

**Supplemental Information  
for  
472-460 or AFH2559 Rear Corner Rail, Aluminum, L/H  
472-470 or AFH2558 Rear Corner Rail, Aluminum, R/H  
MGA**

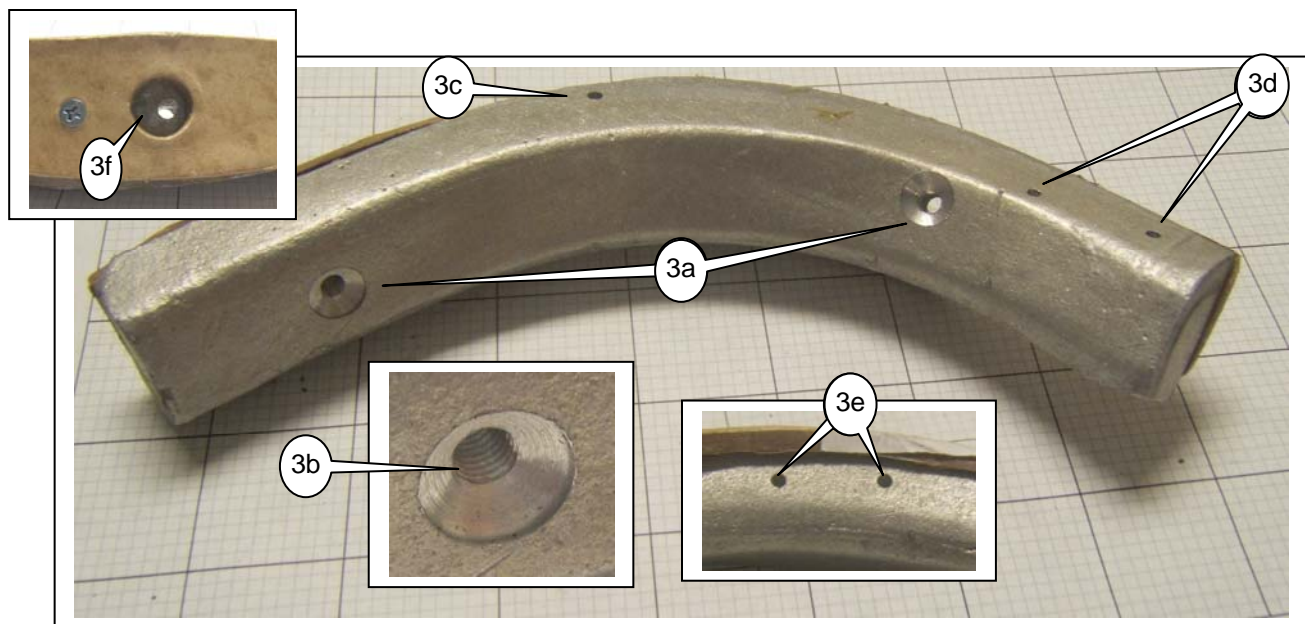
**Original Sample**



The MGAs produced in the first year had wooden corner rails. The shape made it very expensive to produce, and they went to a casting (1a) which made it much less expensive and much more uniform. They also are nearly indestructible. The original samples we have are backed with a piece of manufactured wood, like masonite (1B). The backing is secured with screws (2b). Some people have said the backing material is leather. Whatever the material, the backing makes it possible to staple the covering and the piping to the corner rail (2e).

The rails are secured to the lip of the cockpit with two 10-32 x 1.25" flat head countersunk Phillips screws (1c). The hole through the rail is threaded, and the screws are secured with a jam nut (2d). There is a flat washer (2c) and another hex nut on each screw. None of this hardware is listed in the factory parts books. The 227-500 turn button (1f) for the tonneau and the flanged-base lift the dot stud for the side curtain case (1e) are secured to the rail with small 323-460 oval head Phillips screws. There is also another lift-the-dot stud (1d) for the tonneau that screws into a hole in the rail.

## Moss Reproduction



Our reproduction of the corner rails are cast aluminum, with a wooden backing strip. The holes for the two mounting screws (3a) are drilled, tapped 10-32, and counter bored for the countersunk screw heads. At the time this was being prepared, Moss did not stock a screw with those specifications.

Small pilot holes are also made for the 227-500 turn button (3d) for the tonneau and the flanged lift the dot stud for the side curtain case (3e). There is also a pilot hole (3c) for another lift-the-dot stud for the tonneau. If you already have a tonneau, locate the hardware to match the tonneau, which may mean drilling new holes in the rail. Although not listed in the earlier MGA catalogs, the small 323-460 oval head Phillips screws used to secure the turn button and the flanged base lift-the-dot stud se are available. Because the original steel screws were threaded into aluminum, you may find that corrosion and rust may have permanently fused them in place.

Information on how to go about recovering these corner rails is available on the [mgaguru.com](http://mgaguru.com) website, and in Malcom Green's excellent book on MGA restoration. The book, which has a very good color section on upholstery and trim, is available from us under 212-965.



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