Supplemental Information & Instructions for 297-535 Premium Manifold Gasket (B Series Engines) MGA, MGB, Austin Marina, MG Magnette



26 A Little History...

27 The manifold gaskets for the B Series engine have evolved over time. The first factory gasket consisted 28 of a metal core with a fiber layer on both sides. With the introduction of the catalytic converter in the US 29 market, a special gasket (CAM1569) was developed which had a layer of asbestos gasket material in the middle and both sides faced with perforated metal. Although intended for the late MGB only, owner's of 30 earlier cars found this to be a superior replacement for the early manifold gasket. When asbestos was 31 32 banned, the aftermarket gasket manufacturers introduced a manifold gasket that had one side faced with 33 metal, and one side faced with a layer of fibrous (non-asbestos) gasket material. This design held up 34 fairly well and led to endless debate about which way the gaskets were supposed to be installed. Another 35 aftermarket gasket appeared later which was faced with metal on both sides (like the CAM1569). Taken 36 as a group, the aftermarket gasket stampings, dimensions and durability left something to be desired. 37 When we were developing our supercharger kits for the B series engine, we really had trouble with the 38 gaskets we could buy, no matter where they were made, or the composition.

39 About Our Gasket...

- 40 While we have high regard for originality, there is no reason not to use modern materials and
- 41 manufacturing methods wherever that can lead to a superior product
- 42 With the help of a major aerospace gasket manufacturer here in the US, we have developed the
- 43 specifications for a truly superior product. It starts with a high performance, high temperature fiber core.
- The core is then laminated on both sides with a 0.008" electrolytic tin plated steel cover, which is
- 45 mechanically bonded to the core without the use of any adhesives. This design creates a gasket that can
- 46 withstand extreme temperatures; in this case the gasket is rated for 1,000 °C or 1,832 °F. This design
- 47 also has the strength and durability to take scrubbing, vibration, teardown, and frequent heat cycling.
- 48 Unlike some metal faced gaskets, this one gives a good crush when the manifold nuts are torqued down,
- 49 maximizing the chance of a complete seal. The cutting operations also leave a clean edge without a thick
- 50 lip found on some gaskets. We also took the time to eliminate a problem we found in other gaskets. To

- 51 minimize the problems fitting a gasket, the holes for the studs are frequently oversized. When you slide
- 52 such a gasket into place, the gasket hangs on the studs, and the top edges of the ports are covered by
- 53 the edge of the gasket. By precisely locating the holes for the studs, we were able to reduce the diameter
- 54 of the holes, and the gasket material stays out of the ports.

Installation 55

- 56 Check the face of the cylinder head with a metal straight edge or engineer's flat. If the surface is not flat,
- 57 ask your machinist about having the head trued.
- 58 We do not recommend using any gasket dressing with this gasket.
- 59 Install the manifold using the proper studs, nuts, and washers.
- 60 If you are using headers or replacement manifolds, take the time to ensure that the washers sit as flat as
- 61 possible. Because header flanges and intake flanges can differ in thickness, you may need to use
- 62 spacers to even out the differences.
- 63 Tighten the nuts gradually.
- 64 Torque them to the specification in the factory workshop manual.

65 66

67

- 68
- 69

70

- 71
- 72
- 73

74

- 75
- 76
- 77

- 78
- 79
- 80
- 81 82

83

84 85



89 90 91

92

93

Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the

"Contact Us" page on the Moss website: http://www.mossmotors.com/AboutMoss/ContactUs.aspx If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



Moss Motors, Ltd. 440 Rutherford Street, Goleta, California 93117 In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400 Moss Europe Ltd. Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB In the UK: 020-8867-2020 FAX:- 020-8867-2030

Instruction Sheet 297-535 Month Year