

Supplemental Information & Instructions
for
371-575 Air Filter, K & N
950-320 Air Filter, Crosland
950-820 Air Filter, Classic Gold
Spitfire, 1971 on, TR250, TR6, MGC

Background

The air filter housing used on the MGC exported to the US is unique (Fig 1, Fig 2). The UK MGCs had a different housing and used different filters. The actual US spec air filter was discontinued years ago, and over time they became almost impossible to find. Fortunately (or unfortunately) it was found that the Triumph TR6 and/or Spitfire filters could be made to work. Having something that was "almost" right combined with very low numbers of potential sales effectively prevented anyone from manufacturing the correct filter. In addition, MGC owners that have tried the "one that works" have been frustrated because some don't fit.



Substitute Filters

The air filters sold for the Spitfire '71 on/TR250/TR6 applications work the best. Dimensionally, this filter is generally slightly too large in diameter and slightly too thin for the US MGC air filter housing. You might think that three filters made for the same application would be identical, but they are not. Depending on the brand they vary slightly in size and construction and as a result some filters made for the Spitfire/TR250/TR6 cannot be fitted to the US spec MGC air filter housing. The critical element seems to be the rubber seals at the ends of the air filter. If they are the right size and they are flexible enough they can be compressed to match the size of the opening in the US Spec MGC air filter housing.

Moss Air Filters

Moss offers three different filters for the Spitfire/TR250/TR6 application. All three should, in theory, fit the MGC but in fact only two will fit well enough to be usable.

Crossland

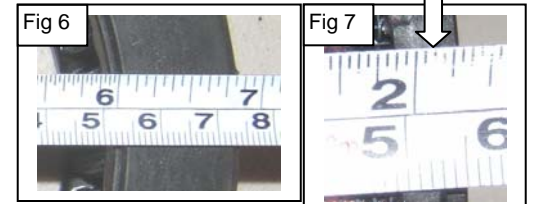
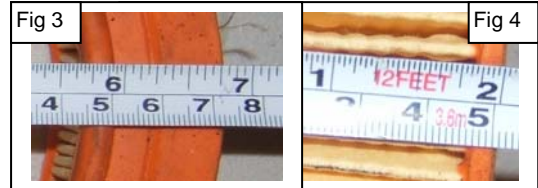
Our 950-320 filter is about 6.75" across (Fig 3), and about 2" thick (Fig 4). The filter seals well to the inner lip of the assembly (5A) once installed. There will be a gap between the alloy carburetor plate and the rubber seal on the filter. You can check this on your assembly by installing the filter, then smearing a thin film of grease on the rubber seal. Fit the aluminum carburetor base plate and check to see if any of the grease was transferred to the plate. If there is no evidence that the filter touched the base plate, it would be a good idea to install a pad that will take up the extra space as the filter could move. We cannot supply the pads; you will have to make your own by cutting two suitably sized rings from medium dense foam or felt-like material of suitable thickness.

K & N

Our 371-575 made by K&N fits the Triumphs just fine, and it also fits the US spec MGC filter housing. The K&N filter is slightly larger in diameter (6 7/8") and slightly thicker (2 1/4") than the Crossland, so it actually fits better. See the comments under the Crossland filter above. However, it is more difficult to remove. You need to pry it out gently, going all the way around the circumference. If you are too aggressive the filter is going to be damaged. The K&N is more expensive than the Crossland, but it can be cleaned and reused. Use the K&N cleaning fluid 231-480, and the K&N filter oil 231-490.

Classic Gold

Our Classic Gold 950-820 fits the Triumphs just fine, but it has steel reinforcement which makes it stiffer, and the ends cannot be manipulated and it therefore cannot be made to fit the MGC air filter housing.



MOSS MOTORS, LTD.

440 Rutherford Street, Goleta, California 93117

Toll Free US & Canada (800) 667-7872 FAX (805) 692-2510 (805) 681-3400

Instruction Sheet 371-575_950-320_950-820

July 2006