up to cause any distortion. The best way to do this is by "skip-welding", in which short welds are made at long intervals around the work until it is finished. Now go back and put a tack weld between each of the previous ones on the "cosmetic" or "exposed" joint, aligning the surfaces as before. Do it again - a tack between the ones just made and the original ones. If the resulting gaps are more than about 1/2" long, do it again. With a hand grinder, carefully grind off the tops of all these little tack welds.

After aligning the surfaces as before, use the skip-welding procedure mentioned earlier, to carefully weld in the gaps, again being careful not to cause adverse heat distortion.

Grind off the excess weld carefully, without hitting the body panels. If you find the weld to be in a slight depression, congratulations! If the ground weld is still slightly raised, do not try to grind it and the edges of the now joined panels flat - you will make the metal too thin, and cause the weld to crack. Careful hammer work or heat shrinking is the only cure - consult an experienced body man and/or a good book on bodywork.

Common questions about repair panels are: (1) Why not braze them?, (2) Why not sell galvanized panels?, and (3) Why aren't all the repair panels supplied in primer? Brazing can be used, but causes paint adhesion problems unless proper preparation and primers are used. Galvanized panels should not be used, as the fumes from welding these are highly toxic. Furthermore, as the zinc is burned off at the welds, protection is lost where it is most needed. All body panels should be stripped to the bare metal before finishing, and properly prepared for paint. It is easier to work with an oil-covered or even slightly rusty panel than one already covered with primer that must be removed, as it must be thoroughly cleaned anyway.

Eric Wilhelm
Moss Motors Staff

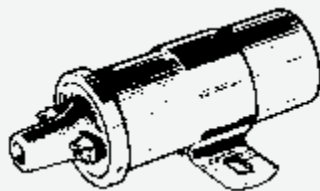
Damp Starting Problems

If your car is still slow starting, or won't start in wet/damp weather, and you have checked and convinced yourself that your battery is strong, the grounds and hot connections are all good, timing, plugs, and points are all up to specs, it is now time to go to the next step. You should

seriously consider replacing your old, probably weak and/or worn out stock 25k coil with a new, high voltage 35k or 40k volt coil. They are available at reasonable prices. If you are a purist, rest assured that the Sports Coil (Moss #143-201), is available, although not originally fitted at the factories. Most likely if all the other electrical stuff is working well, you will solve your wet/damp starting problems with a high voltage coil.

Try it, and if you are like me, you will wonder why you or Lucas didn't do it 20 years ago.

Tom K'Burg
Salem, NJ



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Diagnosing Wiring Troubles! (Words of Wisdom to Live and Drive By)

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

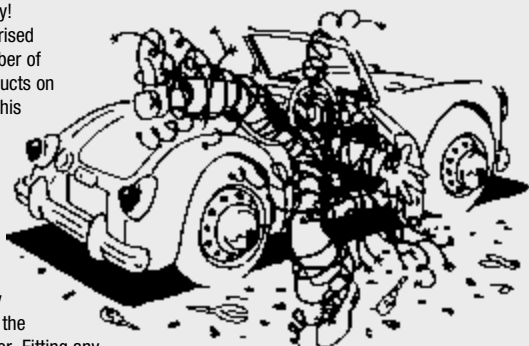
A fully charged battery can use around 120 amps to turn over a cold car engine. Making a mistake and accidentally connecting the positive to the earth can have some interesting affects, i.e.:

- 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.

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



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 as shown in the diagram. 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 over-burdened 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 niggling 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!

