

Supplemental Information & Instructions

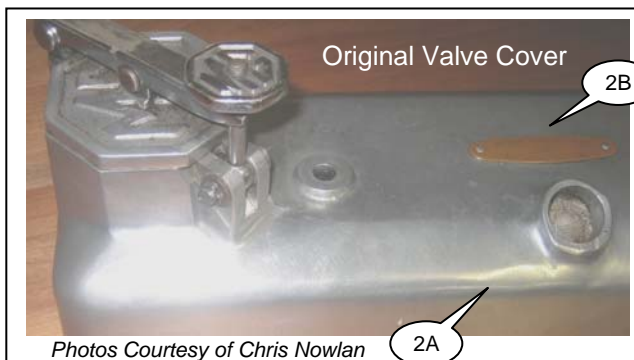
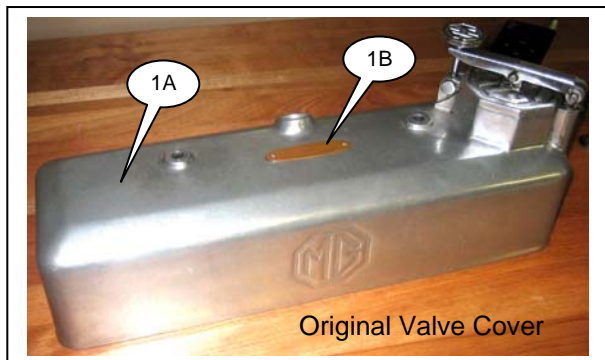
for

224-225 Cast Alloy Valve Cover

MG TC, TF¹

224-226 Cast Alloy Valve Cover

MG TD



A Little History...

The TCs produced in 1945 and '46 were fitted with a stamped steel valve cover secured with Bakelite thumb nuts. According to Michael Sherrell ([TCs Forever](#)), the alloy valve cover (1A) was fitted as standard equipment to TCs beginning about chassis number 1425 and ending in early 1947 with 2370. The additional cost of the alloy valve cover became an issue and the factory reverted to the earlier stamped steel valve cover. As a result, roughly 1,000 TCs were fitted with the alloy valve cover, which makes them very rare. The best information we have indicates that the Bakelite thumbnuts were replaced with special MG crested thumb nuts on cars with the alloy covers. The original alloy covers were sand cast, and as a result there is always some porosity visible. This is an inherent and acceptable consequence of low volume sand casting technologies of the period. The polishing tended to knock down all the sharp edges (2A) and make the flat surfaces somewhat uneven. An oval valve clearance plate (1B, 2B) made of brass was riveted to the middle of the top surface between the holes for the mounting studs. The original valve covers are still lovely to look at and genuine examples are now highly sought after but seldom change hands.

About the Moss Valve Covers

In the 1950s a number of aftermarket alloy valve covers were offered for both the TC & TD. The term "coffin style valve cover" was coined in reference to the aftermarket alloy valve covers with threaded filler caps, not the original factory alloy valve cover. Most of the aftermarket valve covers had disappeared by the late 1960s. These period accessory valve covers differed from the factory design in many ways and we intentionally went back to the factory design from 1946. As a result, the Moss reproduction valve cover is virtually identical to the rare factory alloy valve cover fitted to the TC. The hole in the TC valve cover takes a rubber grommet and the short pipe coming out of the factory air cleaner fits into that grommet. If you don't have the original air cleaner, the hole can be plugged with a machined aluminum plug that has four vent holes. This plug is tapped into place with a soft faced mallet; the plug is tapered and once tapped in firmly it will not pop out.

We went out of our way to reproduce the rare TC alloy valve cover. What about the TD and TF? Although the factory never offered an alloy cover for the TD or TF, we realize that many TD & TF owners would prefer to have a "factory-style" alloy cover, and we have designed a version of the TC cover to meet this need. For the TD, we made the 224-226, a version of the TC cover with a crankcase breather which will accept the stock 90° hose that connects the valve cover to the original oil-bath air cleaner. For the TF, we suggest that you use the 224-225 TC cover and plug the TC breather hole with a 225-900 vented plug.¹

What about the clearance plate visible on the original cover? Exact reproductions of the three variants of the tappet clearance plates are not available and they are therefore not included. It is possible to transfer an original clearance plate from a steel valve cover – it will need to be secured using small blind rivets. The gasket for the filler cap (224-227) comes with the valve cover (it is glued to the inside of the lid).

¹ See the "Which One Should I Use" section on page 3.

