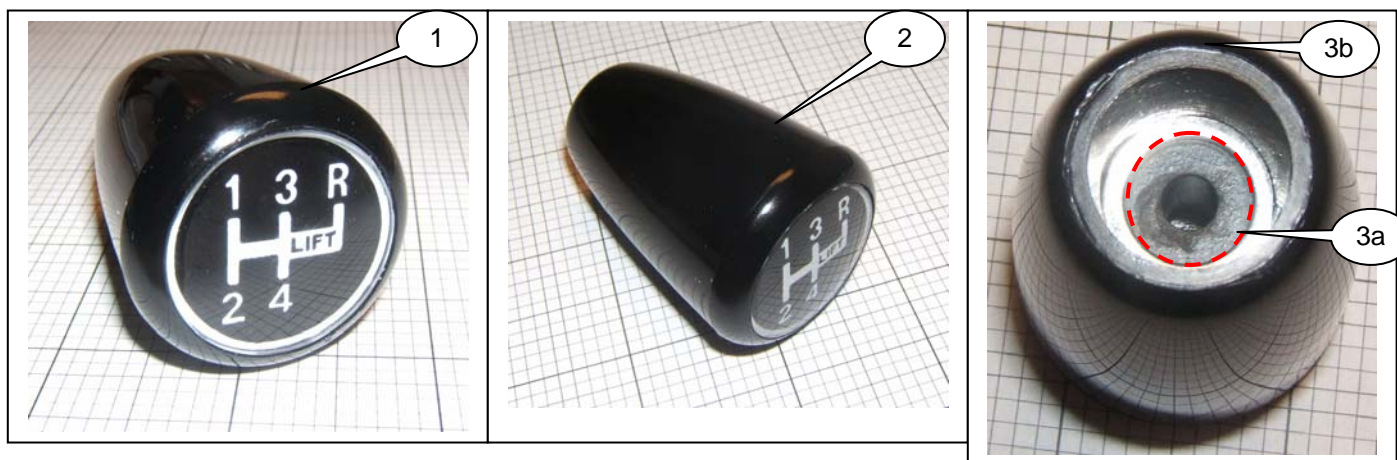


Supplemental Information for **847-260 or 22G1755 Gearshift Knob, OE Type** **MG Midget 1500**

Details of the Shift Knob



About the 1500 Midget Shift Knob & Shift Lever

The gearshift lever for the 1500 Midget gearbox is indeed threaded, and it is 5/16 UNC (18 tpi).

There is a jam nut JN2158 (Moss 310-015) that goes on the gearshift lever first, then the leather cloth shift boot drops down over the lever. The jam nut 310-015 prevents the boot from sagging down the gearshift lever.

The gearshift knob we offer(1,2) , is an excellent reproduction of the original factory knob. Rather than having any threads at all, the knob has a rubber bushing (3a) inside a large hole at the base of the knob (3b). You "thread" or push the knob onto the threaded end of the gearshift lever. The hole in the bushing is smaller than 5/16" and it will take some persuasion to get the knob started. When threaded/pushed on far enough, the lower lip of the gearshift knob (3b) will go over the jam nut and the very top of the shift boot, which gives it a nicely finished look.

The rubber bushing in the knob, when new, is a very tight fit on the threaded end of the gearshift lever. If the knob is removed and re-fitted repeatedly, the hole in the rubber bush will get larger and eventually it will not be secure.

The purpose of the rubber bush is to dampen the vibration that would otherwise be transmitted through the metal gearshift lever into the knob and so to your hand. Aftermarket shift knobs for the same application generally use the same rubber bushing idea. The rubber bush also makes it easier to get the knob aligned properly without having to fiddle with a jam nut.



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