Grahame Bristow
Moss Europe Staff

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:

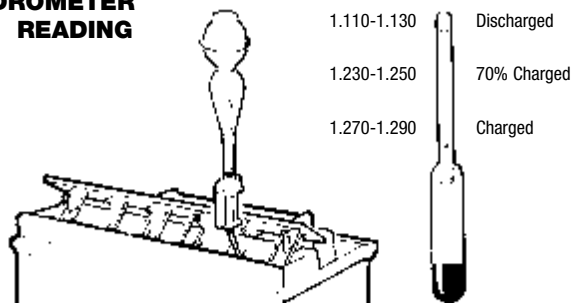
Gas - Disconnect coil to distributor LT lead

Diesel - Operate engine stop control

TEST:

RESULT

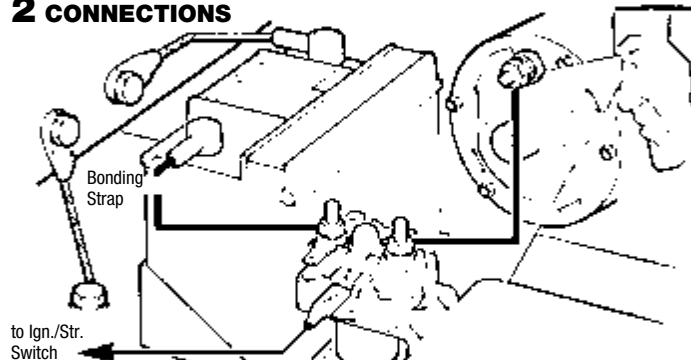
1 HYDROMETER READING



Below 1.230
Recharge and then test
→ Test 2

1.230-1.290
→ Test 2

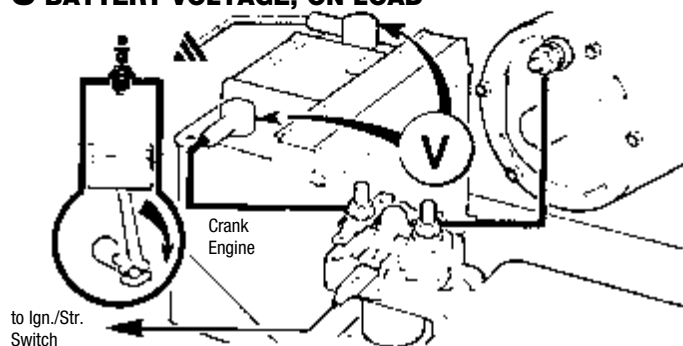
2 CONNECTIONS



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.

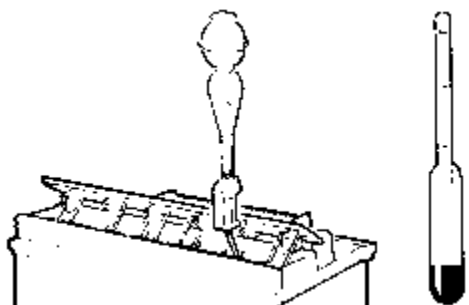
Should be approx.

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



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Should be:
Within 0.5V of voltage in
test 3
→ Circuit
Satisfactory

Voltage more than 0.5V
below reading in test 3
→ Test 6

Should be:
Approx. zero voltage
→ Test 8

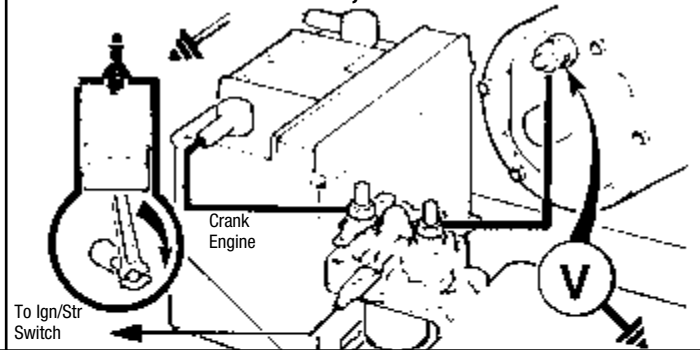
If above 0.5V
→ Test 7

Should be:
Approx. zero voltage.
If shown, solenoid is sat-
isfactory and a fault exists
elsewhere in the circuit.
Check all insulated line
cables and connections.
Rectify.
Re-check as test 6
→ Test 8
If above 0.25 V, replace
solenoid
→ Test 8

