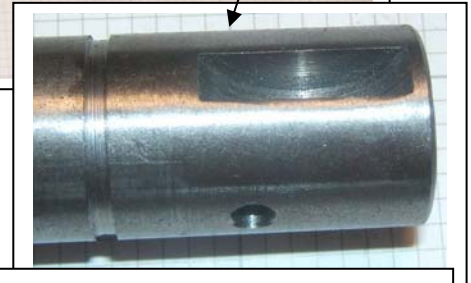
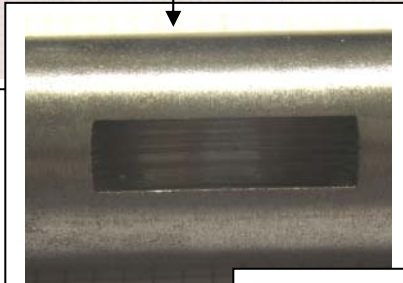
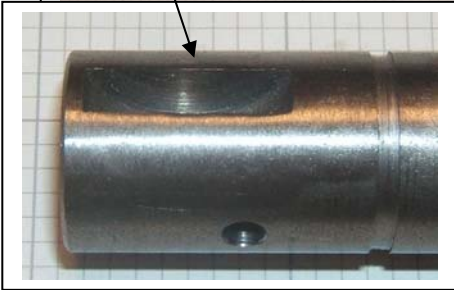
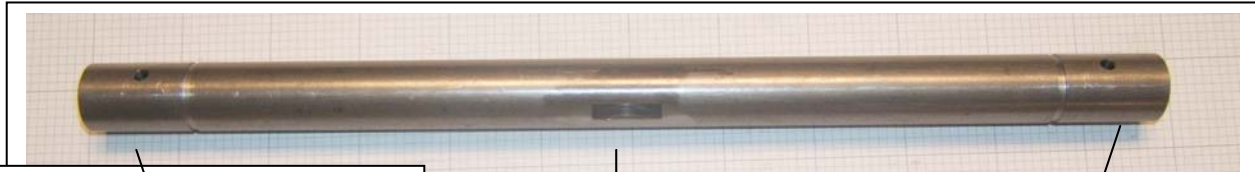


1 **Supplemental Information & Instructions**
2 **for**
3 **190-330 Clutch Cross Shaft, 3/4 Inch**
4 **MG TD from (e) 9408, MG TF**

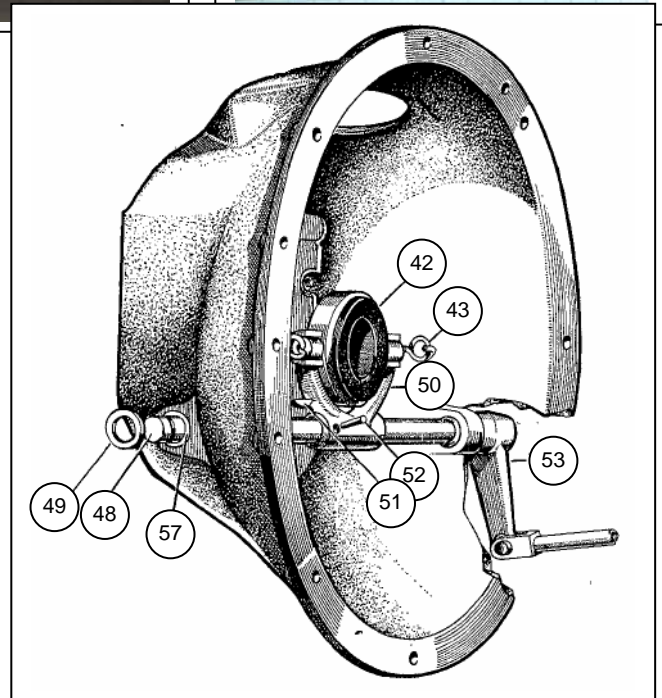


18 **About this Cross Shaft**

19 *We make these shafts in our shop on a CNC machine.*
20 *This is a faithful reproduction based on original factory*
21 *blueprints and samples. In our experience, bellhousings*
22 *have often been re-bushed (sometimes even cracked*
23 *and welded), with the result that the shaft is positioned*
24 *laterally in a slightly different position from original. For*
25 *this reason, the hole for the locking pin (52) securing the*
26 *clutch actuating fork (50) is not pre-drilled. This allows*
27 *the installer to perfectly center the shaft (48) and the*
28 *clutch actuating fork in the bellhousing.*

29 **Instructions**

30 Check the fit of the new shaft in the bushings (57).
31 If necessary, fit new bushings (330-060) and ream
32 them to match the shaft (48).
33 Slide the shaft (48) through one bushing.
34 Install the woodruff key (51) in the keyway in the shaft.
35 Slide the clutch fork (50) onto the shaft (48) and over
36 the woodruff key (51).
37 Pass the shaft through the other bushing and install the circlip (49) on the end. Be careful to correctly orient
38 the lever (53) on the end of the shaft and to face the clutch fork (50) forwards. There will likely be a slight
39 amount of side-to-side movement in the shaft (otherwise it would bind in the bellhousing) so you next position
40 the shaft so this movement is halved, and then position the fork on the shaft so that it is centered in the
41 bellhousing. Once you are satisfied with the fork's position, drill the hole through the shaft, using the holes in
42 the fork as a guide. Finally, drive the pin (52) through, securing the clutch fork to the shaft.



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