

Supplemental Information & Instructions for 145-900 Panel Light Rheostat, with Push-on Knob MG TD from (C)10701

Historical Background

All MG TCs and MG TDs to serial number (C)10700 used two of the short stubby light switches (Moss 141-000, see Illustration 2H). These switches come with a brass hex nut (2K), a split spring washer (2L) and a very thin flat washer (2M). The outside diameter of the threaded barrel (2H) of these switches is 19.6 MM, just over $\frac{3}{4}$ ". The central instrument cluster panel has two 19-20 MM holes for the two switches. The TDs built from (C)10701 on used one short, stubby light switch (2H) plus a coiled wire type rheostat for the panel lights (similar to 2A) that has not been available for years. The original rheostats had a knob (Moss 145-905) which was retained on the shaft by a screw (Moss 323-185). The only thing still available for the original rheostat switch is the screw.

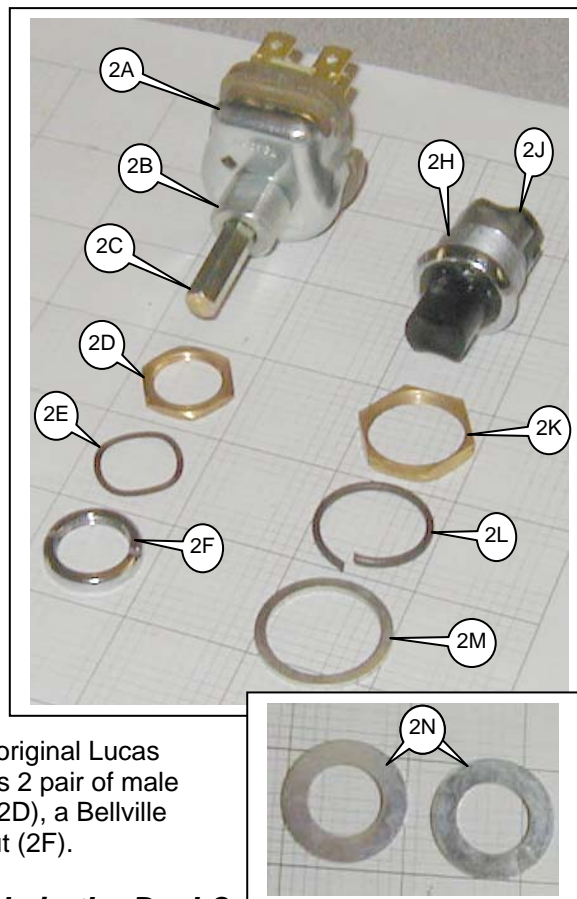
What is Available Now?

Moss offers the 145-900 rheostat switch (2A) which is a Lucas supercession of the original switch. The switches are Lucas coiled-wire rheostats (2A) with a hexagonal shaft (2C) with a spring loaded pin for a push on knob.

The 145-900 is supplied with an excellent reproduction of the original Lucas knob (Moss 145-907, not shown). The back of the rheostat has 2 pair of male spade terminals. The switch comes with a thin brass hex nut (2D), a Bellville type spring washer (2E), and a round chrome retaining ring/nut (2F).

Why Does the Switch Look Too Small for the Hole in the Dash?

The threaded barrel of the original switch and the current switch (2B) is only 14 MM in diameter. The holes in the instrument cluster have always been 19-20 MM, and that never changed. You can easily see that the external retaining nut/ring (2F) on the rheostat is small enough to pass completely through the hole in the panel- there is nothing to hold the switch in place. The fact is the hole in the dash panel was **always** too big for the Lucas rheostat switch. To solve the problem when the cars were in production, the factory fitted the rheostat switch with a large chrome washer (14 MM ID, and approximately 25 mm OD). This chrome washer would not go through the hole in the panel, and it allowed them to use all the instrument cluster panels they had. The original large chrome washer has not been available for some time. You can re-use your original or use the 145-901 washers (2F) included with the kits. We supply two of the washers because logically there should be a similarly sized washer behind the panel so you can use with the thin brass hex nut (2D) to adjust how much of the threaded barrel protrudes through the front of the panel.



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