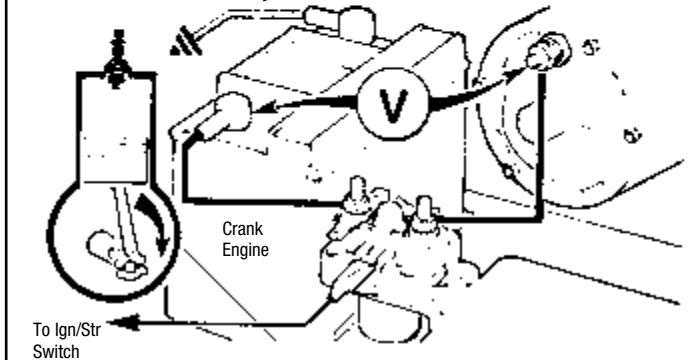
Should be:
Approx. zero voltage.

If above 0.25V, check all
earth connections includ-
ing chassis/engine bond-
ing strap.

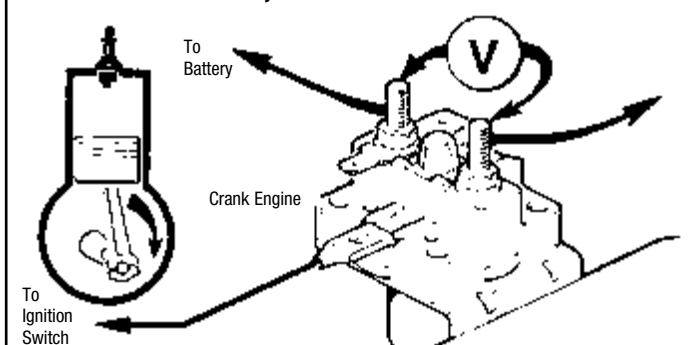
5 VOLTAGE AT STARTER, ON LOAD



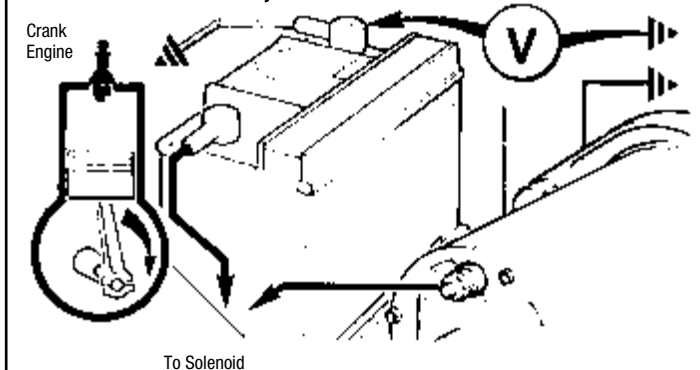
6 VOLTAGE DROP, INSULATED LINE



7 VOLTAGE DROP, SOLENOID CONTACTS



8 VOLTAGE DROP, EARTH LINE



STANDARD TERMS AND CONDITIONS OF SALE & LIMITED WARRANTY

Last updated: March 17, 2018

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This notice describes our Privacy Policy. Our privacy policy is designed to advise you about how we collect, use, and protect the personal information you provide. *By using our website or transacting business with us, you consent to the collection and use of your personal information as described in this Privacy Policy.*

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The privacy and protection of your information is important to us. We do not make any personal information available to third parties without your permission. Your access to some services and content is password protected. We advise that you do not disclose your password to anyone. In addition, we recommend you sign out of password-protected services at the end of your session.

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We use security software to protect the confidentiality of your personal information. When you order from us, we offer a secure server. The secure server software (SSL) encrypts all the information you input before it is sent to us. Our system supports up to 128-bit encryption, one of the highest levels available.

7. CHANGES TO PRIVACY POLICY

If our Privacy Policy or procedures change, we will immediately post those changes to our website. Any such changes will be effective immediately upon being posted, unless otherwise stated in the change.

8. EFFECTIVE DATE

This Privacy Policy is effective as of March 17, 2018.

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