51 **What About the Quality?**

52 The Moss valve covers are produced in limited quantity as a pressure die casting to minimize porosity, which
53 shows up as pits in the surface. These high-density castings are machine polished (as were the original covers).
54 Some of the flat surfaces have minor ripples (4), and on some, the areas around the holes for the mounting
55 studs have some minor imperfections (3). The polishing has knocked down the sharp edges (4, 8) as intended.
56 There is virtually no pitting. The MG Octagon (6) is CNC machined. On the inside, the breather vent is shielded
57 against oil splash (5). Minor differences aside, we feel we have captured the vintage look of the original very
58 well. These are as good or better than most of the original valve covers we have examined. To make sure we
59 keep it that way, we inspect all these valve covers when they arrive and we will not sell those we feel are
60 unacceptable. The valve cover you receive will be representative of what we have on the shelf. Why are we
61 telling you all this? We want to make sure that you are satisfied with the product when it arrives. If you are
62 looking for a valve cover polished to a truly Concours standard, this is an excellent place to start. Plan on having
63 the final polishing done by a professional. As always, you are the final judge on a product like this. If you do not
64 wish to use it, please wrap up and return the unused/uninstalled/unmodified valve cover to us within 6 months
65 (follow the instructions on the back of your invoice) and we will cheerfully issue a full refund.



101 Note that the filler for this valve cover is always to the rear, even on the MG TD. Clausager, in his Original T
102 Series, has a nice picture of an original alloy valve cover on a TC on page 26.

103 **Which One Should I Use?**

- 104 **TC** **Valve Cover**
 105 with stock air cleaner **224-225** use a 280-160 grommet, valve cover-air cleaner (9a)
 106 with supercharger **224-225** use with a 225-900 breather plug (9b)
 107 **TD**
 108 with stock air cleaner **224-226** consider a 280-180 breather hose (9c)
 109 with supercharger **224-225** use with a 226-000 breather plug (9b)
 110 **TF**
 111 with stock air cleaner **224-225** use with a 225-900 breather plug (9b)
 112 with supercharger **224-225** use with a 225-900 breather plug (9b)
 113 *Note that the original breather hose on the TF cannot be used if you fit the*
 114 *224-225 valve cover unless you do some clever fabrication; that is why we*
 115 *say you must use the 225-900 breather plug.*



116 **What Other Parts Will I Need?**

- 117 *In all cases we suggest you use a new 290-300 rubberized cork valve*
 118 *cover gasket.*
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 120 *You might also consider using a pair of the 224-250 MG thumb nuts (9d)*
 121 *with two new 324-610 fiber washers (9e). These thumb nuts are very good*
 122 *reproductions of the nuts used to secure the factory alloy valve covers in*
 123 *1946-7. They are threaded 8 MM X 1.0, which is the correct obsolete metric*
 124 *thread-form that makes the T Series so much fun. Carefully check the*
 125 *threads on your studs before you try the MG crested thumb nuts.*
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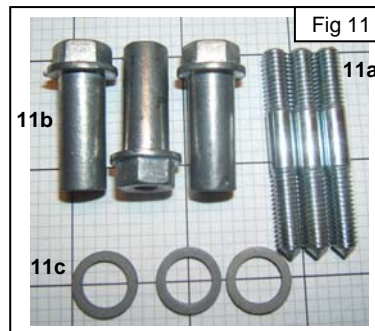
128 **Did the factory ever make an alloy tappet cover?**

