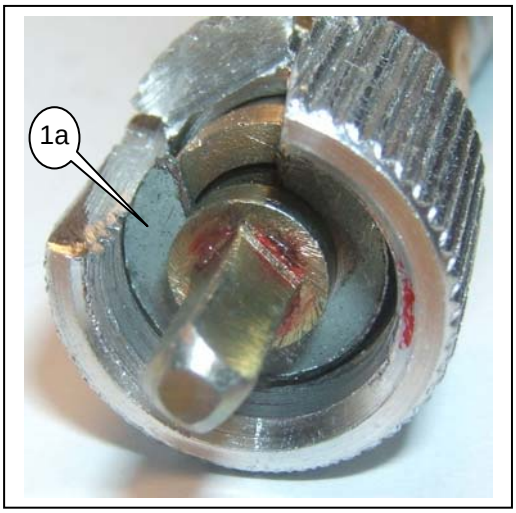
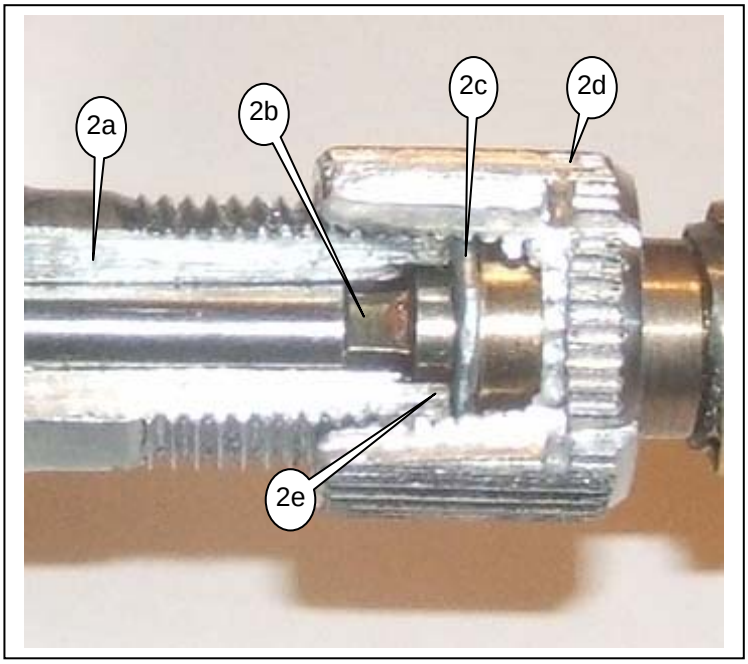
Supplemental Information & Instructions
for
331-015 CABLE, TACH, OE TYPE MG TC & RHD TD, 4 FT or 48 IN
331-055 CABLE, TACH, OE TYPE MG TD & TF, 3 FT 4 IN or 40 IN

Installing These Cables





The Problem

Sometimes we have to decide between supplying a part with an explanation, or discontinuing the part. We have decided to explain the situation and let you decide if you want to use this cable or not.

The manufacturer uses a circlip (1a) to retain the inner cable in the housing. When attached to the tach reduction gearbox (2a), the circlip (2c) bottoms out against the end of the tach reduction gearbox (2e) when the nut on the cable (2d) is tightened. The cable is locked in place and it cannot rotate.

Oddly enough, this situation does not exist with the replacement type cable, 331-025, which is made by the same company!

We have been discussing the situation with the English manufacturer of this cable, and although they have said they agree with us, and that they have “resolved the issue”, the cables they are supplying still have the same problem we reported to them. We believe they will eventually get it right. We apologize for the inconvenience, which we hope is temporary.

Solution #1

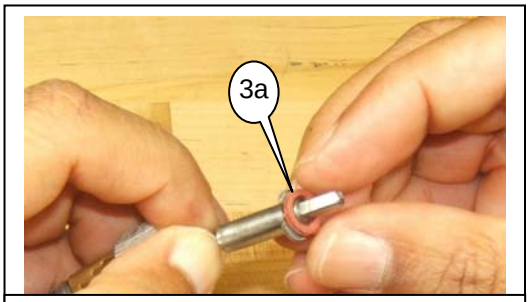
Apply a little blue Loctite to the threads inside the nut (2d).
Tighten the nut (2d), then back it off two turns.
Leave it overnight to allow the Loctite to cure.
The Loctite will prevent the nut from vibrating loose.
If you ever need to remove the cable, the Blue Loctite bond can be broken and the nut unscrewed.

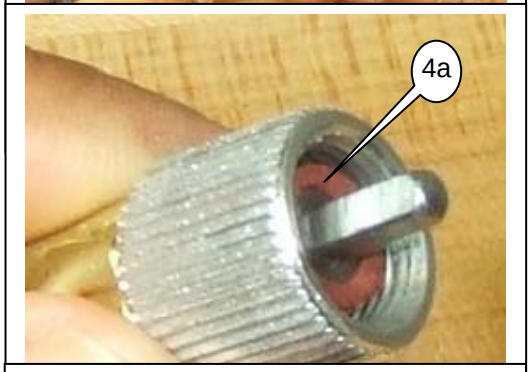
Solution #2 is on the next page

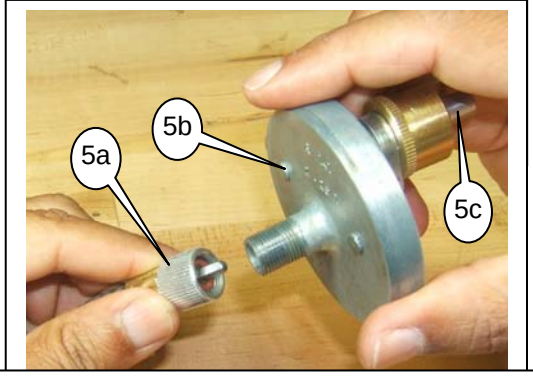
Solution #2

Mike Vickers, part of our QA group here at Moss, found that fitting a small fiber washer on the end of the cable (3a) also solves the problem. The washer, Moss 315-185 (WF507), is a red fiber washer. It fits inside the nut, and acts as a distance piece or spacer. *The washer was supplied with both cables after 1 September, 2009 with a copy of these instructions.* This washer prevents the circlip on the end of the cable (see 2c on page 1) from coming into contact with the end of the tach reduction gearbox (see 2e on page 1).

With the washer in place (4a), connect the cable to the tach reduction gearbox (5b). Tighten the nut (5a) normally – there is no need to back it off.







Checking the Assembly

We recommend that you check the cable and the tach reduction gearbox as an assembly out of the car to make sure the cable spins freely, and that it drives the tach reduction gearbox smoothly. Once you have satisfied yourself that everything is as it should be, install the cable and the gearbox in the vehicle.

About the Tach Reduction Gearbox

The gearbox (360-010 or 27H210) sold by Moss is a high quality reproduction of the original item. When they are assembled, the manufacturer injects grease inside the case through the grease nipple (6a).

Over time the grease will thicken, and when you first try and turn the shaft (5c) you will feel some resistance. It may even seem that the gearbox is “frozen”, or locked up solid. Having inspected and disassembled quite a few of these, we know that the stiffness is the grease.

Once broken loose, the shaft will turn, and it gets easier as the grease gets spread around the inside of the housing. If you wish, you can use an electric drill to spin the shaft for a minute. Then try it by hand. You will find the shaft rotates easily and smoothly.

Any suggestions that you may have that will improve the information 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.

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