

Supplemental Information for

456-770 Fuel Tank, MG TC

456-785 Fuel Tank, MG TD

456-795 Fuel Tank, MG TF

Introduction

The original gas tanks built for the T-series cars were made from zinc-plated steel. The shape is inherently complicated and the various fittings are unique.

With passage of time since the tanks were built, the zinc plating has usually broken down, leaving the inner surface susceptible to rust. The water that naturally collects in all gas tanks settles to the bottom of the tank (the gas floats on top of the water) and the steel begins to rust. With the rust, leaks and accumulated dents and dings, at some point in a restoration you will have to decide whether or not to replace the tank. It is our intention to provide you with enough information to make an informed buying decision.

Restoring an Original Tank

From Mike O'Connor & Skip Kelsey we obtained a list of the steps generally taken to restore a salvageable tank.

- Remove the paint and rust (chemical stripper, should be done by a shop)
- Replace damaged panels, fix leaky seams.
- Have a body shop straighten/smooth out the panels. Opening the tank through the end panels or the panel that is up against the rear of the body may provide access to both sides of the sheet metal panels.

By now, the inside is all rusty again.

- Back to chemical stripper
- Clean and de-grease tank (we suggest 220-620 Bio-Degradable Cleaner)
- Etch tank (we suggest 220-630 fuel tank etch) to prep surface for "slushing"
- Coat the inside of the tank with slushing compound (we suggest 220-450)

Cleaning, etching, and "slushing" tank should prevent future rust and seal any pinholes

- Re-assemble the tank with all the components

All this will cost between \$500-\$600, maybe more.

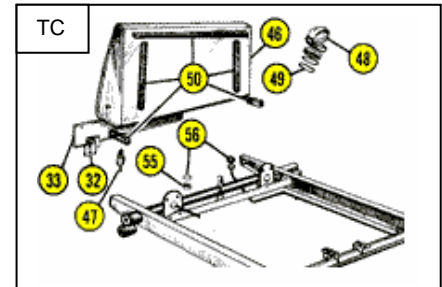
Fitting a New Tank

All three tanks offered by Moss are made by hand in very small quantities the UK using the most rudimentary of jigs and fixtures. The amount of hand labor is so high and the annual demand for these tanks so low it is almost not worthwhile producing them at all. As is stands, the new tanks require almost as much work to prepare as it does to restore an old tank. Illustrations reference for clarity only; see website or catalog for current part numbers and availability

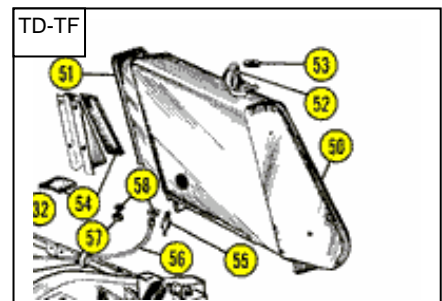
- Test fit fuel line adapter. Do whatever is required to make it fit. (See TC #47, TD-TF #55)
- Test fit OE gas cap or OE Type replacement cap. (See TC #48, TD-TF #52) Weld up pivot holes if necessary and re-drill them
- Ensure cap can be installed with a fully functional release lever.
- Test fit sending unit. Holes for screws may need to be cleaned up with an 8-32 tap.
- Test fit drain plug
- Test fit fuel line
- Use body putty as needed to cleanup and smooth surfaces

Once everything has been fitted and all the work has been done, tank must be "slushed" to seal all the inside surfaces. Welding zinc-plated steel produces toxic gases and it is simply not done anymore. These tanks are raw steel and if they are not rusted when they get here, they will be rusty shortly after they are filled with gasoline for the first time.

- Clean inside of tank, etch tank, seal it with "slushing" compound. *The sealant will coat all the clean, raw steel surfaces and prevent them from rusting. (See Moss 220-620, 220-630, 220-450)*
- Use Hylomar sealant (221-556) on all sending unit gaskets and screw threads.
- For sending unit we suggest using a 323-728 screw set, which includes six 8-32 screws and 6 nylon washers.
- Use new sealing washers (370-650) for the fuel line and the drain plug. (TC #56, TD-TF #58)



<http://www.mossmotors.com/Shop/ViewProducts.aspx?PlateIndexID=32892&SortOrder=55>



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Making a Decision

If you have an old tank that can be saved, we suggest you do so. If you don't have a tank, or you cannot save the old tank, then you will have to buy a new tank or have one made.

Questions

Why sell the new tank at all if they require so much "finishing" when you get one? Good question. We have looked at this issue several times, and we have decided to carry these tanks because they make it possible to replace the missing tanks or tanks that have been damaged beyond repair. However, the condition of the tanks is such that an explanation is warranted. We look at it rather like selling something at a swap meet; if we can provide you all the information, you can decide if buying a tank makes sense to you.

Why don't you just get a high quality tank made? We wish we could. The cost of the tanks would be substantially higher, and that only if we ordered more than we sell now. The demand is so low already the business case for this line of tanks is very weak.

This approach may be somewhat unorthodox, but we believe the circumstances require it and we hope you find this information useful. We remain committed to the quality of the products we sell, and we are committed to ensuring that you are not disappointed when you buy something from us.



MOSS MOTORS, LTD.

440 Rutherford Street, Goleta, California 93117

Toll Free US & Canada (800) 235-6954 FAX (805) 692-2510 (805) 681-3400

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