- 129 *Most of us agree that they should have, but they did not.*
 130 *The tappet or side cover was always stamped*
 131 *sheetmetal. The original side covers lead a hard life and*
 132 *good ones are hard to come by. We offer 224-240, a*
 133 *sand-cast alloy tappet cover (Fig 10) that we consider to*
 134 *be similar in design to the factory alloy valve cover.*
 135 *Polished, it uses the stock gasket and mounting*
 136 *hardware. These are listed below for your convenience.*
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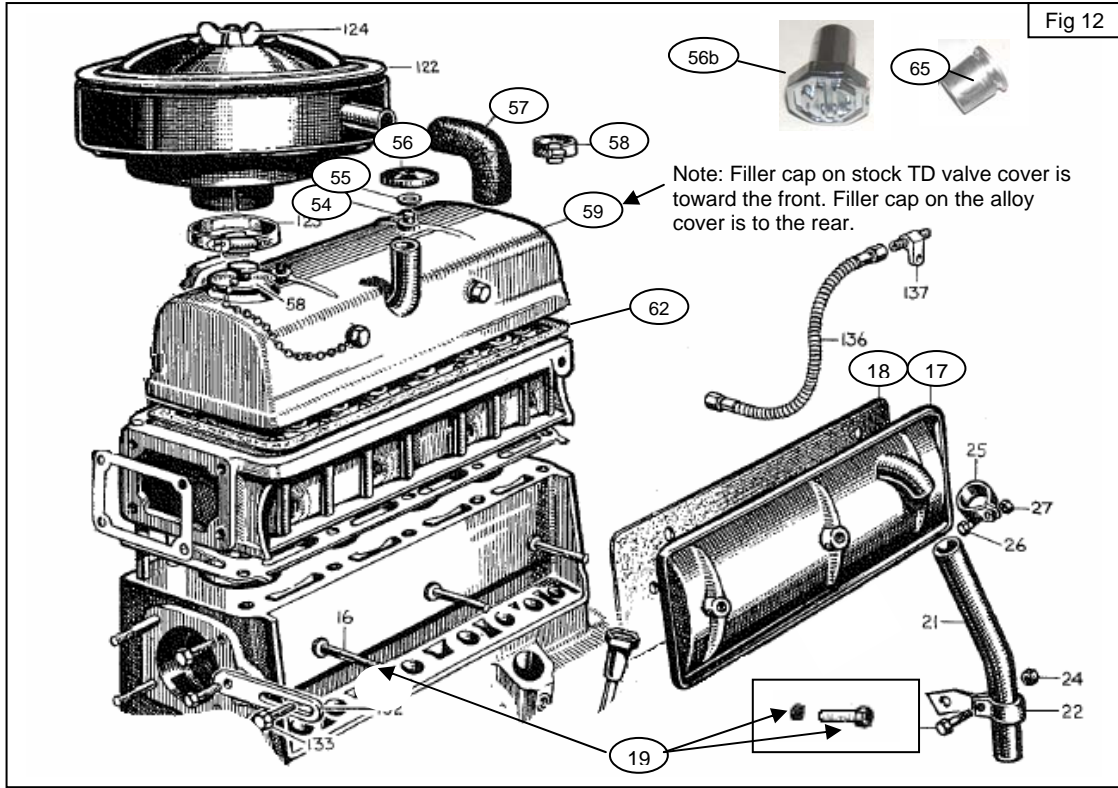


Ref	Item #	Description	Qty
	290-600	Gasket, tappet cover	1
Fig 11	433-618	Studs/tube nuts/washers <i>This kit Consists of</i>	1
11a	328-710	Stud, tappet cover	3
11b	433-340	Tube-Nut, tappet cover	3
11c	324-620	Washer, fiber	3

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 140 *Note that the studs and the tube nuts are the correct*
 141 *6 MM x 1.0 threadform.*
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Ref	Item	Desc	Qty	Comments
17	-	Tappet cover, stamped		<i>Original, no longer available</i>
	224-240	Tappet Cover, cast aluminum	1	MG TC, TD, TF
18	290-600	Gasket, tappet cover	1	MG TC, TD, TF
19	433-618	Kit, Studs/tube nuts/washers (3 of each)	1	MG TC, TD, TF
		Consists of		MG TC, TD, TF
	328-710	Stud, tappet cover (6 MM X 1.0)	3	MG TC, TD, TF
	433-340	Tube-Nut, tappet cover	3	MG TC, TD, TF
	324-620	Washer, fiber	3	MG TC, TD, TF
54	328-770	Stud, valve cover	2	MG TC, TD, TF
55	324-610	Washer, fiber, valve cover nut	2	MG TC, TD, TF
56	433-560	Thumb nut, Bakelite	2	MG TC, TD, TF, w/stamped valve cover
56b	224-250	Thumb nut, MG Octagon	2	MG TC, TD, TF with alloy valve cover
57	280-180	Breather hose	1	MG TD with original air cleaner
57	-	Valve Cover, Stamped		<i>Original, no longer available</i>
	224-225	Valve Cover, Pressure Die Cast	1	MG TC, TD w/Supercharger, MG TF
	224-226	Valve Cover, Pressure Die Cast	1	MG TD w/original air cleaner
62	290-300	Gasket, rubberized cork	1	MG TC, TD, TF
	280-160	Grommet, valve cover to air cleaner	1	MG TC w/original air cleaner
65	225-900	Breather plug, vented, for alloy VC 224-225	1	MG TC w/o original air cleaner, MG TD w/supercharger, MG TF

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